In Parliament – Session 2021 - 2022

HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix LV-001-0MA05

Landscape and visual

MA05: Risley to Bamfurlong

Landscape and visual impact assessment and photomontages

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Landscape and visual impact assessment and photomontages

Department for Transport

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Introduction

This document is the appendix to the landscape and visual impact assessment for the Risley to Bamfurlong area (MA05), 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: Risley to Bamfurlong (MA05), Section 11. Maps referred to throughout this appendix are contained in the Volume 5, Landscape and visual Map Book.

Part 1: Engagement with technical stakeholders

1.1 Introduction

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

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
Wigan Borough Council	Wigan Borough Council's comments on the Working Draft Environmental Statement (WDES) were included within the Greater Manchester Combined Authority (GMCA) response of December 2018. The comments covered the landscape and visual assessment (LVIA), public rights of way, photomontage locations and the assessment. Meetings were held via Skype calls on the 9 May 2018, 5 December 2019 and 10 May 2021. The discussions covered the Proposed Scheme design, the approach to the LVIA, viewpoint and photomontage locations and landscape mitigation.	Wigan Borough Council's comments on the LVIA and proposed photomontage locations have been taken into account in the preparation of LVIA for the Environmental Statement (ES).
Warrington Borough Council	Warrington Borough Council's comments on the WDES were included within the GMCA's response of December 2018. The comments covered the LVIA, public rights of way, viewpoint and photomontage locations and the assessment. A meeting was held via a Skype call on the 8 November 2018. The discussions covered the Proposed Scheme design, the LVIA methodology, viewpoint and photomontage locations.	Warrington Borough Councils comments on the LVIA and proposed photomontage locations have been taken into account in the preparation of LVIA for this ES.
Salford City Council	Salford City Council's comments on the WDES were included within the GMCA response of December 2018. The comments covered the LVIA, public rights of way, photomontage locations and the assessment. A meeting was held at Salford City Council offices on 13 September 2018. The discussions covered the Proposed Scheme design, the LVIA methodology, viewpoint and photomontage locations.	Salford City Council's comments on the LVIA and proposed photomontage locations have been taken into account in the preparation of LVIA for this ES.

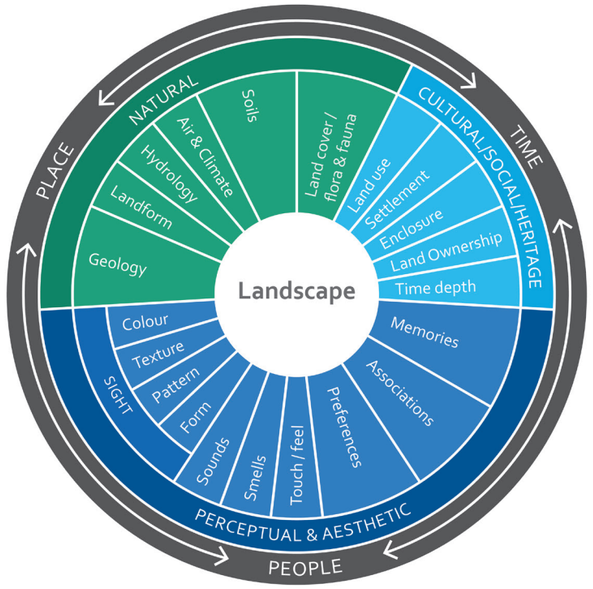
Part 2: Landscape character assessment

2.1 Introduction

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

2.1.2 This section is organised as follows:

- information on each LCA within the area including a description of the landscape (with OS maps and photography to help illustrate character and patterns of land uses and vegetation of the area), as well as an analysis of the value, susceptibility and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
- description of future baseline conditions, where relevant; and
- assessment of the effects of the Proposed Scheme on the landscape at construction, and at year 1, year 15 and year 30 of operation, as set out in the HS2 Phase 2b: Technical Note – Landscape and visual – Approach to landscape susceptibility, value and sensitivity included in the Environment Impact Assessment Scope and Methodology Report (SMR), (see Volume 5, Appendix: CT-001-00001).



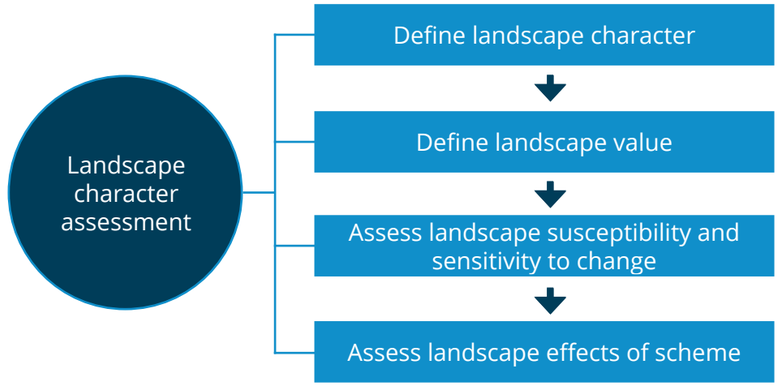
Above: The elements of landscape. Diagram is based on 'An Approach to Landscape Character Assessment' Natural England, 2014

2.2 Approach to landscape characterisation

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

2.2.2 The national landscape character context is illustrated on map LV-00-MA05, (Volume 5, Landscape and visual Map Book). The district LCA of relevance to the Risley to Bamfurlong area are summarised below:

- Holcroft and Glazebrook Moss Mossland: a low-lying, remnant mossland landscape, highly altered by the presence of infrastructure, landfill operations and intensive arable farming;
- Birchwood (Warrington Suburban): part of the Warrington New Town development in the late 1960s, now characterised by suburban housing estates, busy road and rail networks, and light industrial development;
- Culcheth Suburban: a large village set within a gently undulating, farmed landscape, with mixed aged housing estates and some historic and listed assets;
- Culcheth Undulating Enclosed Farmland: a gently undulating, rural landscape of mixed agricultural use, remnant hedgerows and limited woodland cover. Infrastructure reduces tranquillity at the LCA boundaries;
- East Lancashire Road Corridor Lowton Heath to Lately Common Undulating Enclosed Farmland: a low-lying and intensively farmed landscape characterised by the presence of large-scale road and rail infrastructure;
- Golborne Suburban: a suburb of Wigan, this LCA is set within the gently undulating rural landscape of Wigan Greenheart. This LCA flourished due to growth of the coal mining industry;
- Hey Brook to Aspull Common Farmland and Flashes: a low-lying and regenerating landscape which supports a rich variety of habitats in association with the Hey Brook, Leeds and Liverpool Canal and the Abram Flashes Site of Special Scientific Interest (SSS)I;

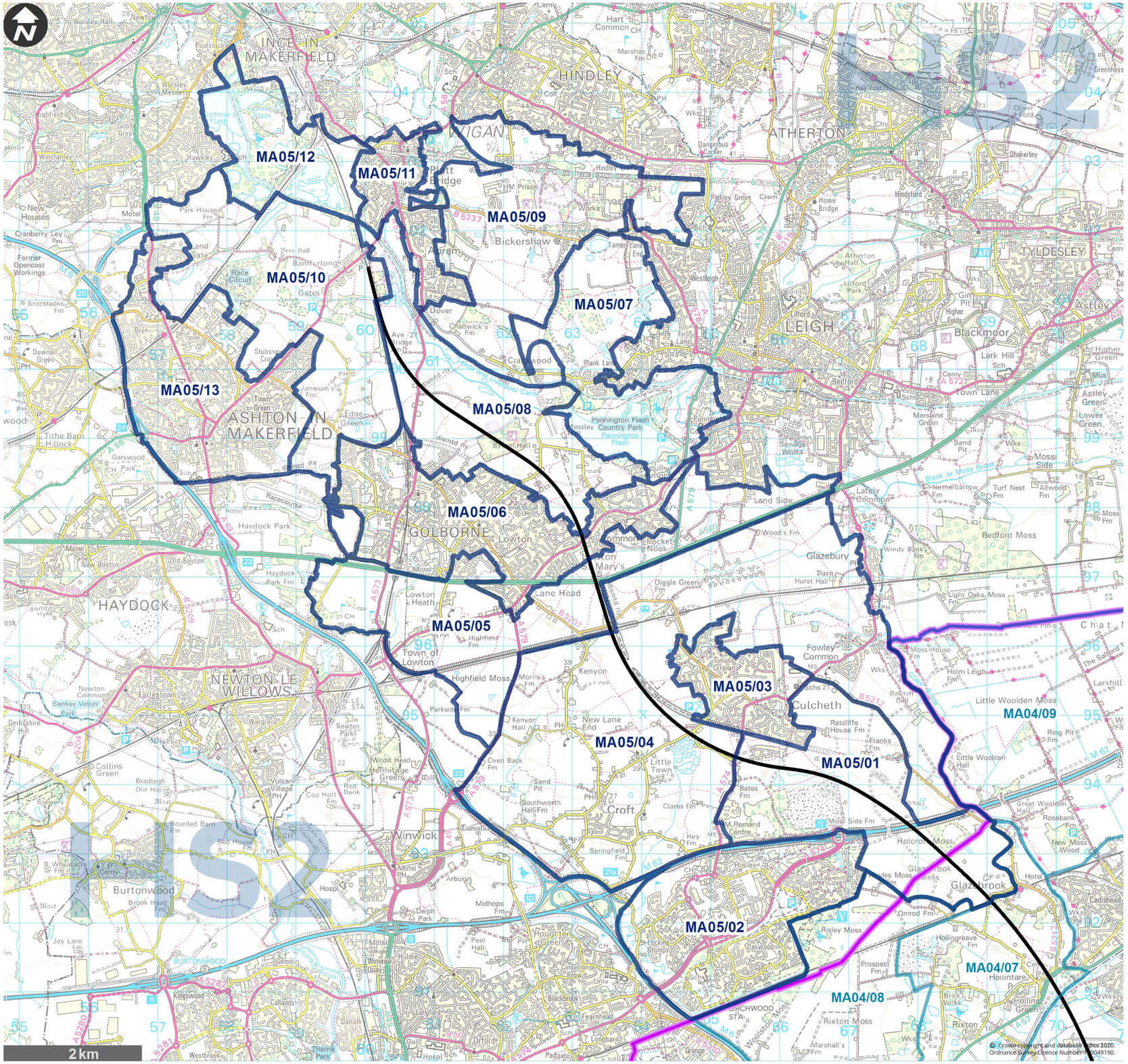


Above: The landscape assessment process

- Pennington Flash and Bickershaw: Wetlands and Flashes: a gently undulating landscape which supports a series of wetland, marsh and emerging woodland habitats with good recreational opportunities;
- Edge Green to Land Gate Undulating Enclosed Farmland: a regenerating, post-industrial and intensively farmed landscape that supports a rich variety of habitats including Viridor Wood and the Three Sisters Wetland Nature Reserve;
- Hindley to Crankwood Undulating Enclosed Farmland: a low lying landscape of mixed-use farmland with low levels of tranquillity;
- Ashton-in-Makerfield (Wigan Suburban): a suburban landscape set within the gently rolling Lancashire Plain and characterised by red brick Victorian buildings, small-scale housing estates and light industrial development;
- Abram (Wigan Suburban): a suburban settlement in the lower lying areas of the Makerfield Basin, characterised by red brick terraces and connected by busy transport routes; and
- Wigan Flashes Wetlands and Flashes: a low-lying, post-industrial landscape that supports a series of regenerating wetland, mossland and marsh habitats.

2.2.3 Descriptions of all the LCA identified within the Risley to Bamfurlong area are provided in the following section. 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: Risley to Bamfurlong, Section 11.

Overview of landscape character areas within MA05



Landscape character areas assessed in this community area

MA05/01 - Holcroft and Glazebrook Moss Mossland

MA05/02 - Birchwood (Warrington Suburban)

MA05/03 - Culcheth Suburban

MA05/04 - Culcheth Undulating Enclosed Farmland

MA05/05 - East Lancashire Road Corridor Lowton Heath to Lately Common Undulating Enclosed Farmland

MA05/06 - Golborne Suburban

MA05/07 - Pennington Flash and Bickershaw Wetlands and Flashes

MA05/08 - Hey Brook to Aspull Common Farmland and Flashes

MA05/09 - Hindley to Crankwood Undulating Enclosed Farmland

MA05/10 - Edge Green to Land Gate Undulating Enclosed Farmland

MA05/11 - Abram (Wigan Suburban)

MA05/12 - Wigan Flashes Wetlands and Flashes

MA05/13 - Ashton-in-Makerfield (Wigan Suburban)

Landscape character areas assessed in neighbouring community areas

MA04/07 - Rixton Undulating Enclosed Farmland

MA04/08 - Rixton, Woolston and Risley Moss Mossland

MA04/09 - Chat Moss Mossland

Holcroft and Glazebrook Moss Mossland LCA

Landscape character baseline description

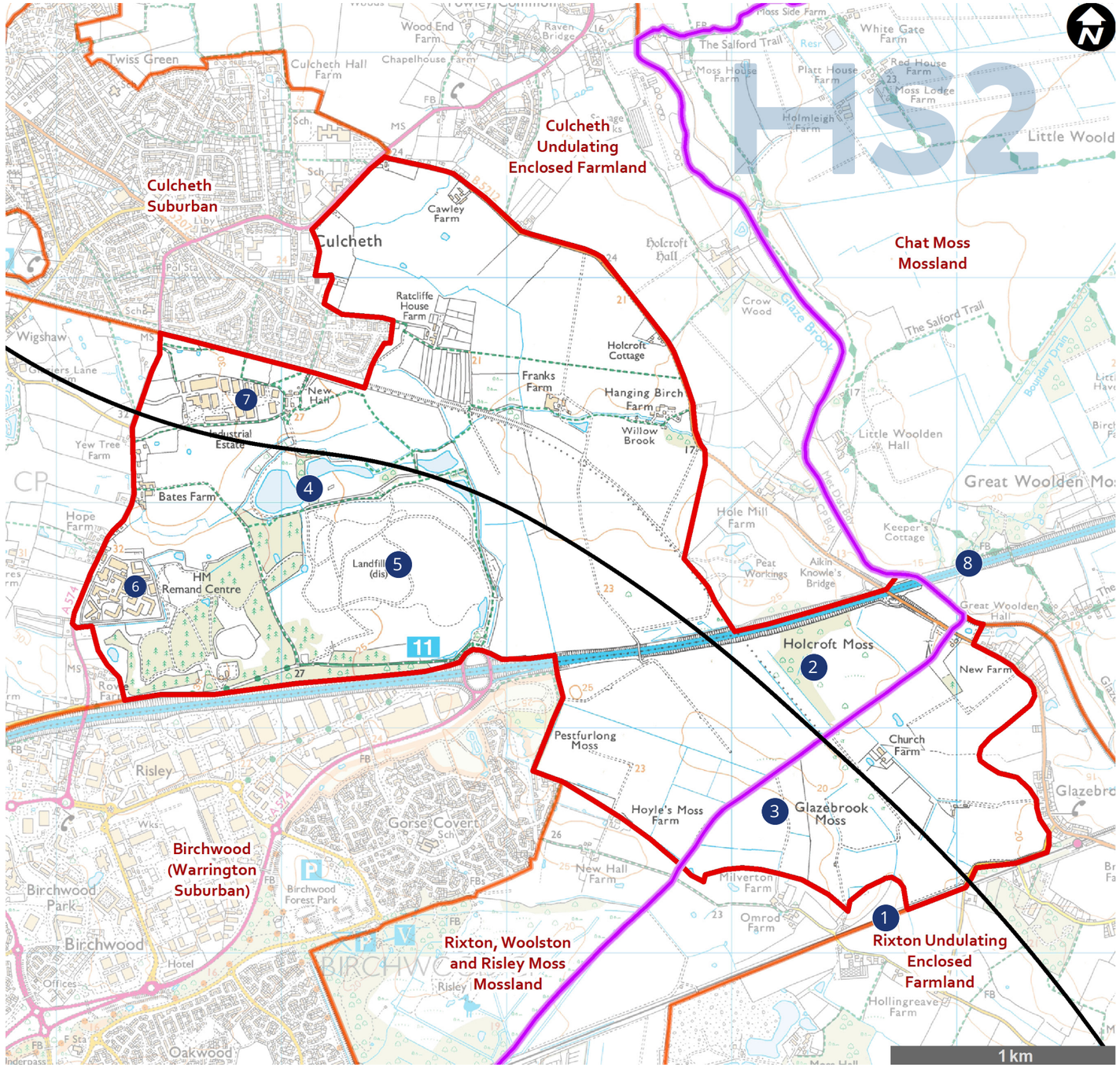
This LCA extends from the Liverpool to Manchester Line (via Warrington Central) in the south to Culcheth village in the north. It is part of a network of remnant mosslands in the wider landscape and includes Holcroft Moss Site of Special Scientific Interest (SSSI).

This is a low-lying landscape with localised variations in topography resulting from large-scale construction and landfill operations. The landscape pattern is that of medium-scale arable fields, with an absence of field boundary hedges, as a result of agricultural intensification. To the south-west of Culcheth, there is a sense of enclosure and intimacy to the landscape as field sizes are smaller and field boundary hedges are largely intact. Due to the presence of large-scale development including the Liverpool to Manchester Line (via Warrington Central), the M62 motorway, Risley Landfill site, Her Majesty's Prison (HMP) Risley and Taylor Industrial Estate, the landscape is highly altered resulting in low scenic value and low levels of tranquillity. Settlement is sparse with scattered farmhouses on the mossland fringes where groundwater conditions are more favourable for building.

The Warrington suburb of Birchwood and the eastern edge of Culcheth village, beyond the boundaries of the LCA, form an abrupt urban interface with the rural, mossland landscape. The wooded dismantled railway line running along the length of the LCA and woodland in association with Holcroft Moss SSSI, HMP Risley and the restored Risley Landfill site are important vegetated features in an area where woodland cover is sparse. There is a sense of remoteness and isolation in the south of the LCA due to the lack of public rights of way (PRoW), and in the north due to the inaccessibility of large areas of land for example, in association with HMP Risley and the restored Risley Landfill site. Views to the hills of the Peak District are possible to the east.

Key landscape characteristics

This LCA has accommodated large-scale change including landfill and infrastructure and agricultural intensification, resulting in a highly altered landscape with low scenic value. Holcroft Moss SSSI is a remnant mossland landscape that has survived drainage of the mosslands. The inaccessibility of large areas of land including land in association with the restored Risley Landfill site and HMP Risley, the sparse road network and a single pedestrian crossing point over the M62, result in limited access across the LCA and the perception of remoteness and isolation.



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Key landscape value attributes

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

Geology, landform, hydrology and soils

The high ground-water levels of the mossland landscape have resulted in a low density of built development with scattered farmhouses across the landscape where ground conditions allow. The low-lying terrain increases the prominence of detracting man-made landforms such as the restored Risley Landfill site.

Land cover, flora and fauna

The mossland, once characterised by dense marsh and woodland has been extensively altered. Drainage of the mosses and intense farming practices are the main catalysts for this change, with arable farming now the dominant land cover. Sparse woodland cover increases the visual prominence of detracting features such as the restored Risley Landfill site.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

The value of this landscape has been diminished by drainage of the mosslands and agricultural intensification, including removal of field boundary hedges and loss of large areas of mossland. An exception to this is Holcroft Moss SSSI which retains much of its original character. The characteristic flat topography of the mossland basin has been altered by the introduction of raised elements including a former railway line and the restored Risley Landfill site. The inaccessibility of large areas of land, the sparse road network and a single pedestrian crossing point over the M62 result in limited access across the LCA from north to south and a perception of remoteness. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

The susceptibility of the LCA to change has been lowered by the introduction of large-scale man-made features including the M62 and the restored Risley Landfill site which are raised elements within the flat mossland basin. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

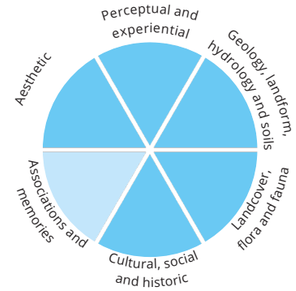
Future baseline

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

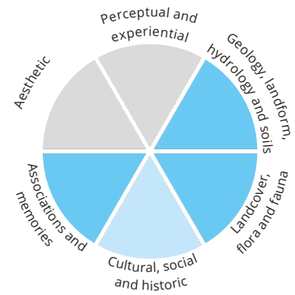
Overall landscape sensitivity

Holcroft Moss SSSI is a rare and historically important ecological resource within a landscape of otherwise low diversity land cover. The landscape setting of Holcroft Moss SSSI and the perceptual quality of remoteness within pockets of the LCA are sensitive to change arising from the Proposed Scheme. However, the diversity of landcover is low and the presence of large-scale, man-made elements reduce the overall sensitivity of the LCA to change. The overall sensitivity of this LCA is **medium-low**.

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

A proportion of this LCA will be directly affected during the construction of a series of embankments, viaducts, a cutting, road realignments and underbridges, which will bisect this LCA. Construction works including four satellite compounds and large-scale earthworks will be introduced into an existing landscape that has been highly altered by the presence of road and rail infrastructure and set within the context of the restored Risley Landfill site, Taylor Industrial Estate and HMP Risley. Field boundary hedges along with woodland from the disused railway line and the M62 embankments, will be removed to facilitate construction works, including the siting of four satellite compounds. Footpath Croft 27 will be permanently closed as it crosses the line of the Proposed Scheme. Consequently, there will be further erosion of landscape pattern created by the temporary presence of construction works albeit in a highly altered landscape. The magnitude of change will be **medium.**

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

Operation year 1

This LCA will be directly affected by the introduction of large-scale infrastructure elements including a series of embankments, viaducts, a cutting, realigned roads and underbridges which will bisect this LCA. The elevated viaducts and raised embankments will be uncharacteristic of the low-lying mossland landscape, although set within the context of the restored Risley Landfill site and existing road and rail infrastructure. The realigned A574 Warrington Road will have been moved further east, and into this LCA. The embankments and cutting will reduce landscape permeability. However, Glazebrook (railway) viaduct and M62 West viaduct will allow some permeability east-west across the landscape and connectivity of PRoW will be restored as Footpath Croft 13 will be permanently diverted beneath the Proposed Scheme via Footpath Croft 13 accommodation underbridge. Train movements will reduce the perceptual quality of remoteness. The loss of vegetation during construction will be noticeable in an area where woodland cover is sparse. Mitigation planting will not be sufficiently established to provide any integration of the Proposed Scheme into its landscape setting. Consequently, there will be further erosion of landscape pattern albeit in a highly altered landscape. The magnitude of change will be **medium.**

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

Operation year 15

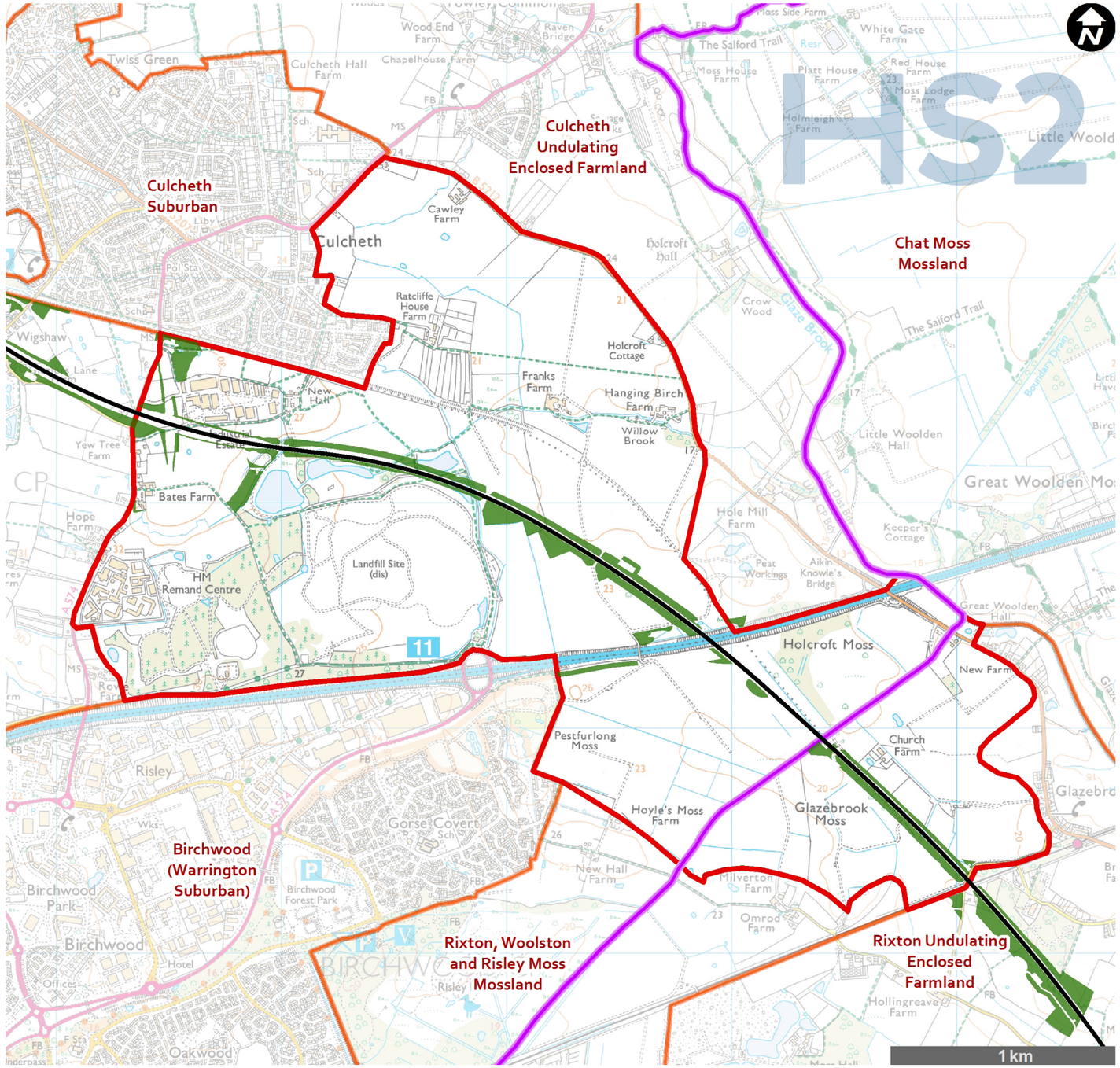
This LCA will be directly affected by the Proposed Scheme. Maturing mitigation planting in association with landscape earthworks will partially integrate the Proposed Scheme into its landscape context. Raised elements including the M62 West viaduct and the Culcheth South embankment will remain at variance with low-lying mossland landscape. However, these will be set within the context of the restored Risley Landfill site and existing road infrastructure. The magnitude of change will reduce to **low.**

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

Operation year 30

This LCA will continue to be directly affected by the Proposed Scheme. The elevated elements of the Proposed Scheme will remain at variance with the low-lying character of the mossland landscape. However, the greater maturity of mitigation planting will further integrate the Proposed Scheme into its landscape context. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Birchwood (Warrington Suburban) LCA

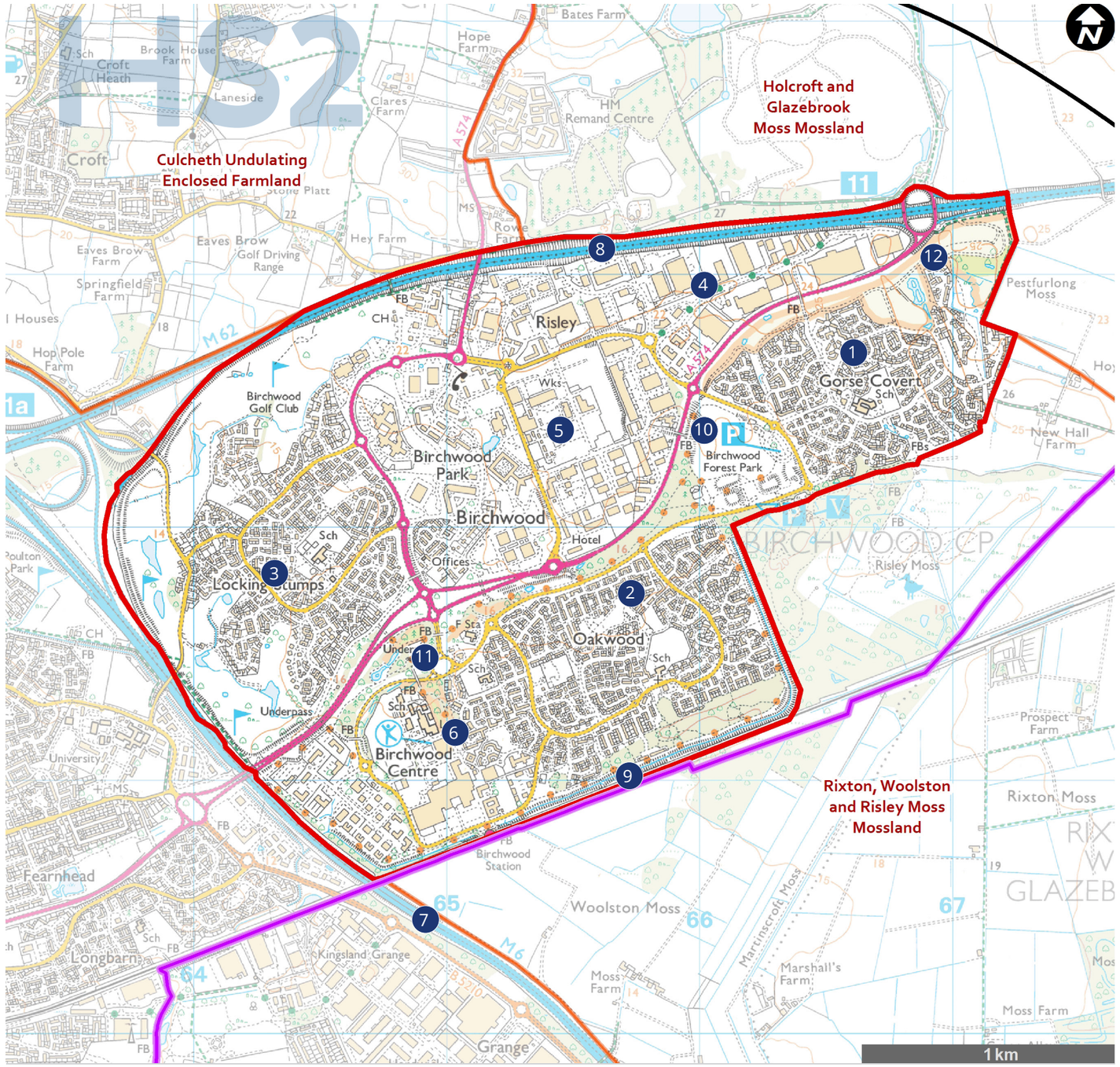
Landscape character baseline description

This LCA is a low-lying area at the north-eastern edge of Warrington. The Liverpool to Manchester Line (via Warrington Central) forms the boundary of this LCA to the south. The M62 and M6 form the boundaries of this LCA to the north and west respectively.

Historically characterised by small farming communities and peat extraction, this LCA played a well-documented role in World War II munitions production prior to the land being purchased as part of Warrington New Town development in the late 1960s. Birchwood is an amalgamation of three villages: Gorse Covert, Oakwood and Locking Stumps. Residential dwellings date from the 1970s to the 1990s and are mainly red brick, two storey, detached and semi-detached properties with front gardens and off-road parking. Roads, including cul-de-sacs are often tree lined. The employment areas of Birchwood Technology Park, the Trident Industrial Estate and the office and warehousing facilities of Birchwood Park, lie at the centre and to the north of this LCA. Birchwood Centre to the south-west includes Birchwood Community High School, retail outlets and a sports centre. Limited crossing points over the surrounding motorways and railway lines restrict pedestrian links beyond the boundaries of this LCA. Circulation between village centres is predominantly by bus or car along wide carriageways with ample grass verges and trees. There is a variety of good quality, open-access, green space including Birchwood Forest Park, Oakwood Park and Pestfurlong Hill. However, the PRoW network is limited. Due to the presence of infrastructure tranquillity levels are low, with pockets of tranquillity associated with open access green spaces.

Key landscape characteristics

This LCA displays many characteristics of a new town development including uniform age housing, individual neighbourhood centres, local opportunities for employment and wide, well-planted connecting roads. This LCA is well connected by road and rail. However, the limited number of crossing points over large-scale infrastructure including the M6 and M62, restricts movement for non-motorised users. Access to green space within this LCA is good.



- Proposed Scheme
- LCA boundary
- Community Area Boundary

1. Gorse Covert
2. Oakwood
3. Locking Stumps
4. Birchwood Technology Park
5. Trident Industrial Estate
6. Birchwood Centre
7. M6
8. M62
9. Liverpool to Manchester Line
10. Birchwood Forest Park
11. Oakwood Park
12. Pestfurlong Hill

Key landscape value attributes

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

Cultural, social and historic

Birchwood Forest Park covers the area formerly occupied by the Royal Ordnance Factory, Risley.

Land cover, flora and fauna

Birchwood Forest Park and publicly accessible green spaces provide a network of landscape habitats across this LCA and are an important recreational resource.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Publicly accessible green space adds to the recreational and land cover value of this LCA where there is a limited PRoW network. These recreational spaces also provide pockets of tranquillity in an area where tranquillity is diminished by the busy road network, industrial and employment areas. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

Publicly accessible green space is important in this largely urban LCA and is susceptible to change arising from the Proposed Scheme. Common place townscape elements and busy infrastructure within this LCA lower susceptibility. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

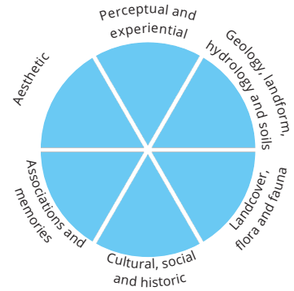
Future baseline

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

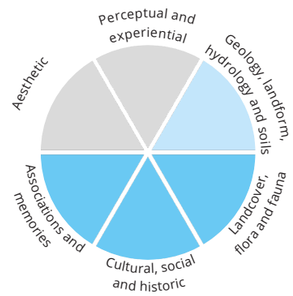
Overall landscape sensitivity

This LCA has potential to accommodate change arising from the Proposed Scheme due to existing infrastructure and commonplace landscape and townscape elements. However, pockets of tranquillity within open access land and at the rural/urban interface are sensitive to large-scale development. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key

n/a Low Medium High

Magnitude of change and level of effect

Construction

There will be direct and indirect effects on a small proportion of this LCA as a result of the Proposed Scheme. Construction traffic using the existing road network including the A574 Warrington Road, Daten Avenue, the A574 Birchwood Way and the A574 Birchwood Park Avenue, will necessitate junction improvements at four locations within Birchwood. The clearance of roadside vegetation as part of these works will result in a localised change to the enclosed character of the existing road corridor. Construction works beyond the LCA boundary, will further reduce levels of tranquillity towards the eastern extent of this LCA. The magnitude of change will be **low.**

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

Operation year 1

There will be no direct landscape effects to this LCA. The Proposed Scheme will introduce large-scale elements into the adjacent Holcroft and Glazebrook Moss Mosslands LCA, that will indirectly affect the eastern edge of this LCA. Pockets of tranquillity associated with recreational spaces including Pestfurlong Hill, along Footpath Birchwood 25 and Gorse Covert residential area, will be further diminished by train movements. The Proposed Scheme will be set within the context of existing infrastructure elements including the M62 and will affect a relatively small proportion of this LCA. The magnitude of change will be **low.**

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

Operation year 15

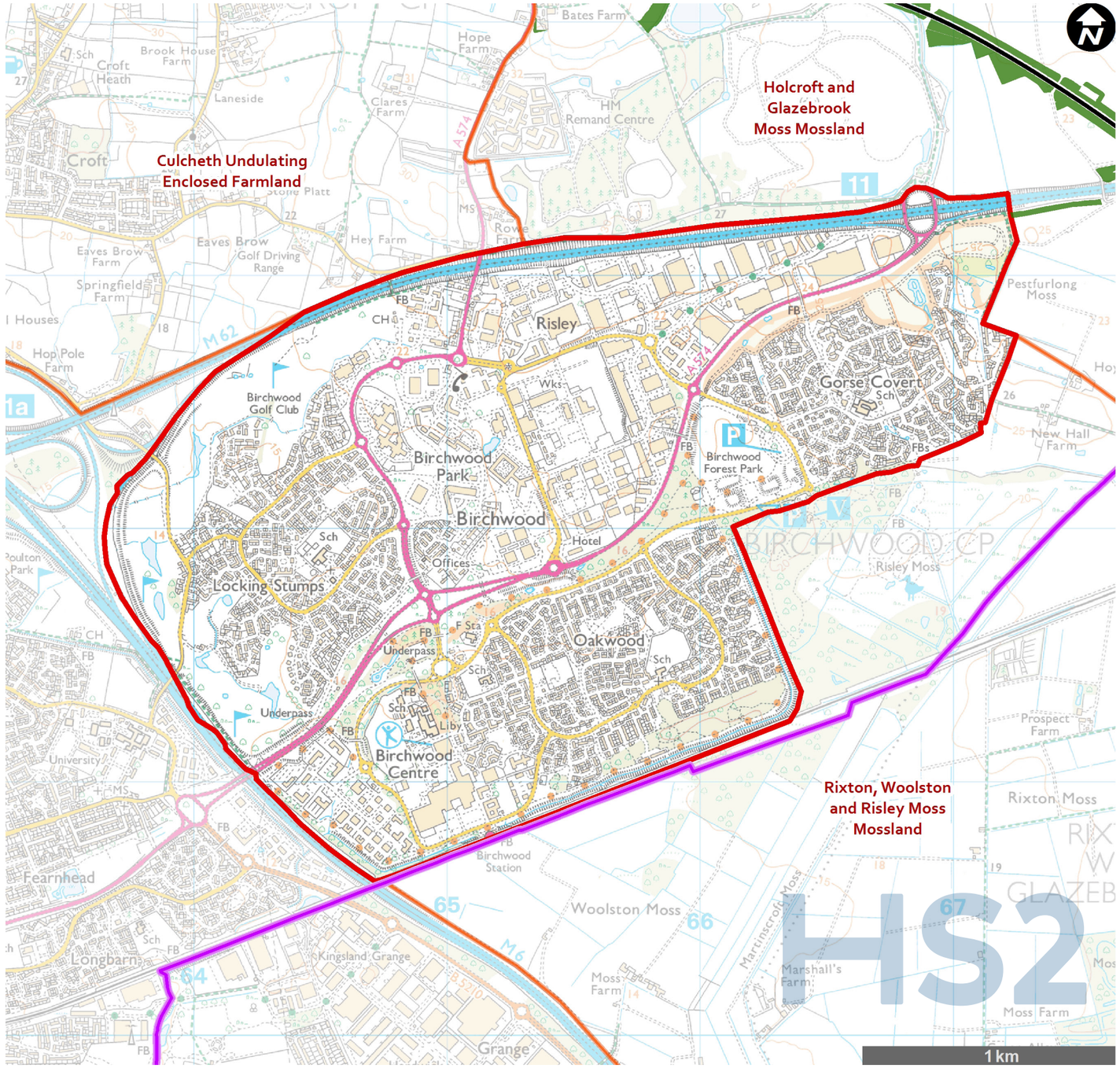
The situation will remain as for year 1. The magnitude of change will remain **low.**

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

Operation year 30

The situation will remain as for year 15. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Culcheth Suburban LCA

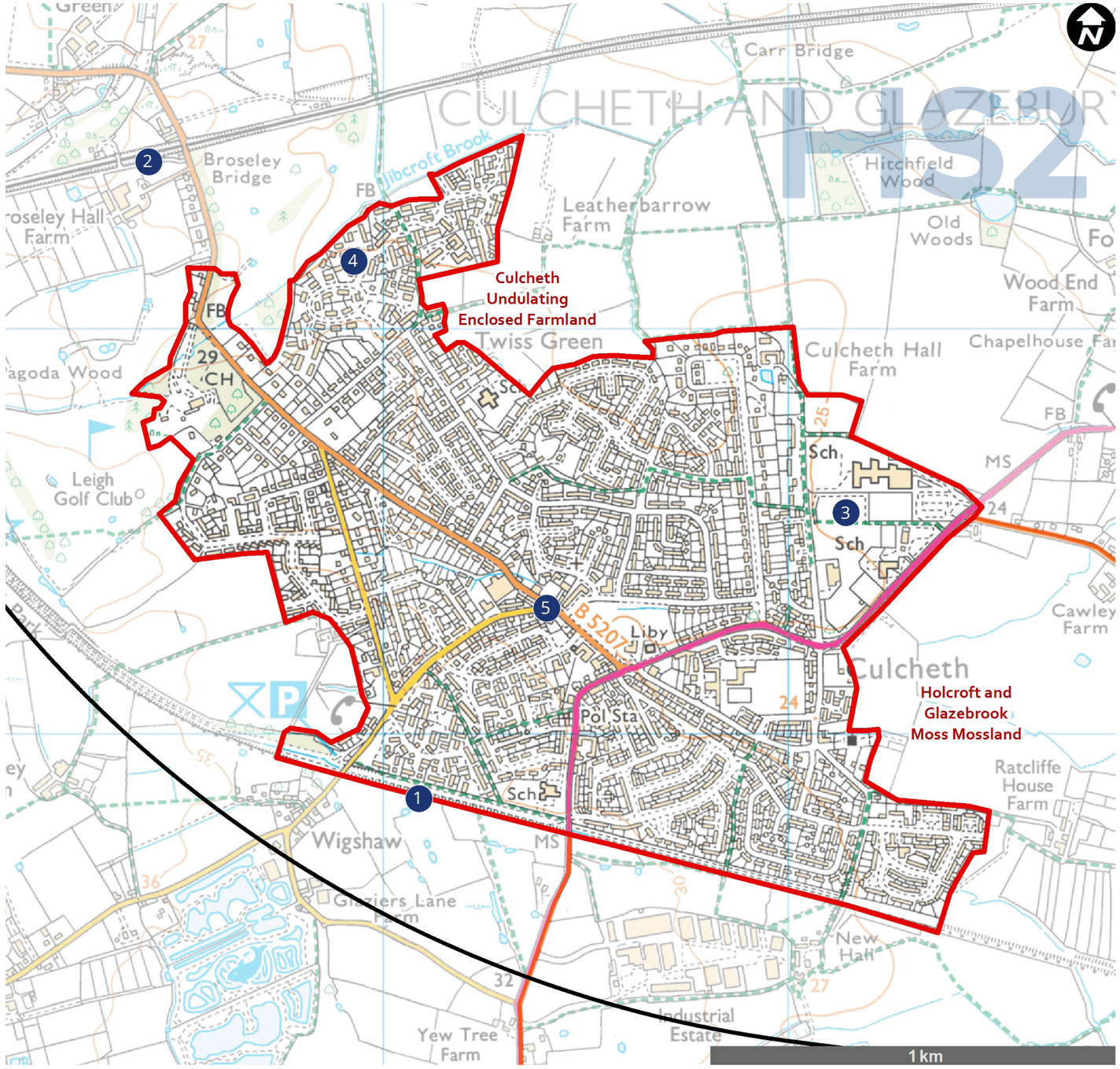
Landscape character baseline description

This LCA is a large village to the north-east of Warrington, surrounded by the gently undulating arable farmland of the Warrington Greenbelt and the mossland fringes of Holcroft and Glazebrook Mosses.

Culcheth maintains a suburban feel with a diverse mix of ages and styles of residential development. Substantial detached properties with large front gardens are located along main roads and within Newchurch Hospital Conservation Area. Elsewhere, there are estates of detached and semi-detached single and two-storey housing. Culcheth High School, a modern, multi-storey building, occupies a prominent position on the A574 Warrington Road to the east of the village. The 'neighbourhood centre' at the junction of the B5207 Common Lane and the A574 Warrington Lane is the main hub within the village and includes an informal recreation space and eclectic mix of independent and national retail outlets. The dismantled Liverpool, St Helen's and South Lancashire railway line to the south of Culcheth (part of which forms the Culcheth Linear Park), is a well wooded linear feature with limited vehicular crossing points and marks the boundary between Culcheth and the rural landscape to the south and west. This woodland belt makes an important contribution to landscape character in an area where woodland cover is sparse. An extensive PRoW network extends across Culcheth village to the countryside beyond. Formal sports pitches, informal recreation spaces and Culcheth Linear Park contribute to the recreational value of the area. Culcheth Linear Park is a tranquil space within this LCA where otherwise traffic movements are prevalent.

Key landscape characteristics

This LCA has a strong suburban character despite its rural setting. Public access along the dismantled railway line provides opportunities for circular walks and links PRoW within this LCA to the rural landscape beyond. Woodland along the dismantled railway line is an important landscape element in an LCA where woodland cover is sparse. Tranquillity is generally low as a result of traffic movements, but pockets of higher levels of tranquillity are found in association with the Culcheth Linear Park and Newchurch Hospital Conservation Area.



Proposed Scheme

LCA boundary

1. Culcheth Linear Park
2. Manchester to Liverpool (Chat Moss) Railway line
3. Culcheth High School
4. Newchurch Conservation Area
5. Neighbourhood centre

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Key landscape value attributes

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

Cultural, social and historic

A good PRoW network in association with access to the Culcheth Linear Park, connects the village with the farmed landscape beyond. Heritage assets including four listed structures and Newchurch Hospital Conservation Area are well concealed within the townscape by virtue of their location or dense screening vegetation and therefore make a limited contribution to the overall value of the LCA.

Land cover, flora and fauna

This LCA has a suburban feel due to the predominance of low density housing estates. The limited road network can be noisy and congested with through traffic.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Formal sports pitches, a play park, extensive PRoW network and access to Culcheth Linear Park add to the recreational value of the area. Tranquillity in the village centre is diminished by the busy road network, however, pockets of tranquillity can be found along PRoW and within Culcheth Linear Park. Historic assets including Newchurch Hospital Conservation Area and listed buildings, have a low profile within this LCA. Residential estates are the dominant land use. The value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

The Proposed Scheme lies to the south and west of this LCA on the boundary with the dismantled railway line and Culcheth Linear Park. The landscape setting of the south and west boundaries of this LCA and connectivity of recreational routes to the south and west are partially susceptible to change resulting from the Proposed Scheme. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

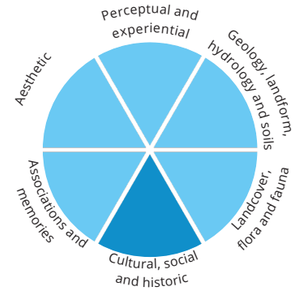
Future baseline

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

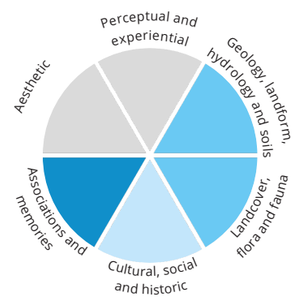
Overall landscape sensitivity

The landscape setting of the south and west boundaries of this LCA, tranquillity of the Culcheth Linear Park and recreational value of this LCA are partially sensitive to changes arising from the Proposed Scheme. The overall sensitivity of this LCA is **medium-low.**

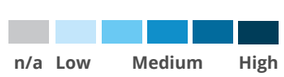
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

There will be indirect effects for this LCA due to construction of the A574 Warrington Road realignment in the adjacent Culcheth Undulating Enclosed Farmland LCA, which will adversely affect the tranquillity of Culcheth Linear Park and connectivity of PRoW to the south and west of Culcheth. The A574 Warrington Road Satellite Compound and large-scale changes to local landform will affect the landscape setting of the south and west boundaries of this LCA. However, woodland vegetation along the Culcheth Linear Park will act as a buffer limiting the perceptibility of construction works located in the adjacent LCA. Due to the small proportion of this LCA affected, the magnitude of change will be **low.**

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

Operation year 1

There will be no direct effects to this LCA as a result of the Proposed Scheme, which will lie in the adjacent Culcheth Undulating Enlcosed Farmland LCA. There will be indirect effects to the setting of this LCA due to the proximity of Culcheth Link Road, which will bring moving traffic closer to the south and west boundaries of the LCA. However, woodland vegetation along Culcheth Linear Park will act as a buffer between the Proposed Scheme and this LCA. The magnitude of change will be **low**.

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

Operation year 15

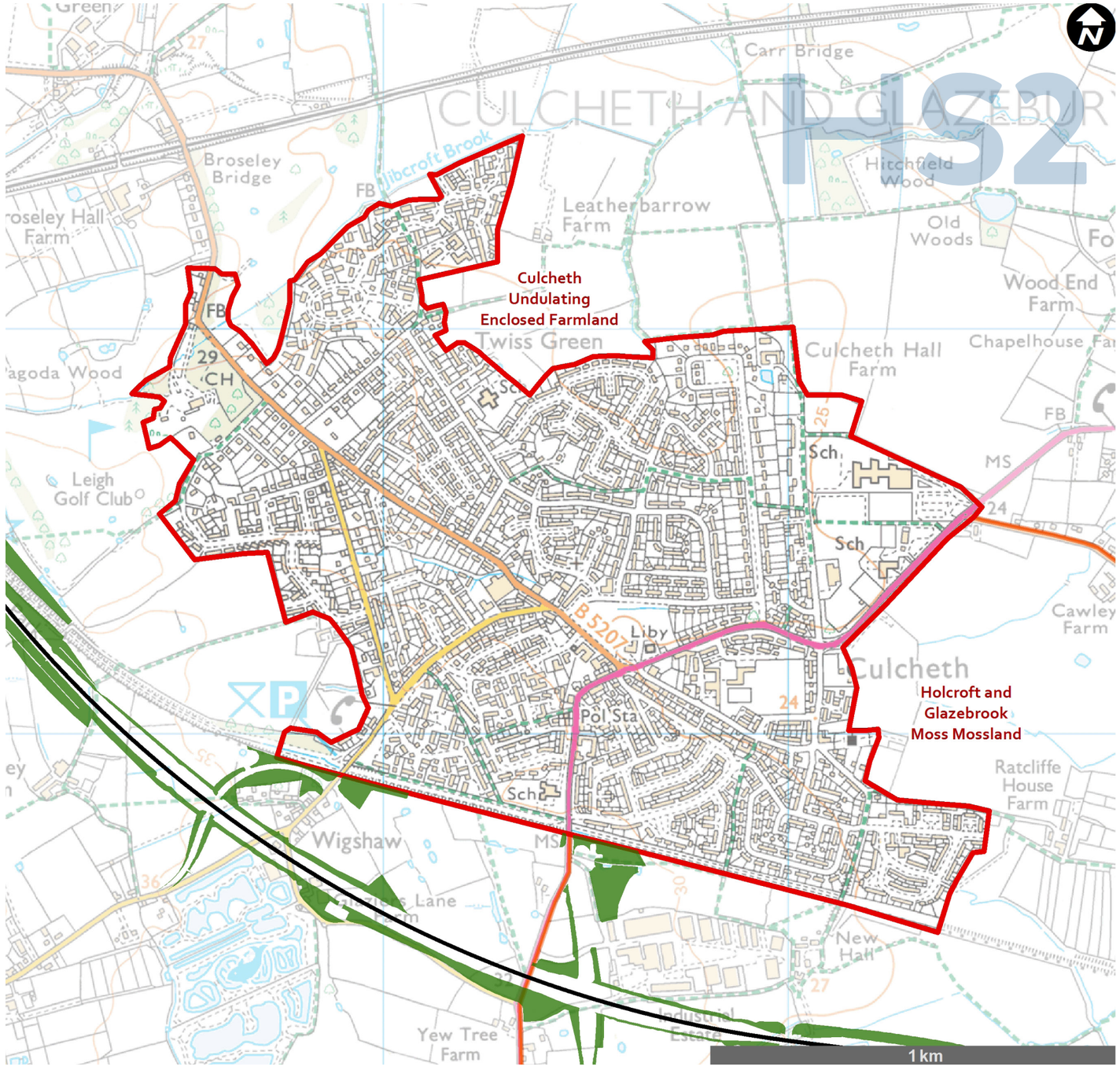
The situation will remain as for year 1. The magnitude of change will remain **low**.

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

Operation year 30

The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Culcheth Undulating Enclosed Farmland LCA

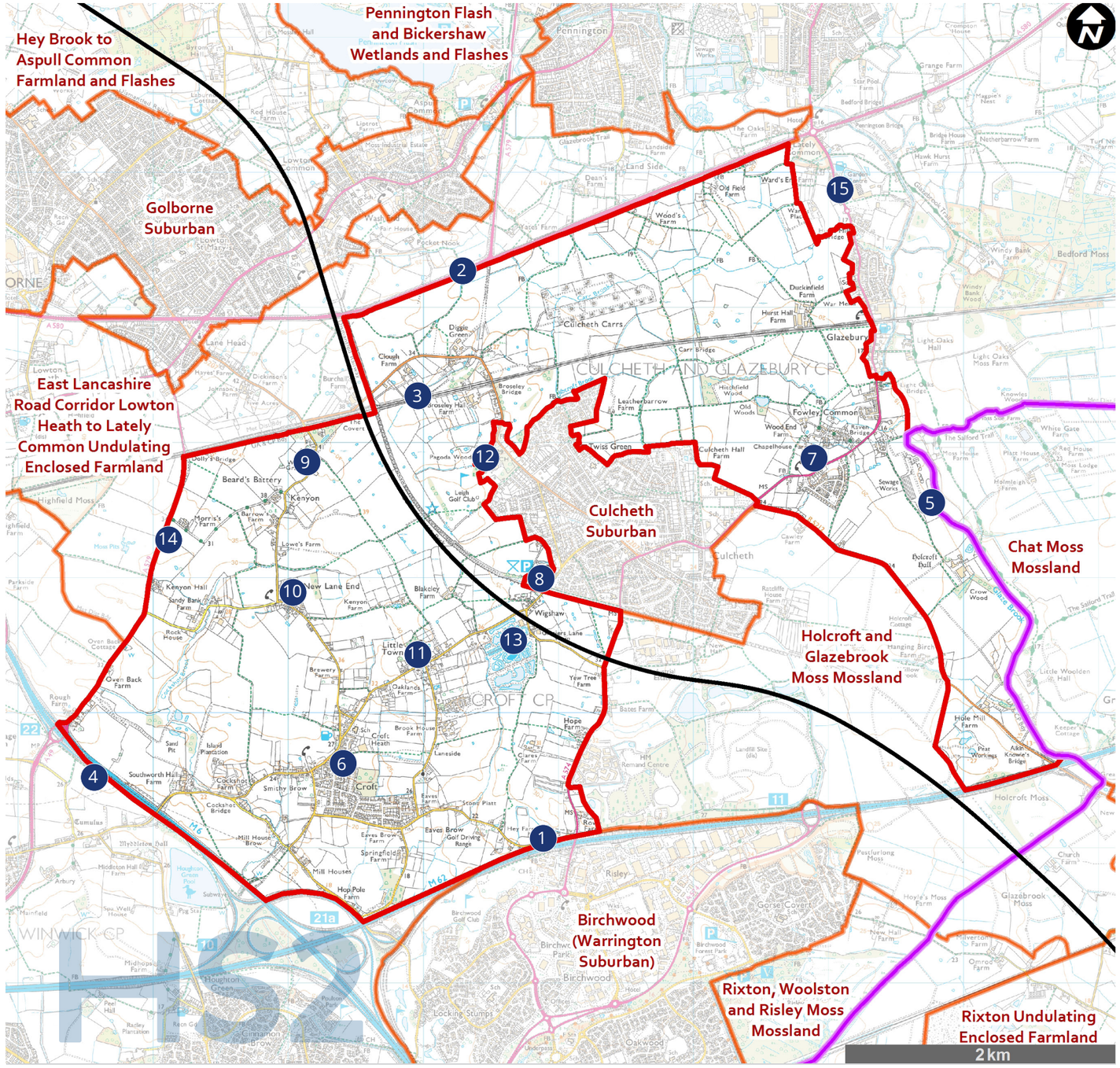
Landscape character baseline description

The gently undulating, rural landscape of this LCA extends from the M62 in the south to the A580 East Lancashire Road and Liverpool to Manchester Line (Chat Moss) in the north.

Intensive arable farming has resulted in an open landscape with limited field boundary vegetation to the north and west of this LCA. More traditional, small-scale field patterns, delineated by hedgerows and mature oaks, support stock grazing and are located closer to settlement edges of Culcheth and Croft. Settlement pattern is varied and includes the village of Croft, scattered farmhouses, linear residential development along rural roads and the hamlets of Fowley Common, Wigshaw, Kenyon, New Lane End and Little Town. Grade II listed halls, farmhouses and churches make a limited contribution to landscape character due to their disparate locations and many are enclosed by vegetation. The Liverpool to Manchester Line (Chat Moss) railway line runs in shallow, tree-lined cutting in the north of this LCA. Vegetation belts along the River Glaze, operational and dismantled railway lines are important landscape elements in an area where woodland cover is sparse. An extensive PRoW network covers this LCA. Culcheth Linear Park, Partridge Lakes Fishery and Leigh Golf Club also contribute to the recreational value of the area. Liverpool to Manchester Line (Chat Moss), the A579 Winwick Lane and the A574 Warrington Road cut across the landscape severing field patterns. Traffic movements along the M6, the M62 (beyond the boundary of this LCA) and the A580 East Lancashire Road result in low levels of tranquillity at the LCA boundaries.

Key landscape characteristics

A low diversity of land cover across much of this LCA is the result of agricultural intensification. Small-scale fields and mature oaks create a more intimate scale landscape close to settlement edges at Culcheth and Croft. Tranquillity levels are low at the LCA boundaries due to road and rail infrastructure which are detracting elements in the landscape. The extensive PRoW network adds to recreational value. However, features of heritage value make a limited contribution to landscape character.



- Proposed Scheme
- LCA boundary
- Community Area Boundary

1. M62
2. A580 East Lancashire Road
3. Liverpool Manchester (Chat Moss) railway line
4. M6
5. Glaze Brook
6. Croft
7. Fowley Common
8. Wigshaw
9. Kenyon
10. New Lane End
11. Little Town
12. Leigh Golf Club
13. Partridge Lakes fishery
14. A579 Winwick Lane
15. A574 Warrington Road

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Key landscape value attributes

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

Cultural, social and historic

An extensive PRoW network and formal recreation assets such as Partridge Lakes Fishery and Leigh Golf Club add to the recreational value of this LCA. Features of heritage value are present but make a limited contribution to landscape character.

Land cover, flora and fauna

The gently undulating topography and sparse field boundary and woodland vegetation allows wide, open views across the landscape.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

The value of this LCA has been diminished by ongoing agricultural intensification which has resulted in low diversity of land cover. Mature oak trees and largely intact, small-scale field patterns close to Culcheth and Croft add to landscape value. Tranquillity levels are lowered at the boundaries of the LCA due to presence of large-scale infrastructure. An extensive PRoW network, fishery and golf club add to the recreational value of the area. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

The large-scale uniform land cover and gently undulating terrain of this LCA have the potential to accommodate change arising from the Proposed Scheme. The extensive PRoW network is susceptible to severance arising from the Proposed Scheme. The presence of existing road and rail infrastructure at the boundaries of the LCA. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

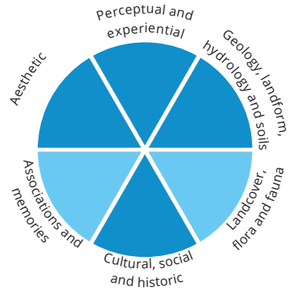
Future baseline

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

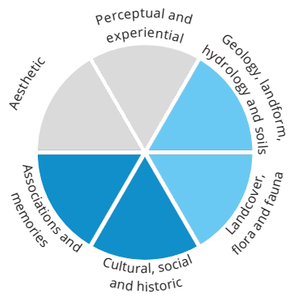
Overall landscape sensitivity

This landscape has low diversity of land cover and limited heritage and ecological value. Existing road and rail infrastructure reduce sensitivity. However, pockets of tranquillity and an extensive PRoW network are more sensitive to changes arising from the Proposed Scheme. The overall sensitivity of this LCA is **medium-low**.

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

A proportion of this LCA will be directly affected by construction work associated with the A574 Warrington Lane realignment, Culcheth cutting, Glaziers Lane realignment, Culcheth Link Road, Wigshaw Lane realignment and overbridge, Culcheth North embankment and Footpath Croft 8a and 108 overbridge. The presence of woodland along the dismantled railway line will largely contain the extent of construction effects to the west of this LCA. There will be localised changes to landform as a result of large-scale earthworks. The presence of construction works will separate the hamlet of Wigshaw from its landscape setting to the south and west and will alter the landscape setting of listed assets in proximity to the works. Field patterns will be severed, and field boundary hedgerows and trees in proximity to the Proposed Scheme, will be removed to facilitate construction works. Construction activity will introduce disturbance and reduce tranquillity across a proportion of this LCA. Three PRoW will be permanently diverted. The magnitude of change will be **medium.**

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

Operation year 1

The Proposed Scheme will cross the LCA in cutting and as a result will directly affect a proportion of this LCA. The hamlet of Wigshaw will be separated from its landscape setting to the south and west. There will be changes to field patterns due to the loss of field boundary hedgerows and mature oaks during construction, and due to severance along the route of the Proposed Scheme. Where the Proposed Scheme continues onto Culcheth North embankment, it will run parallel to the dismantled railway line. The presence of woodland along the dismantled railway line will largely contain operational effects to the western extent of this LCA. There will be localised changes to the landscape setting of some listed buildings due to the proximity of the new rail infrastructure. PRoW connectivity will be restored as footpaths will have been diverted over Footpath Croft 8a and 108 overbridge. The introduction of overhead line equipment, boundary fencing and train movements will reduce the tranquillity of recreational assets in proximity to the Proposed Scheme. Mitigation earthworks will partially integrate the Culcheth cutting into the rural landscape. However, mitigation planting will not be sufficiently established to provide any integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **medium.**

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

Operation year 15

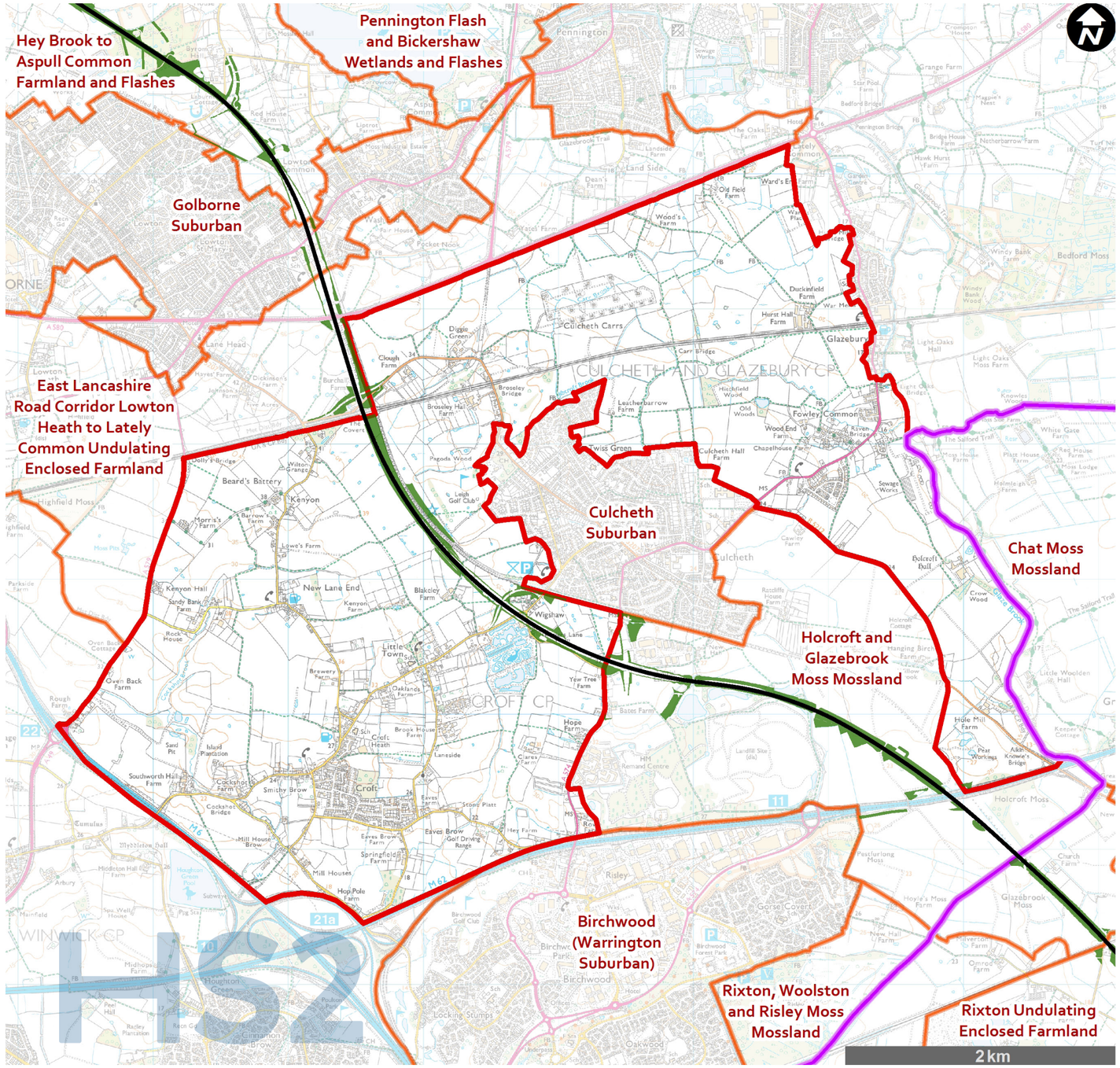
Mitigation planting along field boundaries and along Culcheth North embankment, in association with landscape earthworks, will be sufficiently established to provide some integration of the Proposed Scheme into its landscape context. However, severance of landscape pattern across a proportion of this LCA, the separation of the settlement of Wigshaw from its landscape setting, fragmentation of field patterns and reduced levels of tranquillity will remain. The magnitude of change will remain **medium.**

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

Operation year 30

The greater maturity of mitigation planting will further integrate the new rail and road infrastructure into the landscape. However, severance of landscape pattern across a proportion of this LCA, the separation of the settlement of Wigshaw from its landscape setting, fragmentation of field patterns and reduced levels of tranquillity will remain. The magnitude of change will remain **medium**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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East Lancashire Road Corridor Lowton Heath to Lately Common Undulating Enclosed Farmland LCA

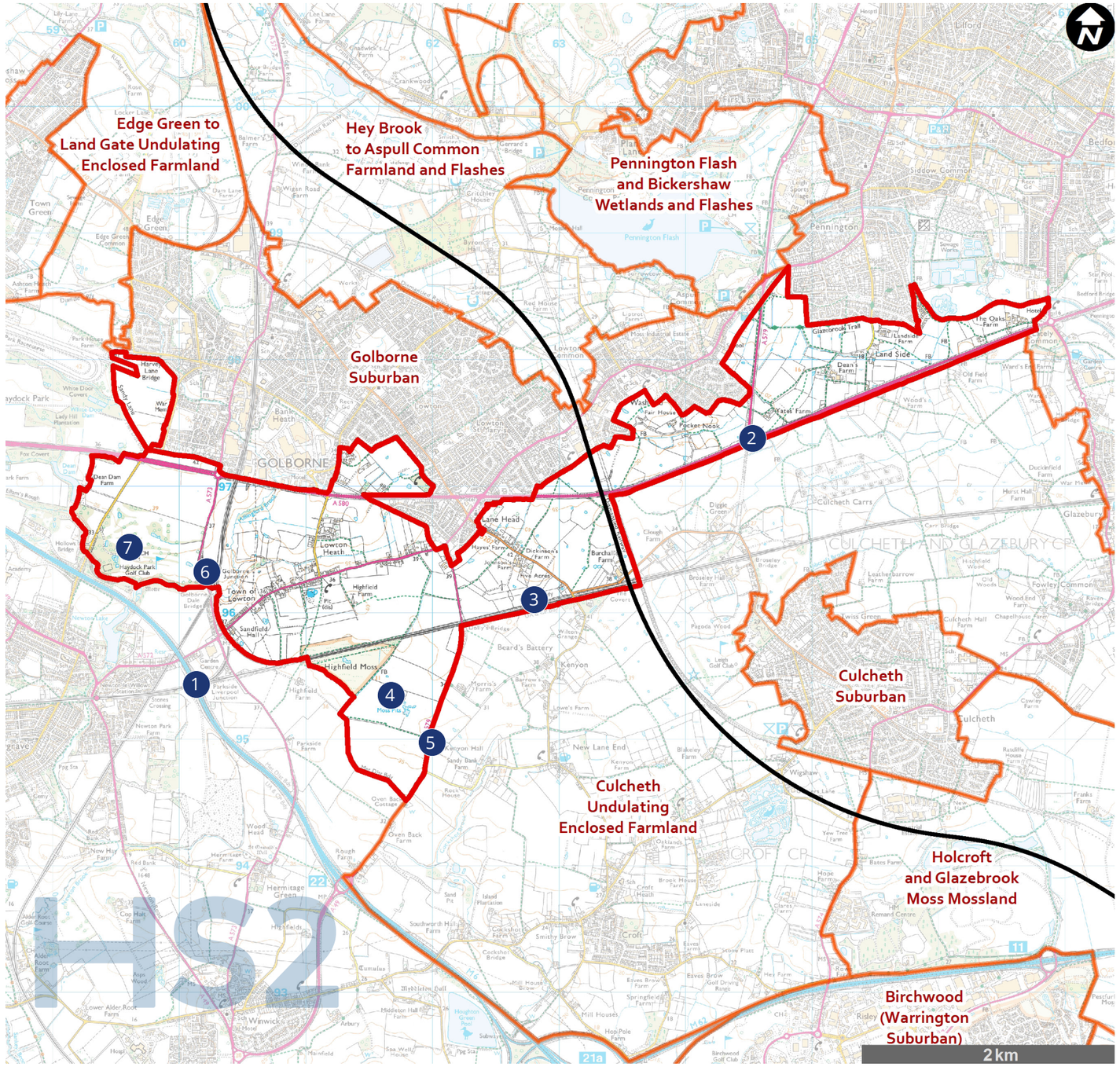
Landscape character baseline description

This LCA is a low lying and predominantly flat belt of land that lies to the east of the M6. The southern boundary of this LCA is defined largely by the A580 East Lancashire Road and Liverpool to Manchester Line (Chat Moss).

To the north, this LCA is defined by the urban edges of Golborne and Leigh. Elsewhere settlement in this LCA is made up of scattered farmhouses and residential development along main roads. Field sizes are variable, and the predominant land use is arable farming with some paddocks and stock grazing. This LCA is crossed by former and current transport routes including the A580 East Lancashire Road, A579 Atherleigh Way, A573 Wigan Road, Liverpool to Manchester Line (Chat Moss) and West Coast Mainline (WCML) to the west of Lowton. Existing road and rail infrastructure are visually prominent in the landscape and contributes to low levels of tranquillity across much of this LCA. Historic field patterns have been largely eroded by infrastructure corridors and intensive farming practices: Highfield Moss SSSI is bisected by Liverpool to Manchester Line (Chat Moss) and two historic hedgerows at the centre of this LCA are severed by A580 East Lancashire Road. Woodland along the dismantled railway line, at Haydock Park Golf Club and along Carr Brook, are important features in an area where woodland cover is otherwise sparse. The limited woodland cover allows open views across the landscape to the edges of surrounding urban areas. Scattered listed buildings make a limited contribution to landscape character. Connectivity of the PRoW network, which includes the Glazebrook Timberland Trail, is restricted by limited crossing points over road and rail infrastructure. Mining subsidence has led to the creation of flashes in the north of the area. The numerous ponds elsewhere are the result of glacial processes and are noticeable features within the landscape.

Key landscape characteristics

Severance created by the many intersecting infrastructure elements affects key landscape characteristics including land use, field patterns, and connectivity of PRoW. Tranquillity is low as a result of traffic and train movements.



Proposed Scheme

LCA boundary

1. M6
2. A580 East Lancashire Road
3. Liverpool to Manchester Line (Chat Moss)
4. Highfield Moss SSSI
5. A579 Atherleigh Way
6. A573 Wigan Road
7. Haydock Park Golf Club

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Key landscape value attributes

Key landscape value attributes of the East Lancashire Road Corridor Lowton Heath to Lately Common Undulating Enclosed Farmland LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.

Land cover, flora and fauna

Woodland along the dismantled railway line, at Haydock Park Golf Club and along Carr Brook are important features in an area where woodland cover is otherwise sparse.

Aesthetic

The scenic quality of this LCA is diminished by the presence of road and rail routes that are visually prominent in the landscape.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

The value of this LCA is diminished by the presence of infrastructure elements. Road and rail routes have severed former field patterns, as well as PRoW and designated landscapes. These detracting infrastructure elements are prominent and contribute to low levels of tranquillity across this LCA. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

The presence of transport infrastructure and the urban expansion of Golborne and Leigh, combine to reduce the susceptibility of this LCA to the Proposed Scheme. However, connectivity of the PRoW network is susceptible to further severance as a result of the Proposed Scheme. The landscape therefore has a **low** susceptibility to change resulting from the Proposed Scheme.

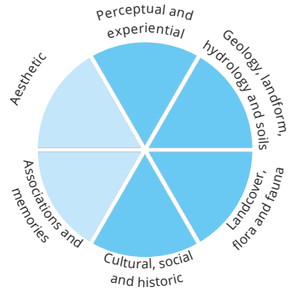
Future baseline

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

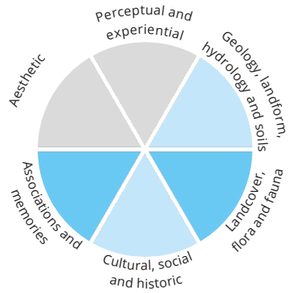
Overall landscape sensitivity

This landscape has a low diversity of land cover and limited heritage and ecological value. The presence of urban development encroaching on the rural landscape and road and rail infrastructure elements results in a low susceptbility. The overall sensitivity of this LCA is **low**.

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

There will be changes to landform in the central section of this LCA as a result of construction works and large-scale earthworks including Lowton cutting and the B5207 Wilton Lane realignment. The A580 East Lancashire Road main compound and a further four satellite compounds will be introduced into the farmed landscape. However, construction works will be situated in the context of existing infrastructure elements. Hedgerows and established woodland will be removed to facilitate construction works, in a landscape where vegetation cover is already sparse. PRoW and the A50 East Lancashire Road will be temporarily diverted in proximity to the works. The magnitude of change will be **medium.**

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

Operation year 1

A small proportion of this LCA will be directly affected by the Proposed Scheme. Landscape effects will be further limited by the low-lying nature of the Proposed Scheme, as it crosses this LCA in Lowton cutting. Woodland vegetation retained along the dismantled railway line, will partially integrate the Proposed Scheme into the landscape and will largely contain landscape effects to the western extent of this LCA. However, the realigned B5027 Wilton Lane and overbridge will be a new raised element in the predominantly flat landscape. The realigned A580 East Lancashire Road overbridge will remain at grade. Low levels of tranquillity will be further reduced by the presence of overhead line equipment and train movements, although this is within the context of the A580 East Lancashire Road corridor and Liverpool to Manchester Line (Chat Moss). Reinstatement of Footpath Golborne 80/10 will reinstate connectivity for PRoW users but severance of field patterns will remain. Mitigation planting will not be sufficiently established to provide any integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **low**.

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

Operation year 15

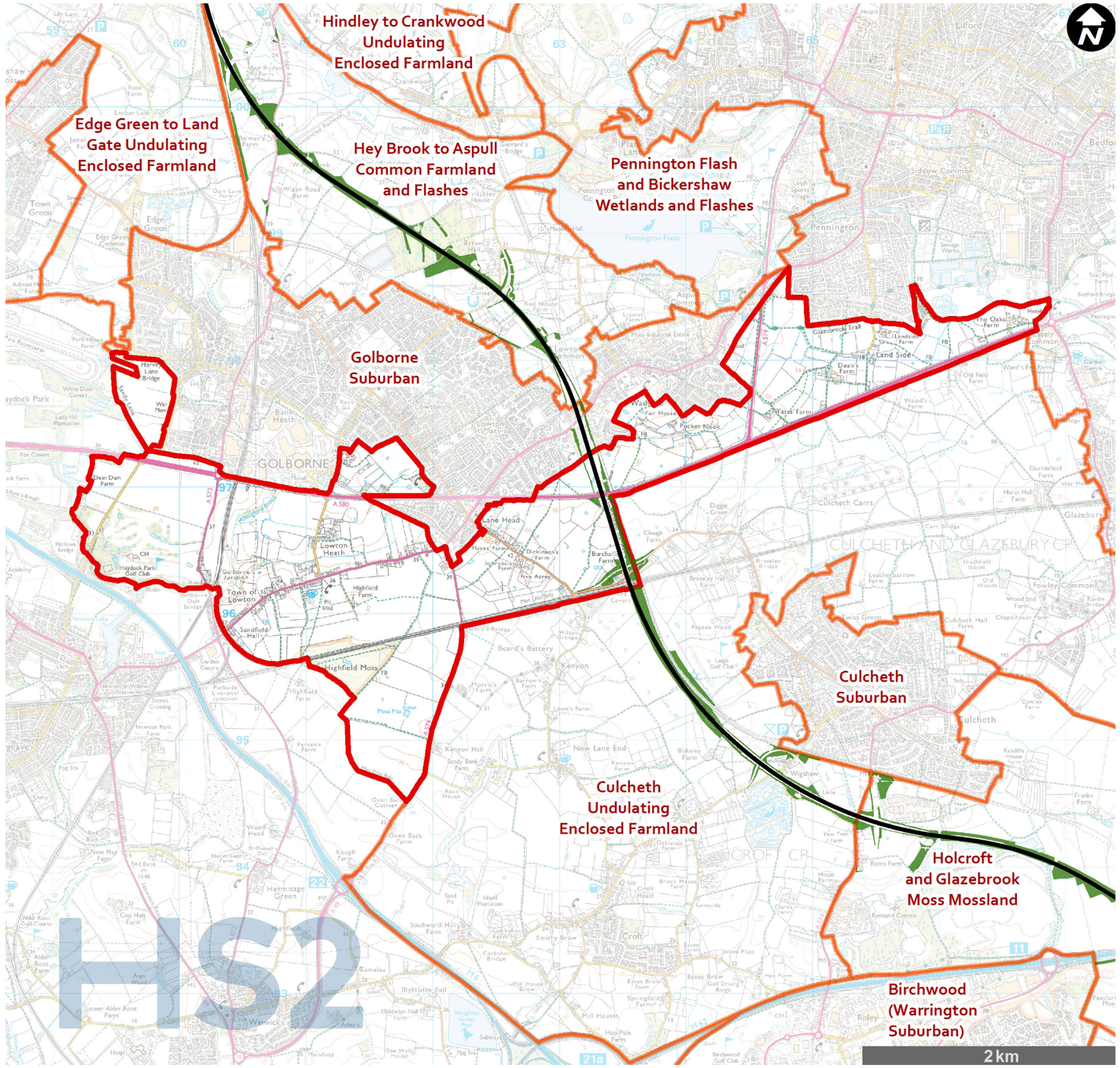
Maturing mitigation planting will partially integrate Lowton Cutting and the realigned B5027 Wilton Lane and overbridge into the landscape. The magnitude of change will remain **low.**

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

Operation year 30

The greater maturity of mitigation planting will further integrate the Proposed Scheme into the landscape. The magnitude of change will remain **low.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Golborne Suburban LCA

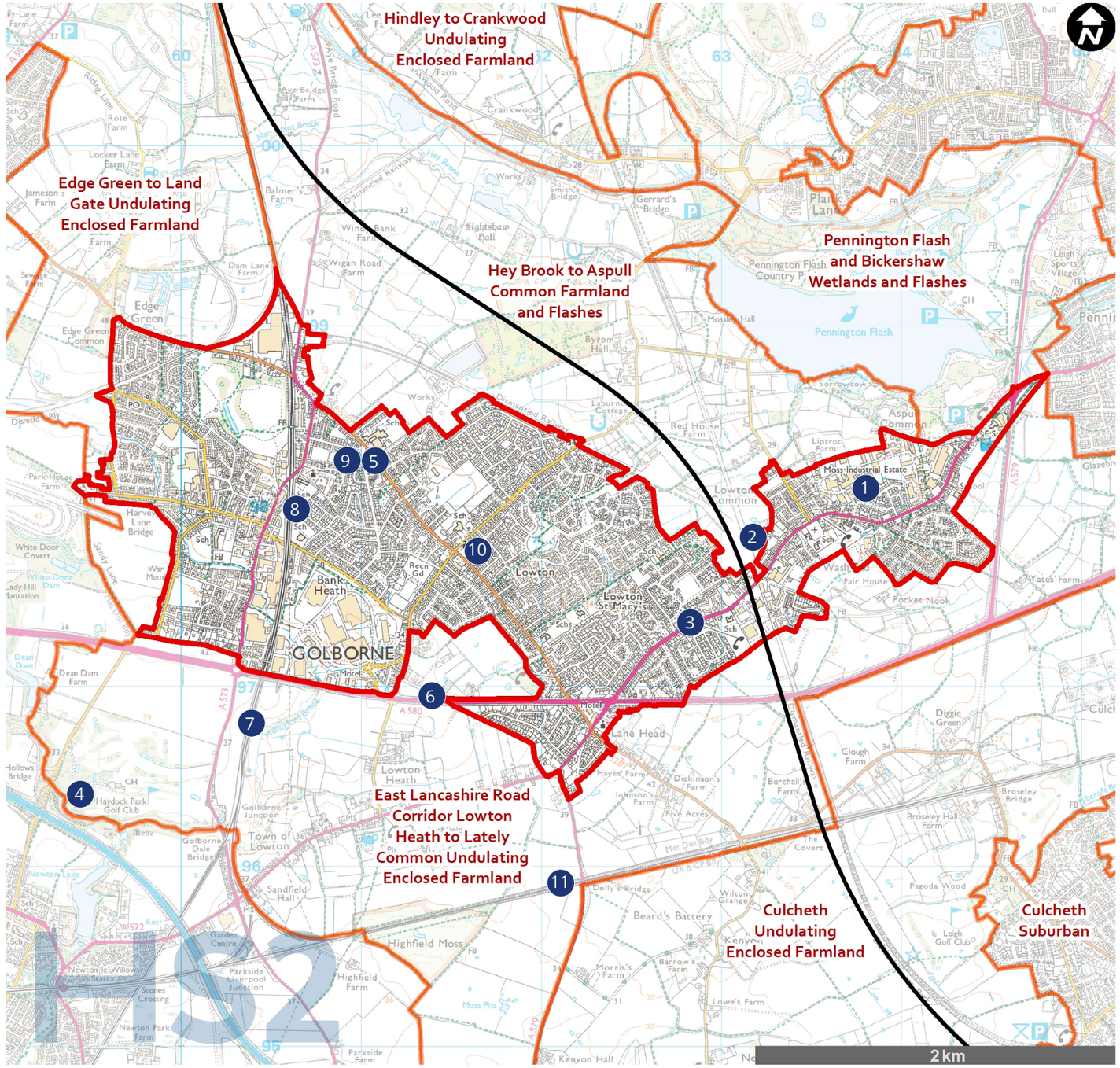
Landscape character baseline description

Golborne in combination with Lowton, is a suburb of Wigan set within the gently undulating rural landscape of Wigan Greenheart Regional Park, between Ashton in Makerfield and Leigh.

This LCA is formed of two almost separate suburbs; Golborne and Lowton to the west and Wash End to the east. A narrow strip of development along the A572 Newton Road links the two sides of this LCA. Golborne is a busy and expanding suburb currently undergoing much infill development. The many red-brick, two-storey terraced houses, public and religious buildings, date from the Industrial Revolution and growth of the coal mining industry. Modern development is disparate and comprises mixed-age residential, light industrial and retail uses, connected by a busy network of arterial roads including the A573 Bridge Street, the A572 Newton Road, the B5207 Church Lane and the A580 East Lancashire Road. WCML runs north-south through the town. The busy road and rail routes result in low levels of tranquillity across much of this LCA. St Thomas' Church and St Luke's Church, both Grade II listed, provide key focal points within the dense urban fabric. An extensive PRoW network and the Glazebrook Timberland Trail, which is a promoted route, provide valuable pockets of tranquillity. However, connectivity of the PRoW network to the south, is restricted by the limited number of crossing points over the A580 East Lancashire Road and Liverpool to Manchester Line (Chat Moss).

Key landscape characteristics

The centre of this LCA is characterised by mixed use development along busy arterial roads, with many buildings' indicative of Golborne and Lowton's industrial past. Recreational space beyond the boundary of this LCA and an extensive PRoW network create important connections between the urban area and rural landscape beyond.



Proposed Scheme

LCA boundary

1. Wash End
2. Lowton Common
3. A572 Newton Road
4. Haydock Park Golf Club
5. B520 Lowton Road
6. A580 East Lancashire Road
7. West Coast Mainline railway
8. Golborne Town Centre Conservation Area
9. St Thomas' Church
10. St Luke's Church
11. Liverpool to Manchester (Chat Moss) Railway Line

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Key landscape value attributes

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

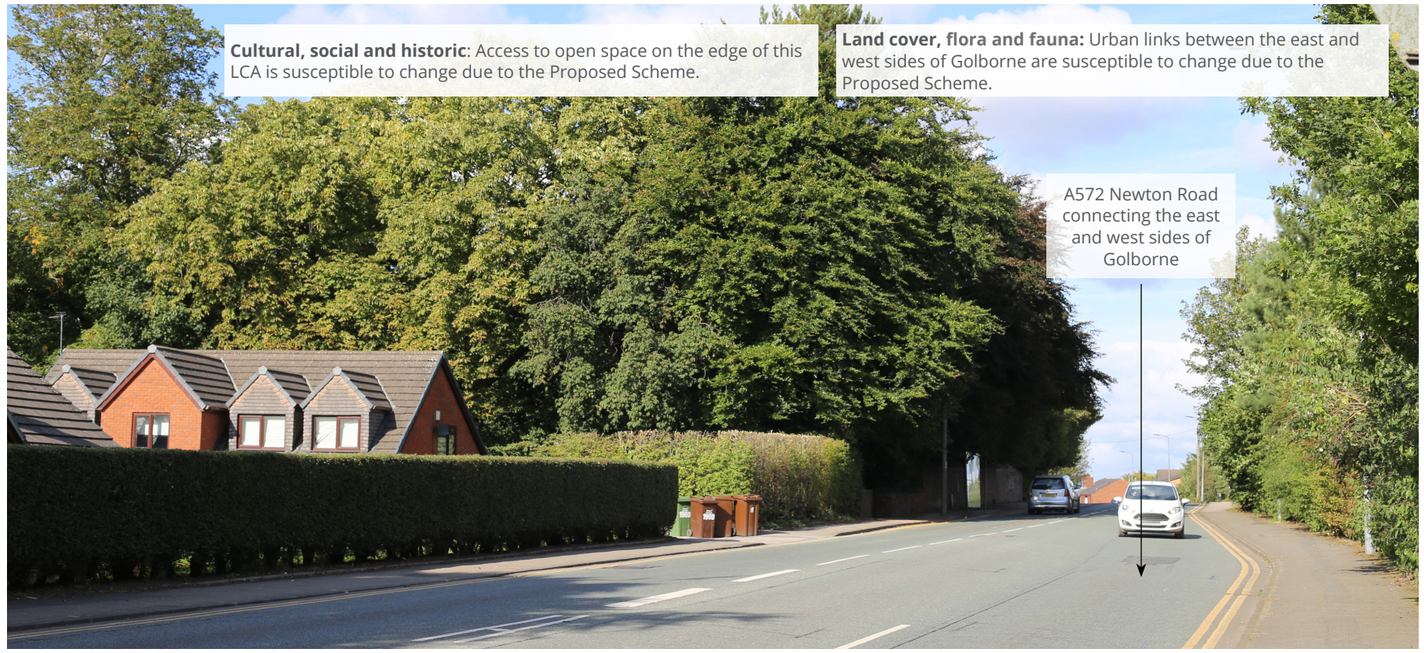
Cultural, social and historic

An extensive PRoW network and promoted routes such as Glazebrook Timberland Trail, connects this LCA with the wider countryside and adjacent urban areas. Haydock Park Golf Club and sports pitches at the settlement edge contribute to the recreational value of this LCA.

Land cover, flora and fauna

Traffic and busy road junctions dominate the central area of this LCA. Urban expansion is gradually encroaching on to the surrounding rural landscape.

Key landscape characteristics susceptible to the Proposed Scheme



Overall landscape value

The busy road network results in low levels of tranquillity within this LCA. Red brick buildings of mainly 19th Century origin reflect the areas industrial past and add to the cultural value of this LCA. However, many former 19th century buildings are highly altered to accommodate modern shop units. PRoW and access to open space in proximity to the urban edge including Wigan Greenheart Regional Park, is good. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

The interrelationship between the east and west sides of this LCA and access to green space close to the urban edge are susceptible to changes arising from the Proposed Scheme. Susceptibility to change is diminished by numerous road and rail infrastructure routes crossing this LCA. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

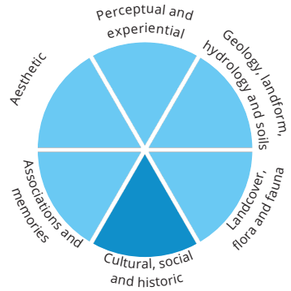
Future baseline

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

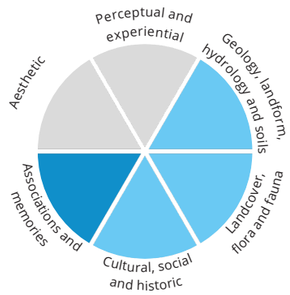
Overall landscape sensitivity

The urban-rural interface and relationship between the east and west sides of this LCA are sensitive to change arising from the Proposed Scheme. Sensitivity to change is diminished by the busy road and rail network which results in low levels of tranquillity. The overall sensitivity of this LCA is **medium-low**.

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

A small proportion of this LCA will be directly affected by large-scale construction work. There will be localised changes to landform as a result of large-scale earthworks associated with construction of Lowton cutting, the A572 Newton Road overbridge, the A572 Newton Road realignment and Carr Brook aqueduct. The character of the rural-urban interface on the edges of this LCA will be indirectly affected by construction works beyond the boundary of this LCA. The A572 Newton Road satellite compound and demolition of residential and commercial properties along the A572 Newton Road will result in localised changes to the streetscape. Temporary closure of local roads will reduce connectivity. Construction activity will introduce disturbance and reduce tranquillity. Due to the localised nature of construction effects the magnitude of change will be **low**.

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

Operation year 1

A small proportion of this LCA will be directly affected by the introduction of Lowton cutting in the vicinity of the A572 Newton Road. This large-scale cutting will sever links between Lowton, Lowton Common and Wash End with the permanent loss of much of the connecting open access space at Lowton Common (beyond the boundary of this LCA to the north). The loss of residential and commercial properties along the A572 Newton Road during construction will permanently alter the streetscape and land cover values. Low levels of tranquillity will be further reduced by the presence of detracting elements including train movements, noise fence barriers, fencing and overhead line equipment. Landscape earthworks will partially integrate the Proposed Scheme into its landscape setting. However, mitigation planting will not be sufficiently mature to provide any landscape integration. Due to the localised nature of operational effects the magnitude of change will be **low**.

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

Operation year 15

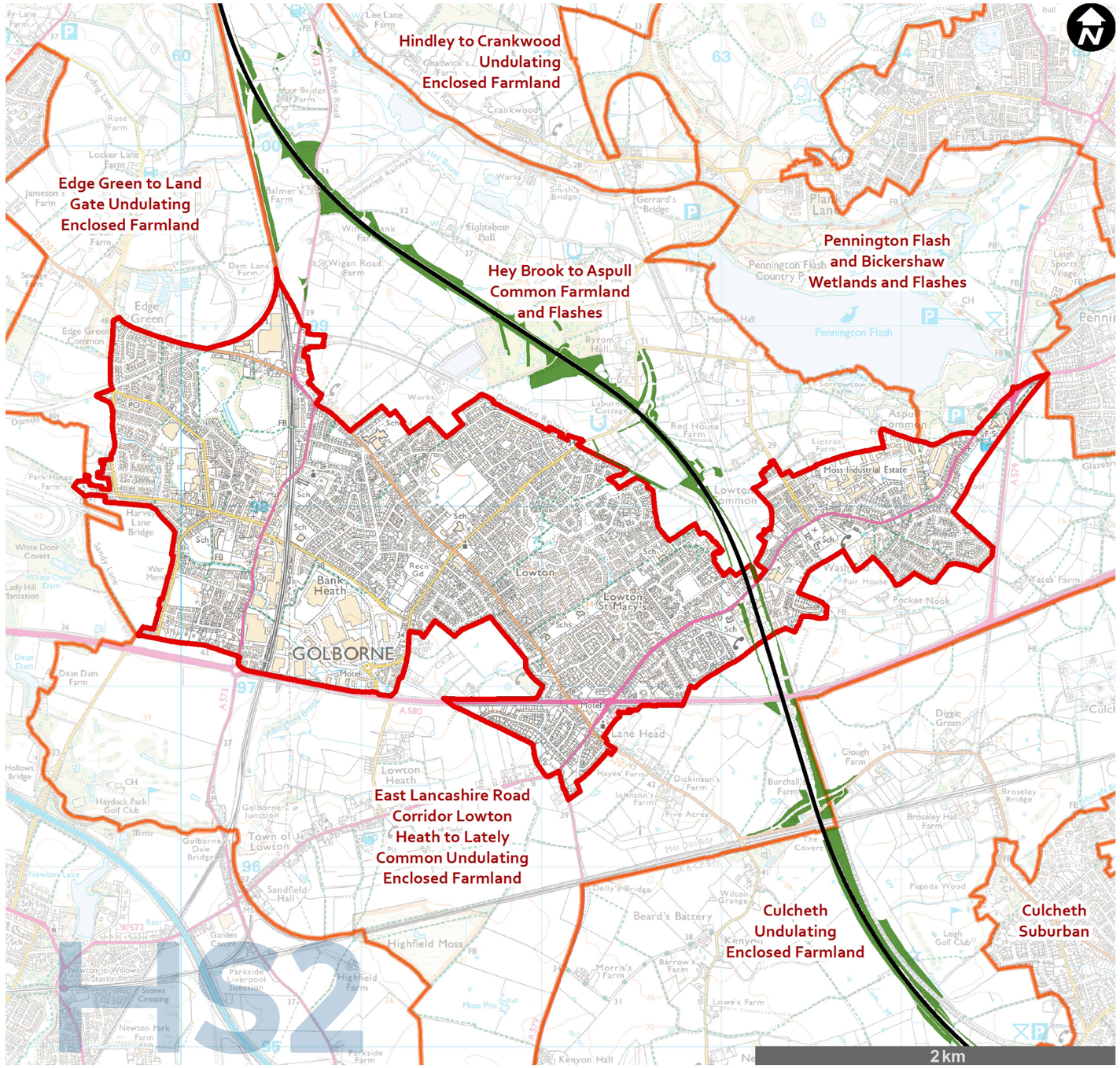
Lowton cutting and the realigned A572 Newton Road will be partially integrated into the landscape at the urban edge, by maturing mitigation planting in association with landscape earthworks. Severance of this LCA will remain. Due to the localised nature of operational effects the magnitude of change will remain **low.**

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

Operation year 30

The greater maturity of the mitigation planting will further integrate the Proposed Scheme into the landscape at the urban edges of this LCA. The magnitude of change will remain **low**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Hey Brook to Aspull Common Farmland and Flashes LCA

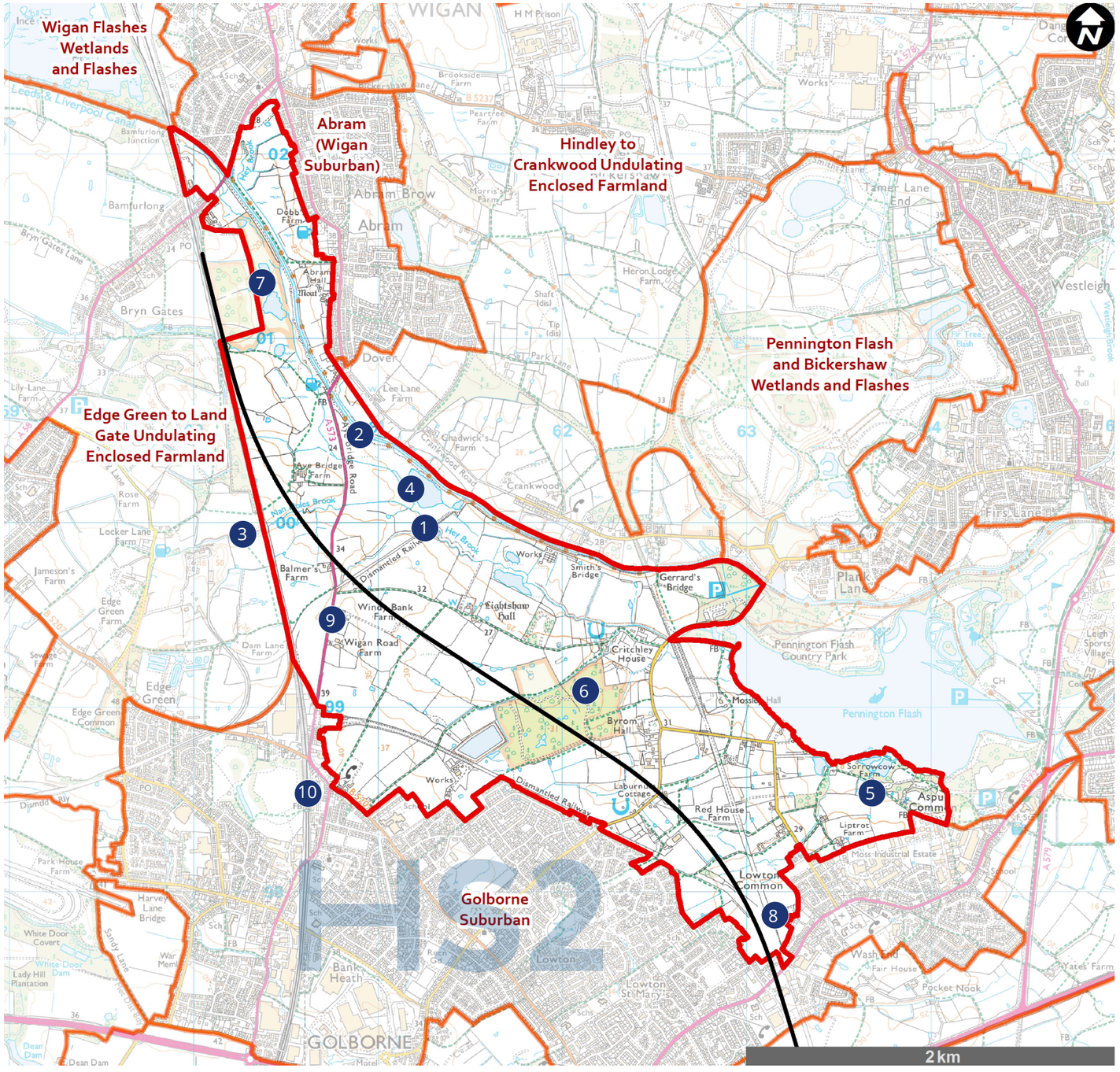
Landscape character baseline description

This is a low-lying LCA within the Makerfield Basin. Although essentially rural in character, it is set within the context of the surrounding urban areas of Abram to the north and Golborne to the south.

This LCA is characterised by numerous hydrological features including the Hey Brook, Leeds and Liverpool Canal and Nan Holes Brook and Abram Flashes SSSI. Small to medium scale, irregularly shaped fields with remnant hedgerows along field boundaries, support arable farming. Rough grassland and permanent pasture cover the Hey Brook floodplain. As land rises towards Golborne in the south-west, arable fields are larger in scale with well-maintained field boundary hedgerows. Historic transport links including the Leeds and Liverpool Canal and three dismantled railway lines, listed buildings such as Lightshaw Hall (Grade II*), Byrom Hall (Grade II) and sunken ways, add to landscape value. This is a regenerating landscape supporting a range of interlinked semi-natural habitats with developing tree and scrub cover. This LCA, is an important link in the green infrastructure framework for Greater Manchester and Wigan Greenheart Regional Park. The area supports a rich variety of vegetation and habitat types including woodland, mature field boundary oak trees, hedgerows, meadows and flashes. There is open access woodland at Viridor Wood, Aspull Common, Pennington Flash and in association with former halls and parkland estates for example Byrom Wood. Woodland at Viridor Wood and to the east of the WCML form a strong boundary to the north and west borders of this LCA. This LCA is sparsely populated with scattered farmhouses. An extensive PRoW network creates the opportunity for access to green space in proximity to these urban areas and contributes to the overall value of the landscape.

Key landscape characteristics

This is a low-lying post-industrial landscape, the site of former mining and extraction activity. It is an important link in the green infrastructure framework for Greater Manchester and Wigan Greenheart Regional Park yet set within the context of surrounding urban areas. This LCA provides good opportunity for access to green space and supports a rich variety of habitats in association with numerous water features.



Proposed Scheme

LCA boundary

1. Hey Brook
2. Leeds and Liverpool Canal
3. Nan Holes Brook
4. Abram Flashes SSSI
5. Aspull Common
6. Byrom Wood
7. Viridor Wood Community Woodland
8. Lowton Common
9. A573 Wigan Road
10. West Coast Main Line (WCML)

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Key landscape value attributes

Key landscape value attributes of the Hey Brook to Aspull Common Farmland and Flashes LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.

Cultural, social and historic

Listed buildings including Lightshaw Hall (Grade II*) and Byrom Hall (Grade II), old farms and sunken routes contribute to landscape value. The opportunity for access to green space including semi-natural environments close to urban areas adds to the value of this LCA.

Geology, landform, hydrology and soils

Water courses, flashes, ponds and field drains influence land use, including the type and distribution of vegetation across this LCA.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

A landscape heavily affected by past mining activity, this LCA has been extensively restored and forms part of the Greater Manchester green infrastructure framework and the blue-green network of Wigan Greenheart Regional Park. This post-industrial and regenerating landscape supports a diverse range of vegetation types and wildlife habitats. Woodland and commons in association with an extensive PRoW network provide opportunity for informal recreation in proximity to urban areas. Historic waterways, listed buildings and parkland estates add to the cultural value of this LCA. Proximity to the urban edge and infrastructure elements lower value. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The open, rural character of this LCA and recreational opportunities close to the urban edge are susceptible to change arising from the Proposed Scheme. Connectivity of the footpath network within and beyond this LCA including the potential for circular walks and the continuity of blue-green networks are susceptible to severance arising from the Proposed Scheme. The presence of WCML lowers susceptibility to change as the landcover has already been reduced. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

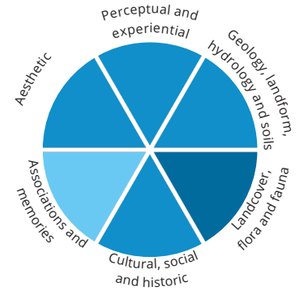
Future baseline

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

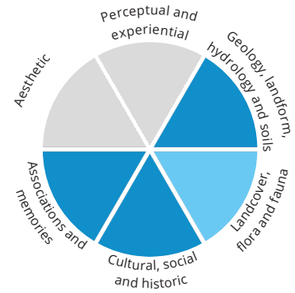
Overall landscape sensitivity

This regenerating landscape supports a diverse range of habitat and vegetation types and provides a wealth of opportunity for recreation. Connectivity of habitats and PRoW, the landscape setting of listed assets and context of the Abram Flashes SSSI are all sensitive to changes arising from the Proposed Scheme. The presence of the WCML lowers sensitivity to change. The overall sensitivity of this LCA is **medium**.

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

A large proportion of this LCA will be directly affected by the introduction of large-scale earthworks including Lowton cutting, Slag Lane viaduct, the Slag Lane realignment, Lowton North embankment, Footpath Golborne 31/10 underbridge and Critchley culvert, A573 Wigan Road realignment, A573 Wigan Road viaducts, Aye Bridge embankment retaining walls and Abram embankment retaining walls, WCML box structure and Abram cutting. The Proposed Scheme will run through the length of this LCA. The Proposed Scheme will bisect Lowton Common and Byrom Wood. Hesketh Meadow Playing fields will be relocated. Access to Byrom Wood will be maintained through the temporary realignment of Footpath Golborne 33/10 and Footpath Golborne 31/10. The three satellite compounds introduced into the landscape, will affect the landscape setting of listed assets and the landscape context of Abram Flashes SSSI. Lighting for satellite compounds and lighting to facilitate construction of WCML connections, will create new areas of illumination in this largely unlit landscape. Field patterns will be altered due to severance and the removal of field boundary vegetation including mature field oaks to the west of Red House Farm. Construction activity in relation to utilities work will result in further loss of woodland within Byrom Wood. The magnitude of change will be **high**.

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

Operation year 1

A large proportion of this LCA will be directly affected by the introduction of large-scale infrastructure elements including embankments, cuttings and viaducts will extend across the length of this low-lying LCA These changes will be in the context of the existing WCML. However, the Proposed Scheme will be at a much larger scale than existing rail infrastructure. Lowton cutting, Lowton South and North embankments, and the realigned A573 Wigan Road will bisect this regenerating landscape. Consequently, the landscape pattern will be divided and Footpath Golborne 34/10, 37/10 and 38/10 will have been permanently closed, reducing east-west connectivity across this LCA. There will be a change to the landscape setting of Byrom Hall due to the proximity of the Proposed Scheme. Hesketh Meadows Playing Fields will have been relocated. Byrom Wood will be permanently severed by Lowton North embankment. Diversions and culverting of sections of the Hey Brook will alter the character of the floodplain. Train movements will further reduce the perceptual qualities of tranquillity within pockets of this rural landscape. Landscape mitigation planting will not be sufficiently established to contribute to the integration of the Proposed Scheme into its landscape setting. The magnitude of change will be **medium**.

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

Operation year 15

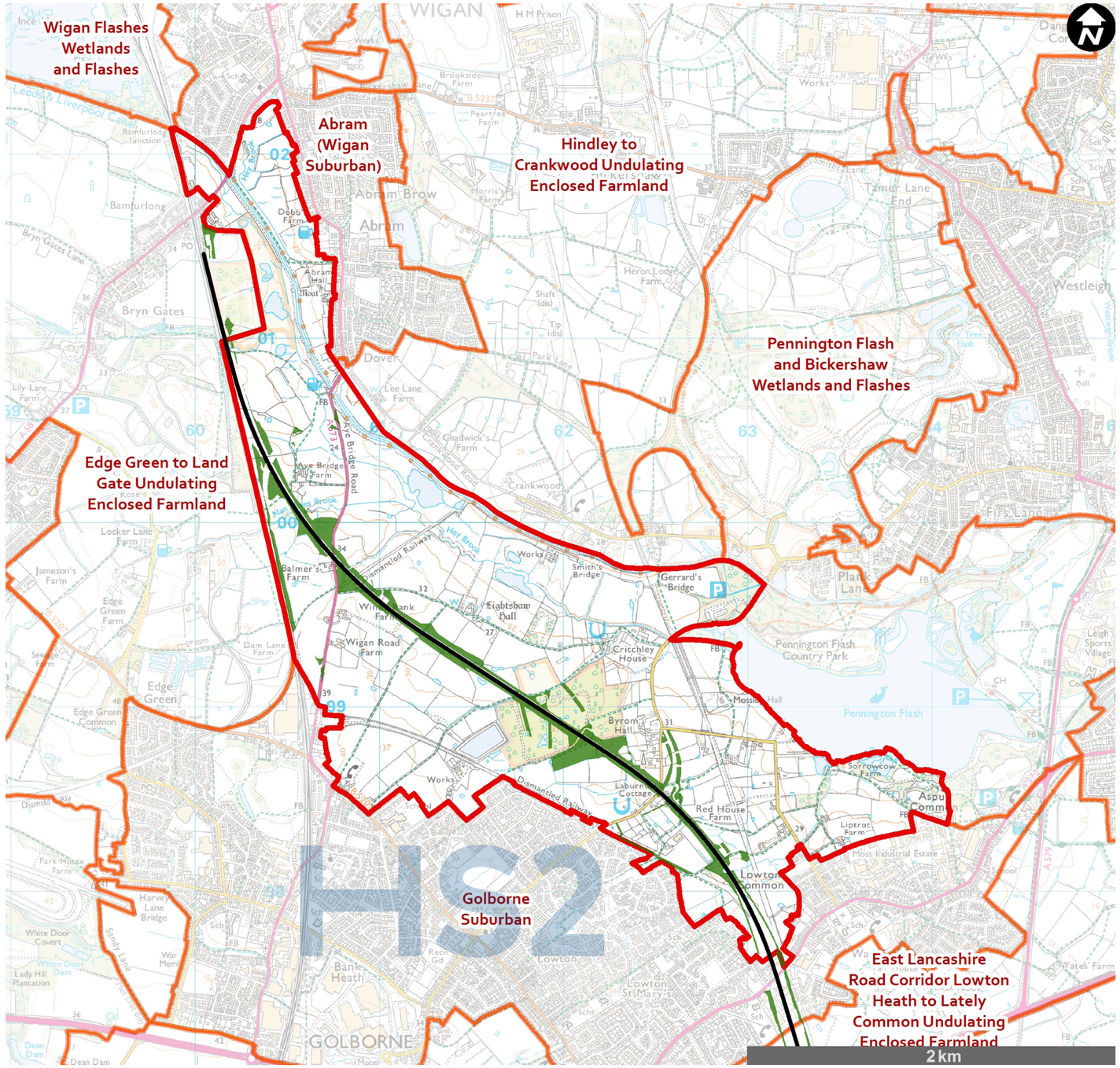
A large proportion of this LCA will continue to be affected by the Proposed Scheme. The low-lying character of the Hey Brook corridor will be permanently altered, east-west connectivity and recreational assets, including Byrom Wood will continue to be bisected. However, maturing mitigation planting will partially integrate the Proposed Scheme into its landscape context. The magnitude of change will remain **medium**.

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

Operation year 30

The greater maturity of mitigation planting will further integrate the Proposed Scheme into its landscape context. However, alteration of the low-lying character and division of the landscape will remain across a large proportion of this LCA. The magnitude of change will remain **medium**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Pennington Flash and Bickershaw Wetlands and Flashes LCA

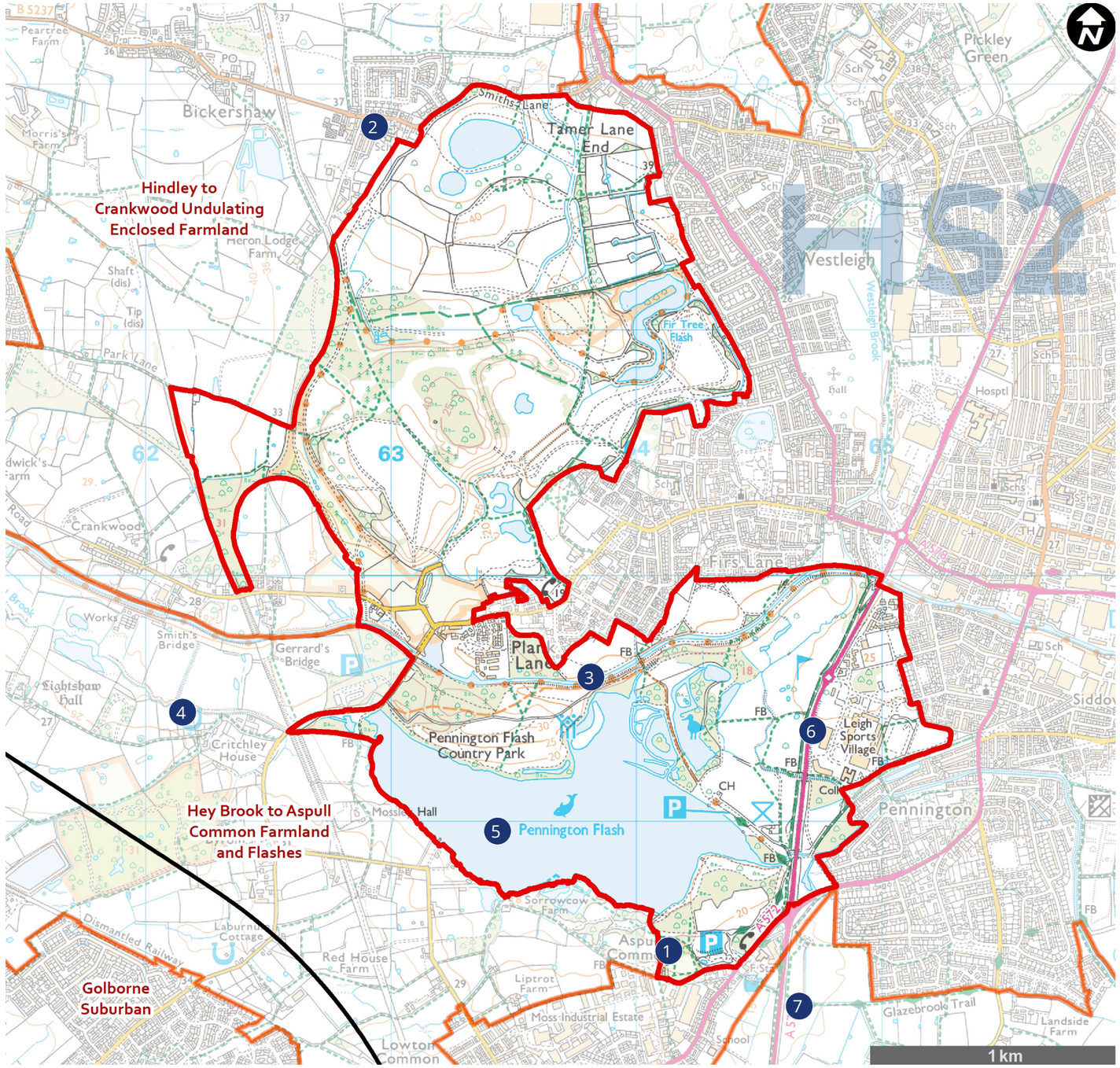
Landscape character baseline description

This LCA is within the Makerfield Basin and extends from Aspull Common in the south to Bickershaw in the north. This is an area of open, disturbed and restored former mining land within the Wigan Greenheart Regional Park.

The flashes are the result of mining subsidence and tipping of waste materials, however due to extensive regeneration, these areas now support a series of wetland, marsh and emerging woodland habitats. Pennington Flash is a large body of open water used for formal water sports at the centre of the Pennington Flash Country Park, Local Nature Reserve, golf course and visitor centre. There is a limited road network within this LCA, the main route through being the A597 Atherleigh Way. An extensive PRoW network including the Leeds and Liverpool Canal long distance footpath and a section of the Glazebrook Timberland Trail provides opportunity for access to recreational space in proximity to surrounding urban areas. Smaller flashes including Fir Tree Flash, wetland, marsh and new woodland on regraded slopes, provides valued open spaces and wildlife habitats marshes and regenerating woodland lie further to the north within this LCA. Tranquillity levels are high along PRoW and within the country park, but lower in proximity to the A597 Atherleigh Way.

Key landscape characteristics

This post-industrial landscape lies within Wigan Greenheart Regional Park and is predominantly rural with a range of emerging wetlands and interlinked semi-natural, open spaces with developing tree and scrub cover. Formal and informal recreational uses provide pockets of tranquillity close to urban areas and PRoW access is good.



Proposed Scheme

LCA boundary

1 Aspull Common
2 Bickershaw
3 Leeds and Liverpool Canal
4 Hey Brook
5 Pennington Flash
6 A579 Atherleigh Way
7 Glazebrook Timberland Trail

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Key landscape value attributes

Key landscape value attributes of the Pennington Flash and Bickershaw Wetlands and Flashes LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.

Land cover, flora and fauna

The regraded and restored land provides a range of habitats including species of local importance which are an integral part of Wigan Greenheart Regional Park.

Geology, landform, hydrology and soils

Mining subsidence has created wetlands, marshland and open water providing a valuable contribution to landscape character, ecology and flood control.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

The value of this LCA is in its ongoing restoration capitalising on the effects of mining on the rural area and the local hydrology. The extensive PRoW network including local and national trails and sports facilities support access to recreation for surrounding urban areas. The value of this LCA is therefore **medium.**

Overall landscape susceptibility

This LCA has been subject to major changes as a result of industrial uses over the past two centuries and parts are undergoing restoration. This regenerating landscape and its associated flora and fauna are susceptible to changes arising from the Proposed Scheme. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

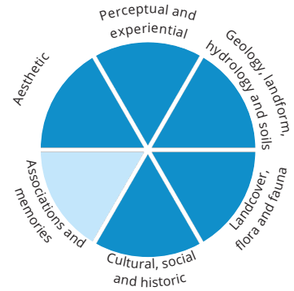
Future baseline

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

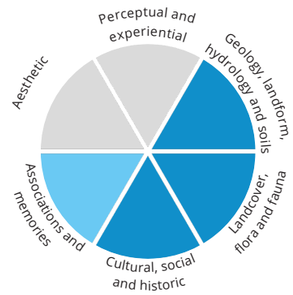
Overall landscape sensitivity

This LCA has shown a robust response to past change and the regenerating landscape of the flashes has contributed to both land cover and recreational value. The perception of tranquillity and connections with the wider landscape within the Wigan Greenheart Regional Park are sensitive to further changes brought about by large-scale construction. The overall sensitivity of this LCA is **medium.**

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

There will be no direct landscape effects to this LCA. Construction of the Proposed Scheme within Hey Brook to Aspull Common Farmland and Flashes LCA to the south-west will reduce tranquillity at the south-western edge of this LCA for recreational uses on the western shore of Pennington Flash, however the magnitude of change will be **negligible.**

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

Operation year 1

There will be no direct landscape changes to this LCA. The magnitude of change will be **negligible.**

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

Operation year 15

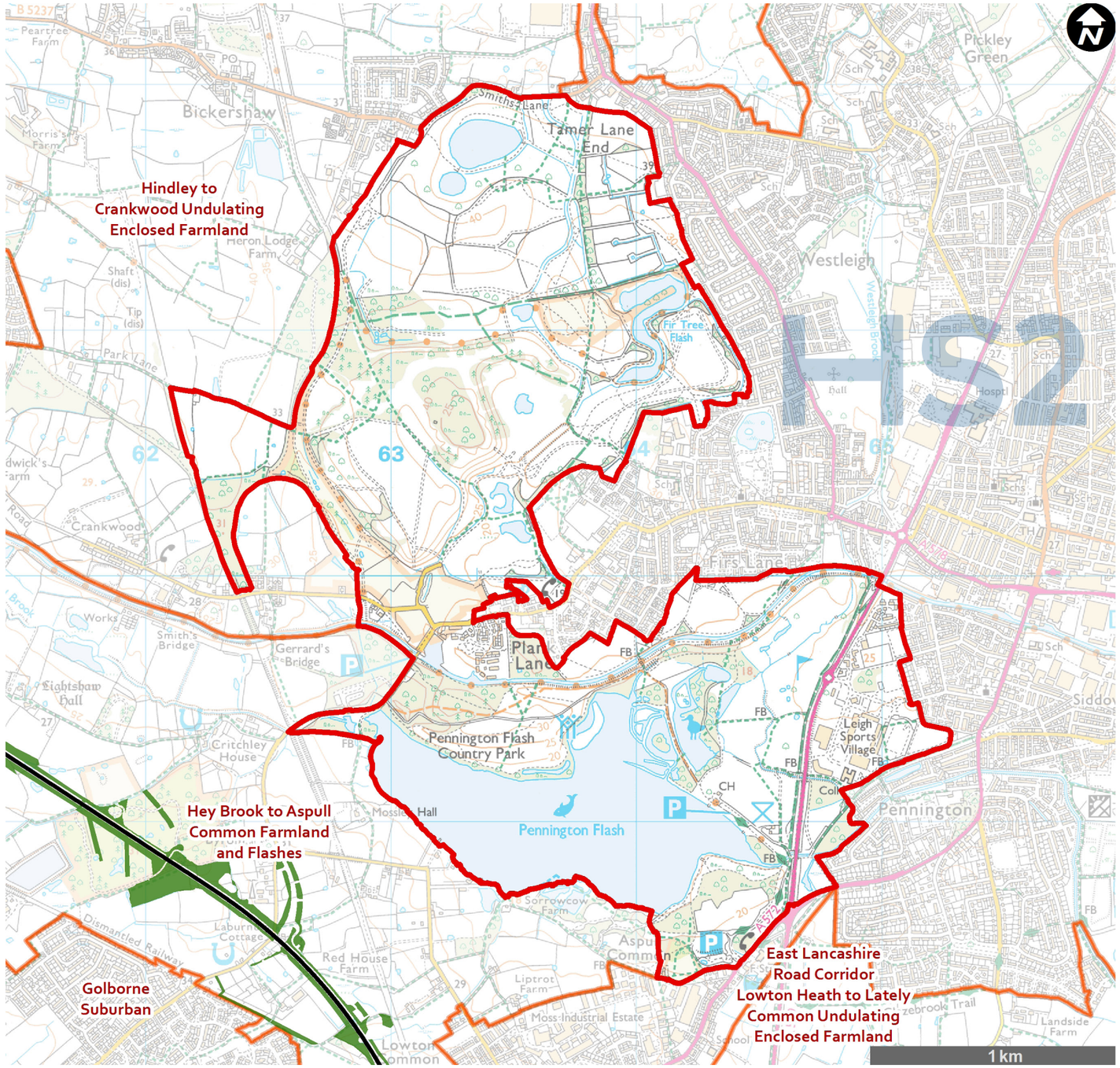
There will be no direct landscape changes to this LCA. The magnitude of change will continue to be **negligible.**

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

Operation year 30

There will be no direct landscape changes to this LCA. The magnitude of change will continue to be **negligible.**

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Edge Green to Land Gate Undulating Enclosed Farmland LCA

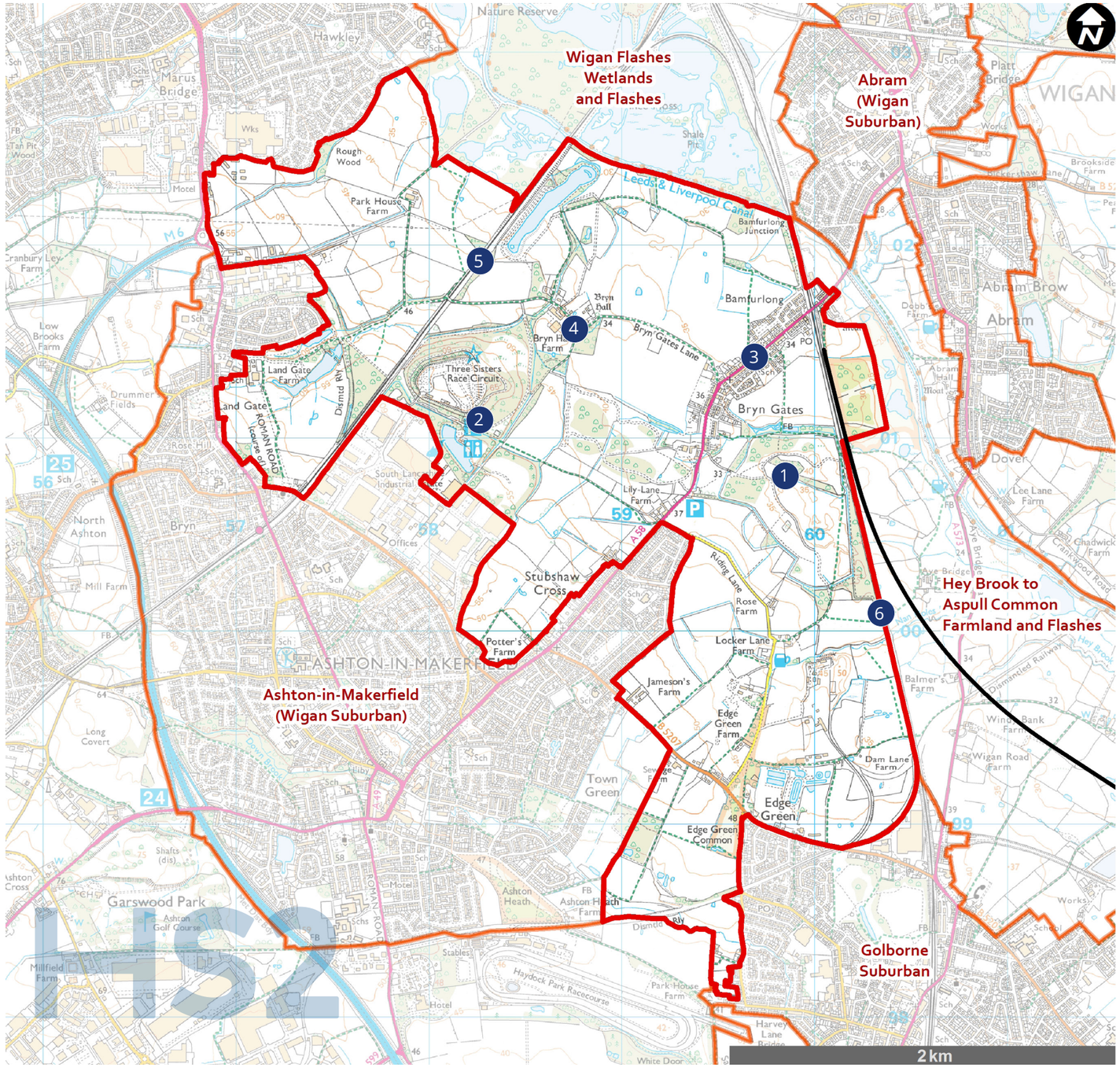
Landscape character baseline description

This rural LCA, is set within the urban context of Wigan, with Ashton in Makerfield to the west and Golborne to the south. To the north lies the Wigan Flashes SSSI.

Once the site of mining and extraction industries, the primary land use is now arable farming. Fields are medium to large-scale and often irregularly shaped. There are many ditches, ponds and watercourses. Absent and remnant field boundary hedgerows are the result of agricultural intensification. Estate woodland blocks are found in association with former manor houses or halls. The recent restoration of this post-industrial landscape has led to the creation of many recreational and wildlife areas including Viridor Wood and the Three Sisters Wetland Nature Reserve. These open access areas are important connecting green spaces within the Wigan Greenheart Regional Park. The settlement pattern is low density and includes ribbon development along the A58 Bryn Road, scattered and isolated farmhouses, and Bryn Hall (now a public house). To the south, the urban edge of Ashton-in-Makerfield forms a distinct boundary to this LCA. The St Helens to Wigan railway line runs south-west to north-east across this LCA and the WCML forms the boundary of this LCA to the east. Both railway lines are lined with woodland and well-integrated within the landscape, however, connectivity of the extensive PRoW network beyond the boundary of this LCA is compromised by limited crossing points over these railway lines.

Key landscape characteristics

This rural landscape is set within the urban context of Wigan. It is a largely post-industrial landscape with many of the landform, recreational and wildlife features reflecting former extraction and mining activity. Open access areas are important connecting green spaces within the Wigan Greenheart Regional Park.



- Proposed Scheme
- LCA boundary

1. Viridor Wood
2. Three Sisters Wetland Nature Reserve
3. A58 Bryn Road
4. Bryn Hall
5. St Helens to Wigan railway line
6. West Central Main Line (WCML)

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Key landscape value attributes

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

Land cover, flora and fauna

Connectivity of the PRoW network within and beyond this LCA is compromised by limited crossing points over railway lines. Open access woodland at Viridor Wood and the Three Sisters Wetland Nature Reserve add to the recreational value of this LCA.

Perceptual and experiential

Railway lines, the A58 Bryn Road and the hard-urban edges to the south and west contribute to low levels of tranquillity within this rural landscape.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Landscape restoration including the creation of open access woodland and wetlands add to the landscape value of this LCA. These woodlands and wetlands are important connecting green spaces within the Wigan Greenheart Regional Park. Connectivity of the PRoW network is restricted by the limited number of crossing points over existing road and rail. Although railway infrastructure is not dominant in the landscape, train movements reduce the perception of tranquillity. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

The presence of railway infrastructure has diminished the susceptibility of this LCA to change arising from the Proposed Scheme. Land cover values in particular green infrastructure in association with open access woodland and PRoW are susceptible to changes arising from the Proposed Scheme. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

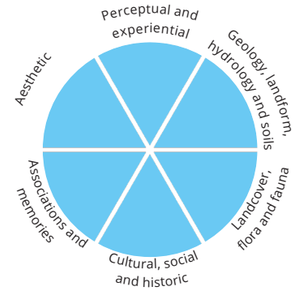
Future baseline

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

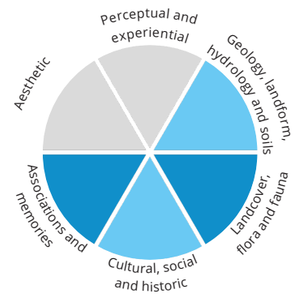
Overall landscape sensitivity

This regenerating landscape has a diverse range of land cover. However, the presence of railway infrastructure has diminished its landscape sensitivity. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

A small proportion of this LCA will be directly affected by construction of the Proposed Scheme. There will be localised changes to landform as a result of large-scale earthworks although these will be within the context of the existing WCML. Bamfurlong satellite compound will be a new large-scale element in the landscape and will result in the removal of a section of woodland at Viridor Wood to the east of the WCML. Temporary closure of a section of footpath Ashton in Makerfield 22/30 will reduce connectivity between the east and west sides of the WCML. Construction traffic using a track through Viridor Wood and the A58 Bryn Road will further reduce low levels of tranquillity in the vicinity. Given the small proportion of this LCA affected and the existing presence of existing railway elements, the magnitude of change will be **low**.

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

Operation year 1

A small proportion of this LCA will be directly affected by operation of the Proposed Scheme. The Abram embankment and retaining walls will be new, large-scale elements in the landscape although set within the context of the WCML. Train movements will noticeably reduce tranquillity within the replanted Viridor Wood and along PRoW. Mitigation planting along the embankment will not be sufficiently mature to contribute to any landscape integration of the Proposed Scheme. Reconnection of the footpath Ashton in Makerfield 22/30 will reinstate connectivity between the east and west sides of this LCA. The magnitude of change will be **low**.

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

Operation year 15

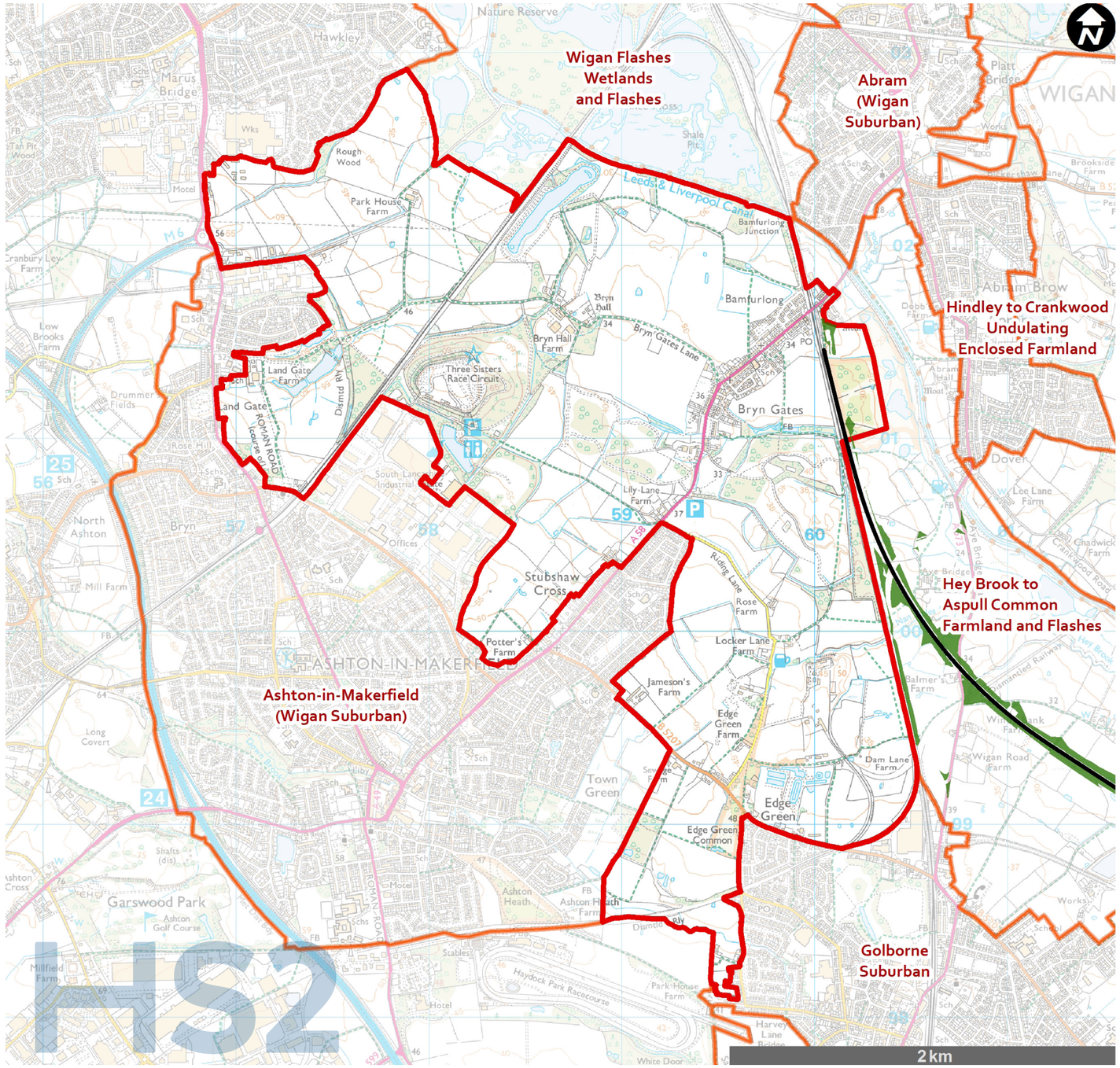
Maturing mitigation planting will continue to integrate the Proposed Scheme into the landscape. Tranquillity levels will remain as for year 1. The magnitude of change will be **low.**

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

Operation year 30

Assuming the continued presence of the mitigation planting, the magnitude of change will remain **low**.

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Hindley to Crankwood Undulating Enclosed Farmland LCA

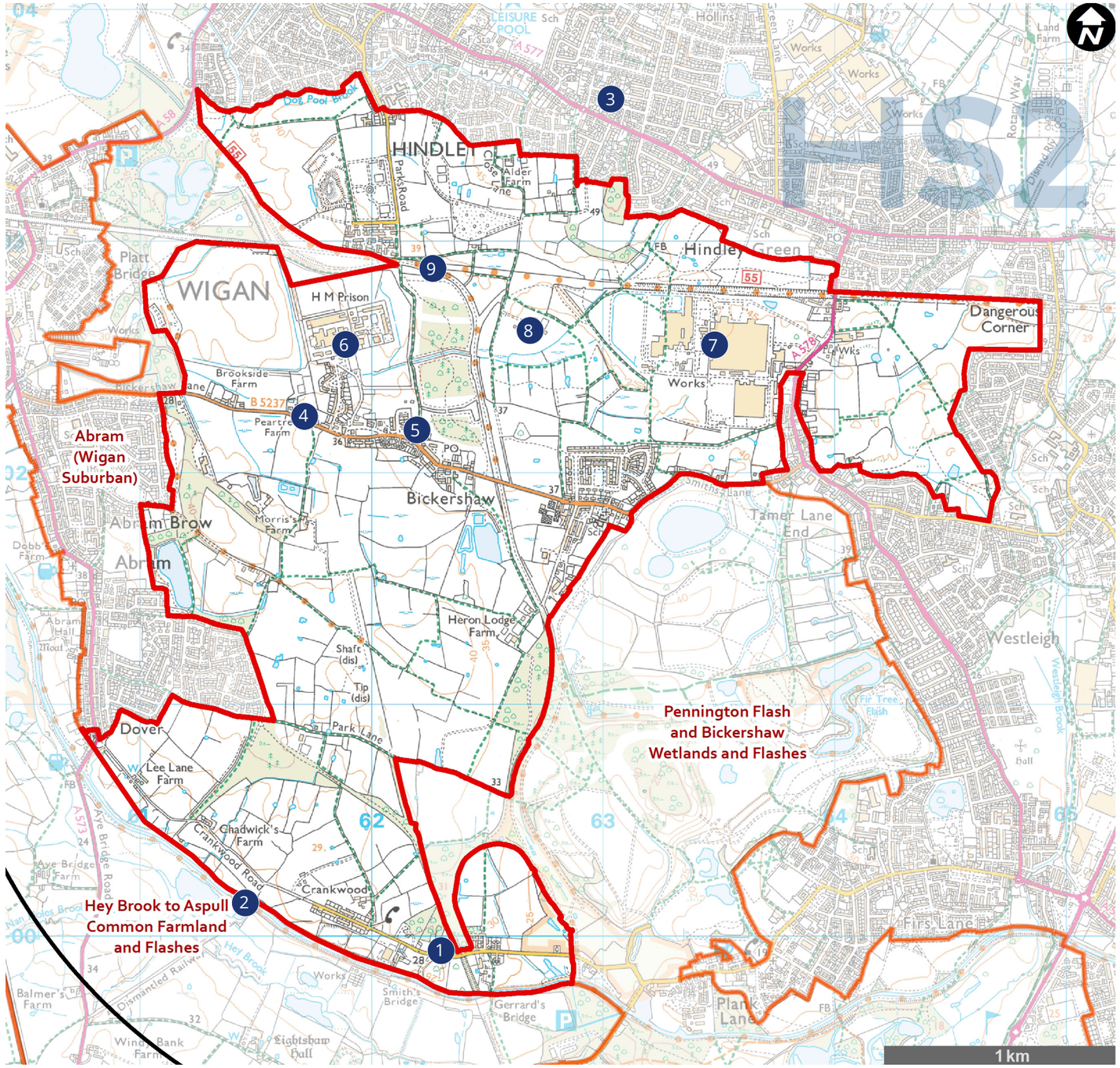
Landscape character baseline description

This LCA comprises low-lying mixed-use farmland within the Makerfield Basin, extending north from Crankwood, along the Leeds and Liverpool Canal, to urban Hindley.

Despite coal mining in the 19th and 20th centuries and present-day development pressure, this LCA remains in largely agricultural use with remnants of a pre-industrial pattern of small fields with rough-grazing and gapped hedgerows. North of Crankwood a disused railway line and mine are evidence of this LCA's industrial past. Areas of restored and tipped land are also evident and there are two scramble motorbike tracks. Bickershaw village straddles the B5327 Bickershaw Lane as it crosses the middle of this LCA in an east-west direction. North of the village are HMP Hindley and Hindley Green business park, both abutting a dismantled branch railway line. Sparse hedgerows are supported by woodland blocks, including a Forestry Commission owned Community Wood at Barlow's Farm east of the HMP Hindley. Woodland cover increases to the north of this LCA and the Leeds and Liverpool Canal corridor is marked by a linear woodland belt. Woodland within this LCA is an important connecting element within the Wigan Greenheart Regional Park. There is a comprehensive PRoW network.

Key landscape characteristics

This is a remnant agricultural landscape which acts as a buffer between surrounding Wigan suburbs. This LCA accommodates a range of recreational uses including footpaths, bridleways, private fishing pools, motocross courses and informal woodland walks. Tranquillity levels are low due to the use of the motocross courses and the busy traffic and many businesses uses along the B5237 Bickershaw Lane.



Proposed Scheme

LCA boundary

1. Crankwood
2. Leeds and Liverpool Canal
3. Hindley
4. B5237
5. Bickershaw Village
6. HMP Hindley
7. Hindley Green business park
8. Barlow's Farm
9. Dismantled Railway

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Key landscape value attributes

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

Cultural, social and historic

Although the formerly mined, rural area suffers from development pressures, the remaining restored land and marginal agriculture supports recreational uses including equestrian, motocross, coarse fishing and PRoW.

Geology, landform, hydrology and soils

The gently undulating landform and topographical variation as well as the presence of small-scale water bodies, provide a limited contribution to a sense of place.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

The value of this rural LCA has been lowered by landform changes due to mining and industrialisation, however, recreational uses have developed. Some tranquil areas remain, and the comprehensive PRoW network provides links to nearby long-distance trails. Woodland cover is an important connecting element within the Wigan Greenheart Regional Park. The overall value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

The agricultural landscape elements and recreational uses set within Green Belt, close to urban areas are susceptible to change arising from the Proposed Scheme. Former mining activity, the presence of large business and traffic movements have lowered susceptibility within this LCA. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

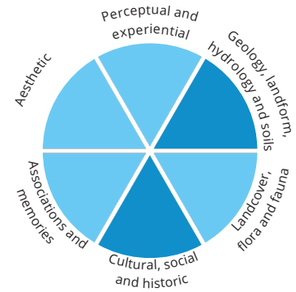
Future baseline

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

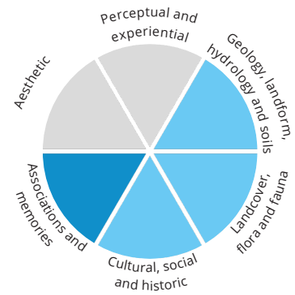
Overall landscape sensitivity

The landscape character of this LCA has been subject to much alteration over the previous two centuries, although the pre-industrial PRoW network survives and land restoration proceeds. Woodland and PRoW at the periphery of this LCA are vulnerable to erosion of tranquillity and views. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

There will be no direct landscape effects to this LCA. Construction works within Hey Brook to Aspull Common Farmland and Flashes LCA to the south-west, will reduce tranquillity along the southern edge of this LCA including the Leeds and Liverpool Canal long distance footpath. However, the overall magnitude of change will be **low.**

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

Operation year 1

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

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

Operation year 15

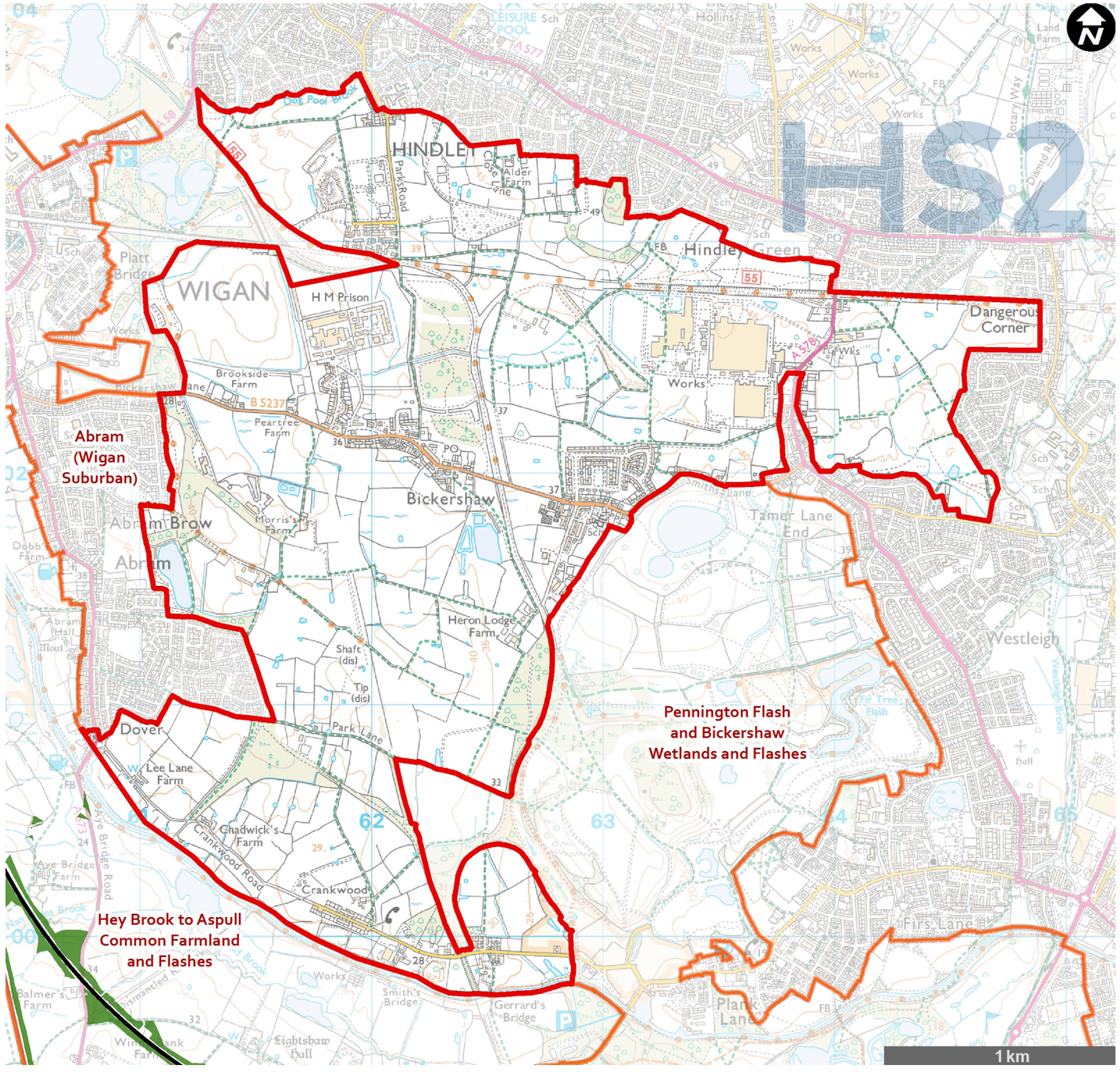
There will be no direct landscape effects for this LCA. The magnitude of change will continue to be **negligible**.

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

Operation year 30

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

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Ashton-in-Makerfield (Wigan Suburban) LCA

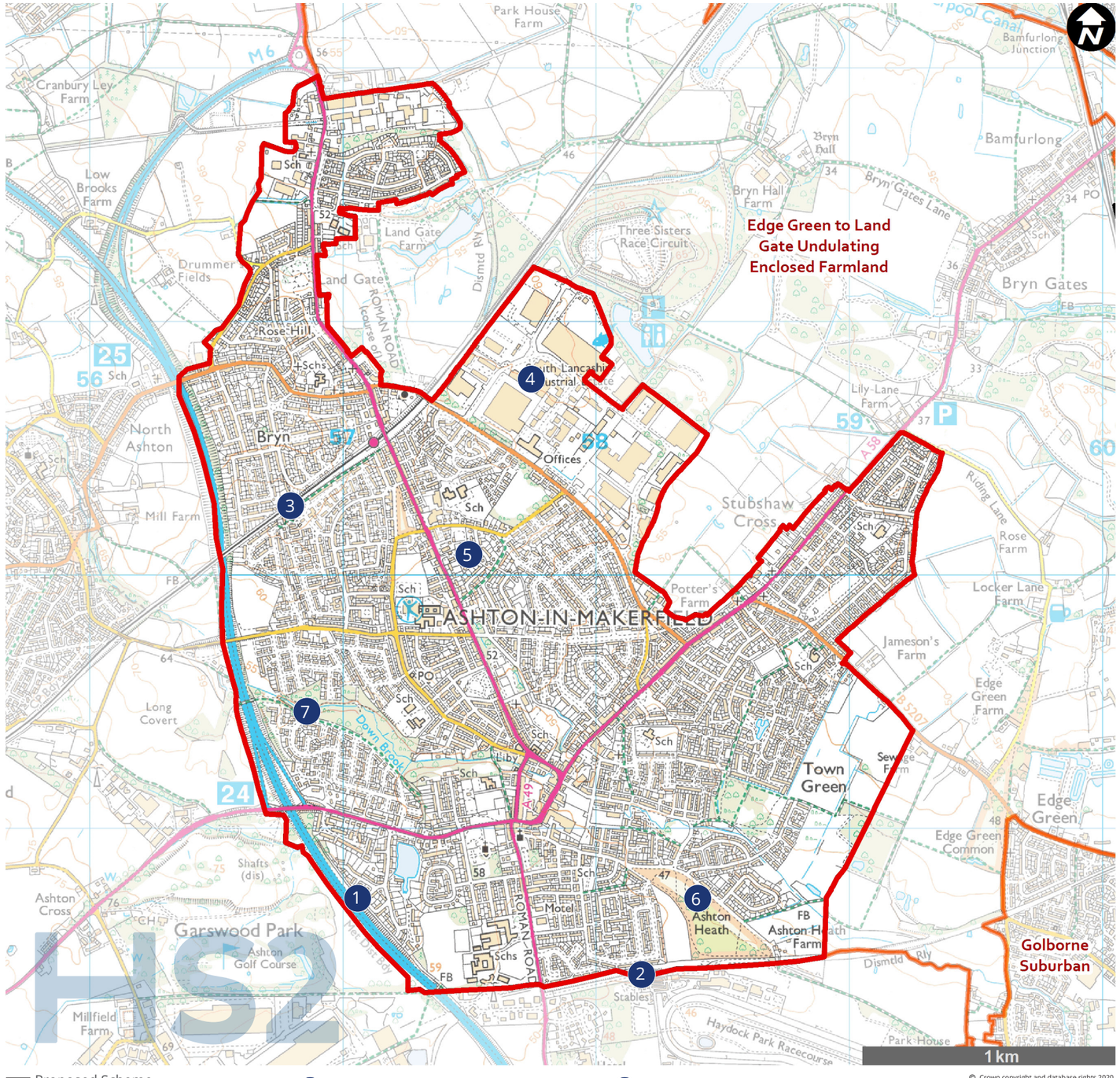
Landscape character baseline description

Ashton-in-Makerfield lies directly to the south of Wigan.

This LCA is situated within the gently rolling Lancashire Plain and bordered by the M6 to the west and a dismantled railway line to the south. It is criss-crossed by busy A-roads. The Liverpool to Wigan railway line runs through the town with a local railway station at Bryn. Ashton-in-Makerfield dates back to medieval times but flourished with the 19th century expansion of coal mines, cotton mills, manufacturing and railways. The area currently supports a small retail function, mixed age residential developments and Ashton Grange Industrial Estate at the north-eastern edge of the settlement. The Ashton-in-Makerfield Conservation Area has three distinct parts: the commercial centre at the junction of Gerard Street/Warrington Road; a residential area of small Victorian terraces and to the west a more open green area associated with the Churches of St Thomas and St Oswald. Victorian buildings in the wider LCA have often been insensitively altered to accommodate modern shop fronts and signage, reducing their contribution to the value of the streetscape. The proximity of the M6 motorway and heavy through traffic, contributes to low levels of tranquillity and public realm is poor. There is good provision of play parks and formal sports pitches including Jubilee Park, one of the town's main parks with sports pitch provision, Ashton Heath and Skitters Wood. The PRoW network connects the urban area LCA with wider landscape beyond.

Key landscape characteristics

The townscape is characterised by 19th century red brick buildings with impressive architectural detailing and terraced housing. Unsympathetic repairs and alterations to Victorian buildings diminish their contribution to the overall value of the streetscape. This LCA is a highly trafficked urban area with busy road junctions and poor quality public realm.



Proposed Scheme

LCA boundary

1. M6
2. Dismantled railway line
3. Liverpool to Wigan railway line
4. Ashton Grange Industrial Estate
5. Jubilee Park
6. Ashton Heath
7. Skitters Wood

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Key landscape value attributes

Key landscape value attributes of the Ashton-in-Makerfield (Wigan Suburban) LCA are set out below, interpreting landscape baseline information on the previous page and drawing on findings from field surveys.

Cultural, social and historic

The landscape value of the Conservation Area and other parts of the largely Victorian streetscape is diminished by unsympathetic repairs and alterations.

Perceptual and experiential

Proximity of the M6 motorway and heavy through-traffic result in low levels of tranquillity.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Victorian red brick terraced housing and public buildings dating from the 19th century buildings add an historic element to the landscape value of this LCA, although this is often diminished by unsympathetic repairs and alterations. The PRoW network connects the urban landscape with open access areas beyond the boundaries of this LCA. Areas of public green space contribute to the recreational value of the area and provide important pockets of tranquillity. Heavy through-traffic, busy road junctions and poor-quality public realm lower the perceptual and experiential values of this LCA. The value of this LCA is therefore **medium-low**.

Overall landscape susceptibility

Overall, elements of this LCA are commonplace and generic rather than being distinctive. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

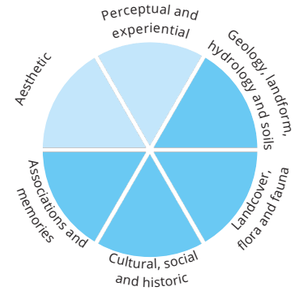
Future baseline

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

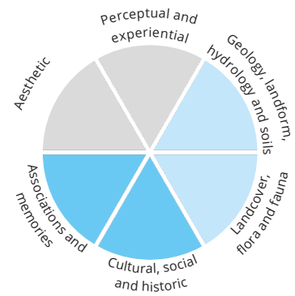
Overall landscape sensitivity

This LCA supports commonplace landscape elements of low distinctiveness that have a low susceptibility to change. Although characteristic red brick Victorian buildings add an historic element to the value of the streetscape, the landscape value of the town centre has been diminished by poor repairs and alterations. The overall sensitivity of this LCA is **medium-low.**

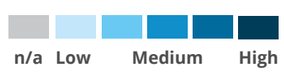
Value



Susceptibility



Value and susceptibility key



Magnitude of change and level of effect

Construction

Construction traffic using the A58 Bolton Road and A49 Warrington Road will introduce additional traffic movement through this LCA and further reduce tranquillity. A small proportion of this LCA will be directly affected in the vicinity of these roads. The magnitude of change will be **low**.

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

Operation year 1

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

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

Operation year 15

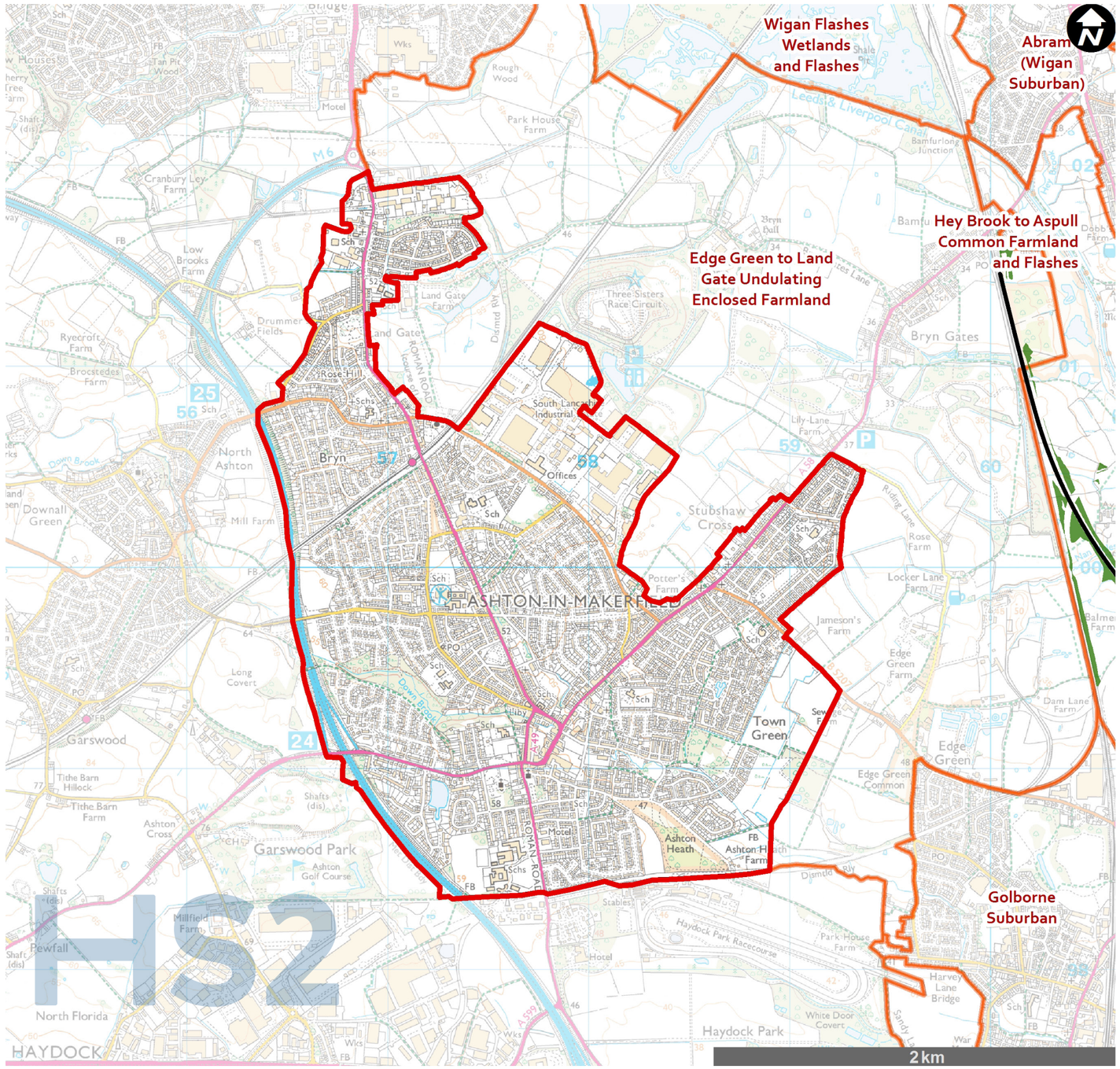
There will be no landscape effects for this LCA. The magnitude of change will be **negligible**.

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

Operation year 30

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

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Abram (Wigan Suburban) LCA

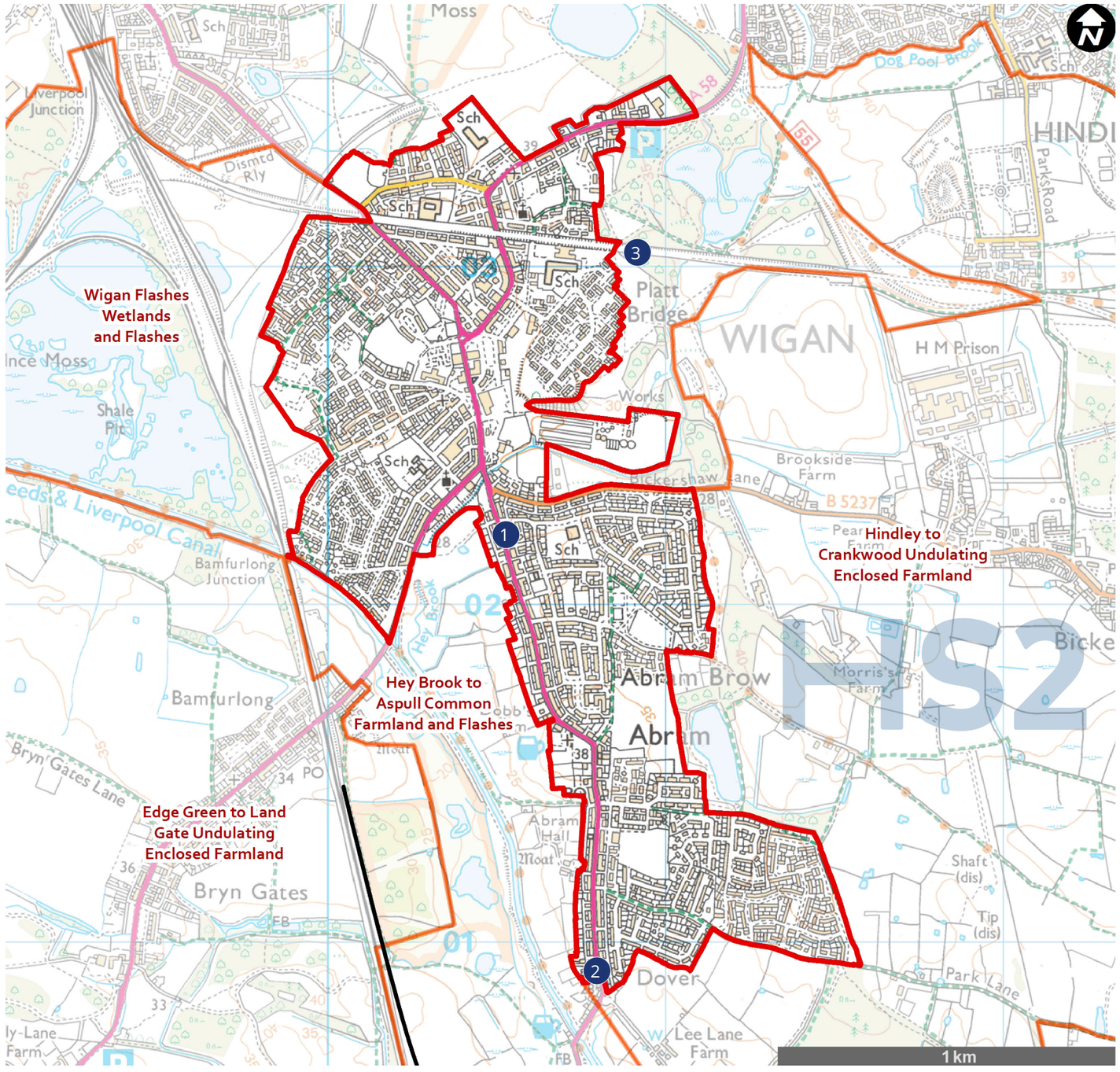
Landscape character baseline description

This LCA comprises urban development east and north of the Hey Brook corridor and the Leigh branch of the Leeds and Liverpool Canal.

Abram is one of a series of small settlements in the lower lying areas of the Makerfield Basin. It is a largely linear settlement along the A573 from Aye Bridge in the south to Platt Bridge in the north. The village was much enlarged in the 19th and 20th centuries by industrial and mining-related development based on the Wigan coal measures. Rows of red brick terraced cottages dating from the height of mining activity in this area, many of which have been modernised, are evident across this LCA. More recent residential development is a mix of styles and includes rows of red brick terraced houses and small housing estates of single age houses. Public buildings dating from this time are rare but add value to the local streetscape. Public realm within this LCA lacks cohesion. The remaining viaduct abutments and overbridges of the dismantled London and North Western railway line are imposing, high level elements contribute an historic element to the landscape value of the streetscape to the north of this LCA. A number of PRoW crossing the urban area provide access to recreational assets beyond this LCA including Abram Flashes SSSI, Low Hall Park and Amberswood Common. Tranquillity levels are diminished along busy traffic routes, but higher on the edges of this LCA at the interface with the surrounding rural landscape.

Key landscape characteristics

Red brick terraced houses date back to the industrial and mining era. Civic buildings from this time are rare but add to the overall value of the streetscape. Public realm is generally poor and there is a lack of cohesion of different land uses across this LCA. A strong PRoW network links areas of open access land beyond this LCA. Tranquillity levels are generally low but higher at the interface with the surrounding rural landscape.



Proposed Scheme

LCA boundary

1. A573
2. Aye Bridge
3. Platt Bridge

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Key landscape value attributes

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

Cultural, social and historic

Despite the lack of formally designated heritage assets (only 1 Grade II listed building in this LCA), red brick terraced mine workers cottages are indicative of the industrial past of this LCA. The remnants of the viaducts and overbridges of the former London and North-Western railway line and civic buildings dating from the 19th and 20th century, contribute an historic element to the landscape value of the streetscape.

Perceptual and experiential

Proximity to busy traffic routes lowers tranquillity and diminishes the quality of the public realm. The PRoW network creates links to open access land in proximity to the urban area including the Leeds and Liverpool Canal long distance footpath, Abram Flashes SSSI, Low Hall Farm and Amberswood Common.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Victorian red brick terraced housing and public buildings dating from the 19th century buildings add an historic element to the landscape value of this LCA, although this is often diminished by unsympathetic repairs and alterations. Residential development lacks cohesion and public realm is poor. Heavy through-traffic and busy road junctions lower the perceptual and experiential values of this LCA. A number of PRoW crossing the urban area provide access to open access land beyond this LCA including Abram Flashes SSSI, Low Hall Park and Amberswood Common. Tranquillity levels are diminished along busy traffic routes, but the perception of tranquillity is higher on the edges of this LCA at the interface with the surrounding rural landscape. The value of this LCA is therefore **medium-low.**

Overall landscape susceptibility

This LCA is largely urbanised by busy through routes and suburban development. Access to outdoor green space at the edges of this LCA and PRoW links with the surrounding countryside are susceptible to changes arising from construction and operation of large-scale infrastructure schemes. The landscape therefore has a **medium-low** susceptibility to change resulting from the Proposed Scheme.

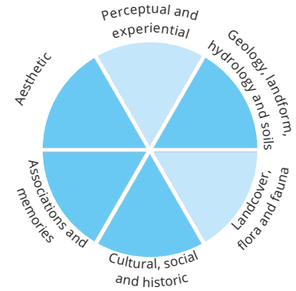
Future baseline

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

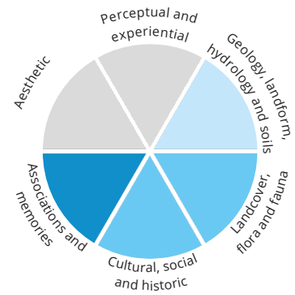
Overall landscape sensitivity

Pockets of tranquillity at the edges of this LCA and recreational links along PRoW to the wider landscape are sensitive to change. Low levels of tranquillity in relation to heavy through-traffic and busy road junctions reduce overall sensitivity. The overall sensitivity of this LCA is **medium-low.**

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

Construction traffic using the A573 Warrington Road through Abram will introduce additional traffic movement through this LCA. A small proportion of this LCA will be directly affected in the vicinity of these roads and in particular at Platt Bridge where the road will be widened, changing the scale of the junction in relation to the streetscape. Construction works within Hey Brook to Aspull Common Farmland and Flashes LCA to the south-west will reduce tranquillity along the western edge of this LCA. The magnitude of change will be **low.**

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

Operation year 1

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

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

Operation year 15

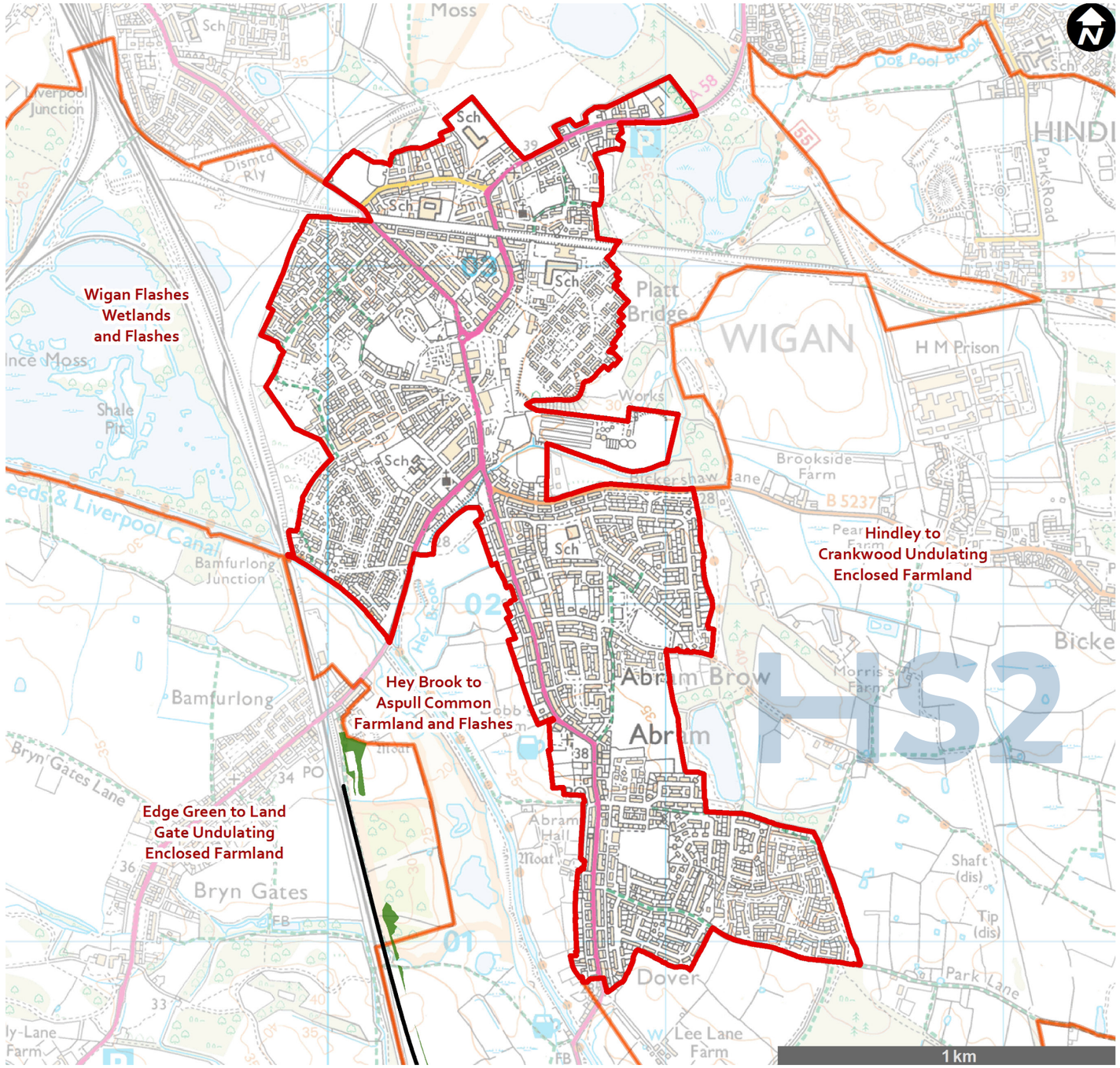
There will be no direct landscape changes for this LCA. The magnitude of change will be **negligible**.

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

Operation year 30

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

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



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Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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Wigan Flashes Wetlands and Flashes LCA

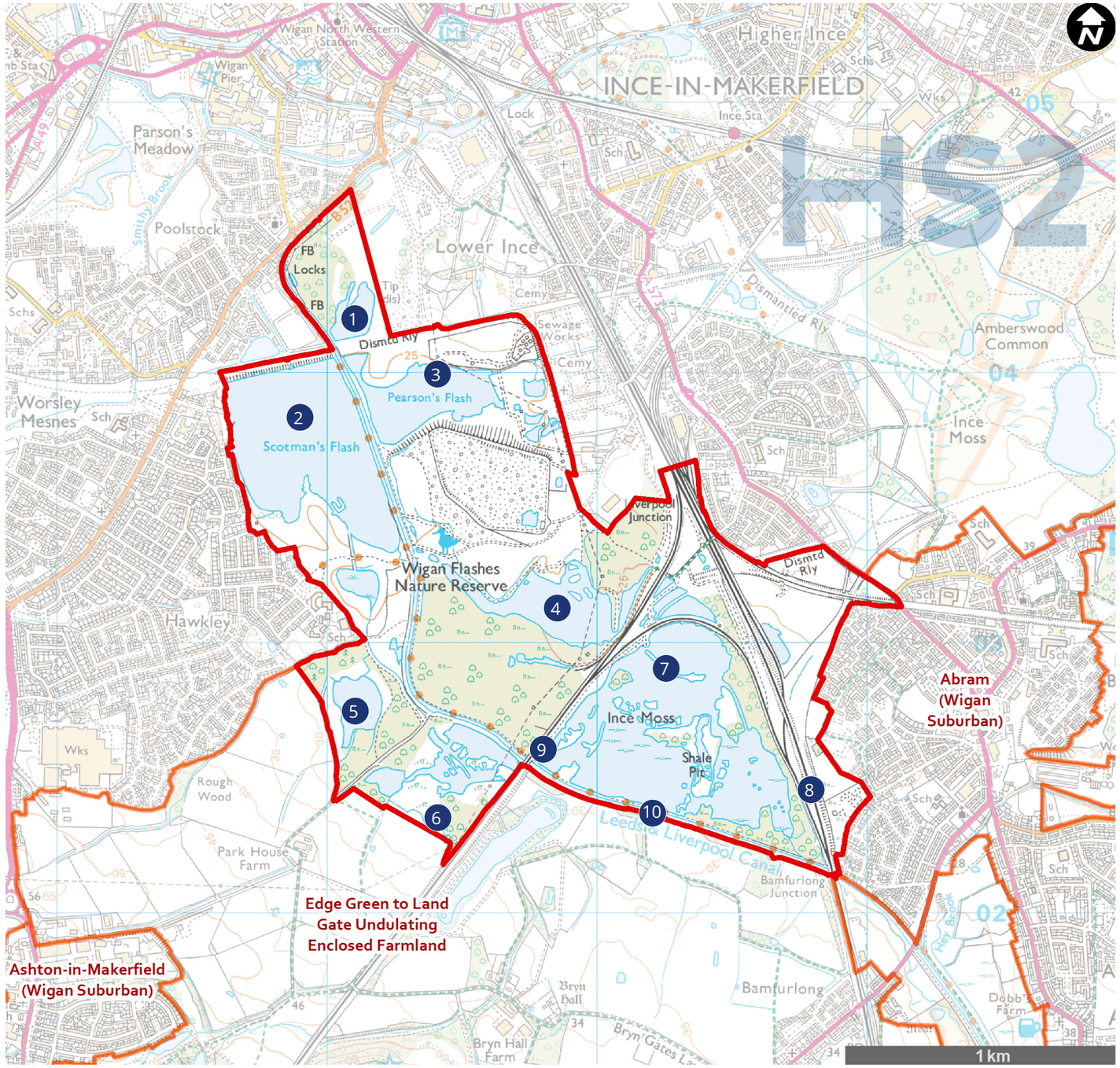
Landscape character baseline description

This is a low-lying LCA at the heart of the Makerfield Basin, surrounded by the urban and industrial edge of Wigan to the north, east and west and open to farmland to the south.

The flashes are the result of mining subsidence and tipping of waste materials, however due to extensive regeneration, this area now supports a series of wetland and marsh habitats, and includes Westwood Flash, Scotsman's Flash, Pearson's Flash, Turner's Flash, Ochre Flash, Bryn Marsh and Horrock's Flash. Bryn Marsh and Ince Moss SSSI lie to the south of this LCA and and include areas of fenland and fragments of the original mossland landscape. Wigan Flashes are a key element in the Wigan Greenheart Regional Park. The WCML and Liverpool to Wigan railway line cross the LCA to the south and east. Otherwise infrastructure, including roads and settlement, lie beyond the boundaries of the LCA. The railway is well integrated into its landscape setting by mature vegetation. The Leeds and Liverpool Canal runs the length of the LCA from south to north and provides access for non-motorised users along the Leeds and Liverpool Canal long distance footpath. Tranquillity levels along the canal are high away from urban edges and railway lines.

Key landscape characteristics

This LCA provides a substantial area of interconnected open space in proximity to urban areas. There is a sense of tranquillity and naturalness in association with views over open water bodies, away from urban and industrial development at the edges of the LCA. Wigan Flashes are a key element within of Wigan Greenheart Regional Park and the Red Rose Forest.



Proposed Scheme

LCA boundary

1. Westwood Flash
2. Scotsman's Flash
3. Pearson's Flash
4. Turner's Flash
5. Ochre Flash
6. Bryn Marsh
7. Ince Moss SSSI
8. WCML
9. Liverpool to Wigan Railway line
10. Leeds and Liverpool Canal

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Key landscape value attributes

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

Land cover, flora and fauna

This regenerating wetland landscape supports a rich variety of habitats of national and regional importance, including local nature reserves, Bryn Marsh and Ince Moss SSSI.

Geology, landform, hydrology and soils

Mining subsidence has created wetlands, marshland and open water which provide a valuable contribution to landscape character and ecology.

Key landscape characteristics susceptible to the Proposed Scheme

Overall landscape value

Reclamation work carried out since the 1970s in association with natural regeneration of the former industrial and mining landscape, add to the value of this LCA by providing wildlife features and pockets of tranquillity. However, margins of degraded land are still found in many areas, particularly in the north of the LCA. The Leeds and Liverpool Canal long distance footpath provides access across this LCA for non-motorised users, connecting urban areas with the rural landscape. Railway infrastructure crossing this LCA is well integrated into its landscape setting. However, train movements reduce the perceptual quality of tranquillity. The value of this LCA is therefore **medium**.

Overall landscape susceptibility

The presence of railway infrastructure has diminished the susceptibility of this LCA to change arising from the Proposed Scheme. Access to open space and the variety of habitats in association with water bodies are susceptible to changes arising from the Proposed Scheme. The landscape therefore has a **medium** susceptibility to change resulting from the Proposed Scheme.

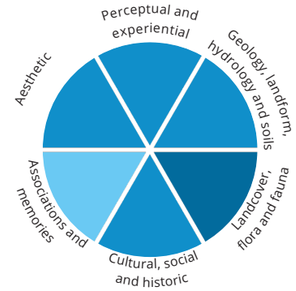
Future baseline

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

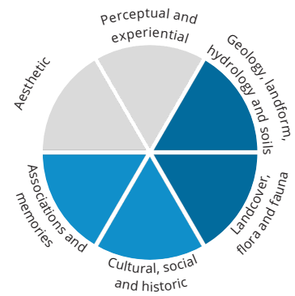
Overall landscape sensitivity

This maturing, naturalistic, wetland landscape provides value in terms of wildlife and a sense of naturalness in proximity to urban areas. However, the presence of railway infrastructure and areas of degraded land has diminished its landscape sensitivity. The overall sensitivity of this LCA is **medium.**

Value



Susceptibility



Value and susceptibility key

Magnitude of change and level of effect

Construction

Construction works for the Proposed Scheme will encroach on the very southern edge of this LCA, along the line of the WCML. Construction of the Proposed Scheme within Hey Brook to Aspull Common Farmland and Flashes LCA to the south-east will reduce tranquillity in the south-eastern part of this LCA, however this will be in the context of existing railway infrastructure. The majority of this LCA will remain unaffected by construction works. Due to the small proportion of this LCA affected, the magnitude of change will be **low**.

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

Operation year 1

There will be no direct landscape changes for this LCA. The magnitude of change will be **negligible**.

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

Operation year 15

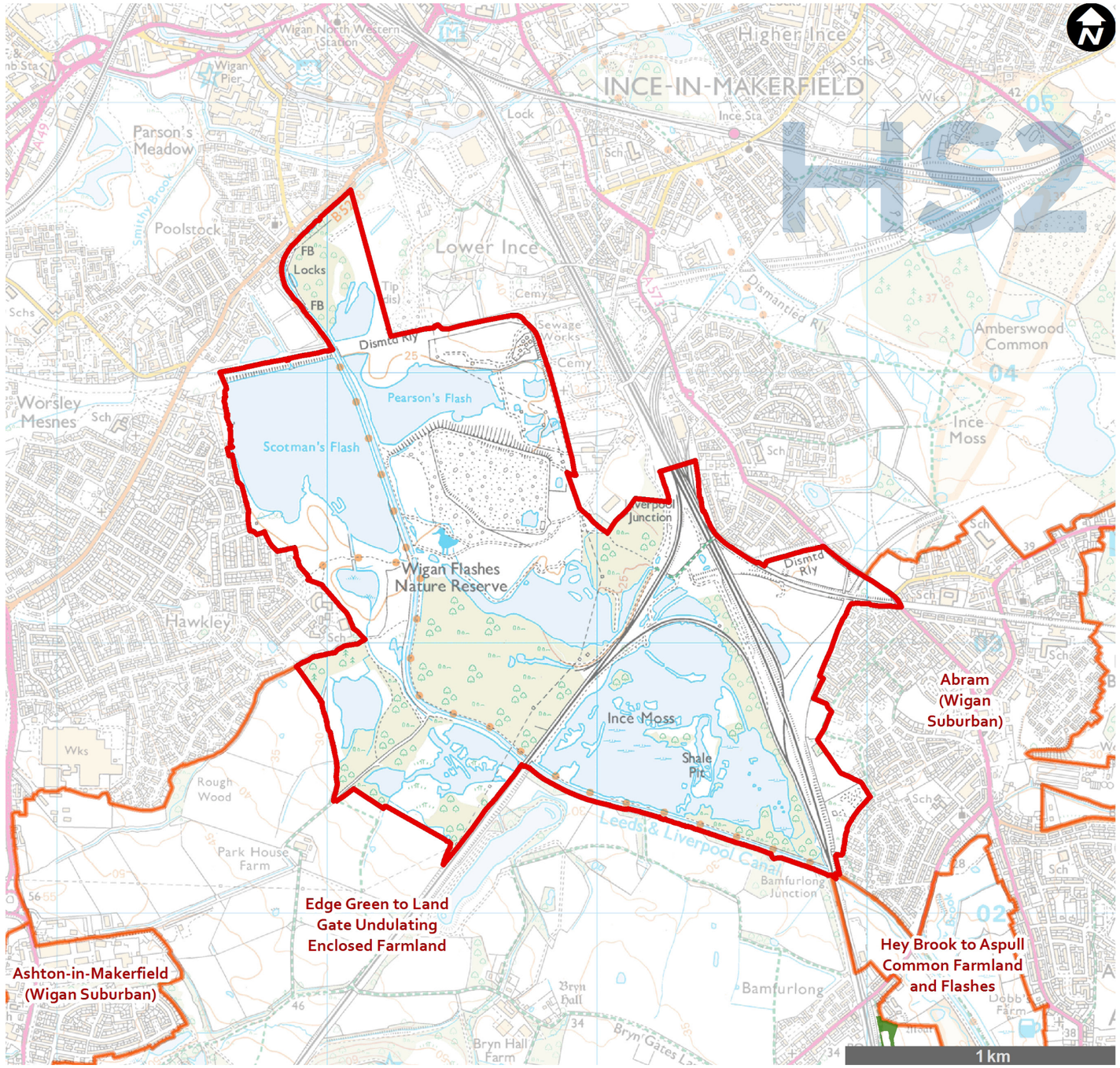
There will be no direct landscape changes for this LCA. The magnitude of change will remain **negligible**.

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

Operation year 30

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

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



Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

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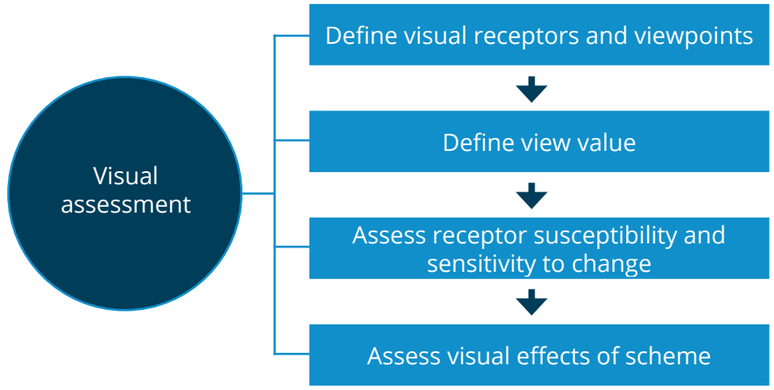
Part 3: Visual assessment

3.1 Introduction

3.1.1 Descriptions of the identified viewpoints are provided in this section. The viewpoints are shown in the Volume 5, MA05 Map Book: Map Series LV-07 (construction) and LV-08 (operation). For each viewpoint, the first part of the baseline description relates to the view during the winter and the second part relates to the summer view. Where relevant the third part relates to the view at night-time and the fourth part to the future baseline.

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

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: Risley to Bamfurlong (MA05), Section 11.



Above: The visual assessment process

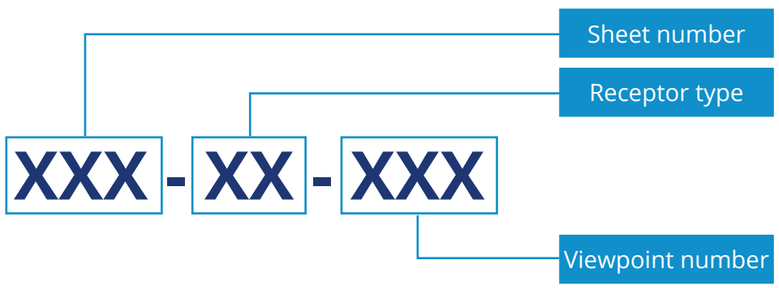
3.1.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, no photograph has been included and the 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 HS2 Phase 2b: Technical Note – Landscape and visual - Approach to photography, included in the SMR.

3.1.6 Photomontages have also been included for relevant viewpoints. All photography associated with photomontages is verifiable and has been taken in accordance within the HS2 Phase 2b: 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 LV08 (operation). The following numbering convention is used:



Above: Viewpoint numbering convention used for HS2 Phase 2b

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

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

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

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

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

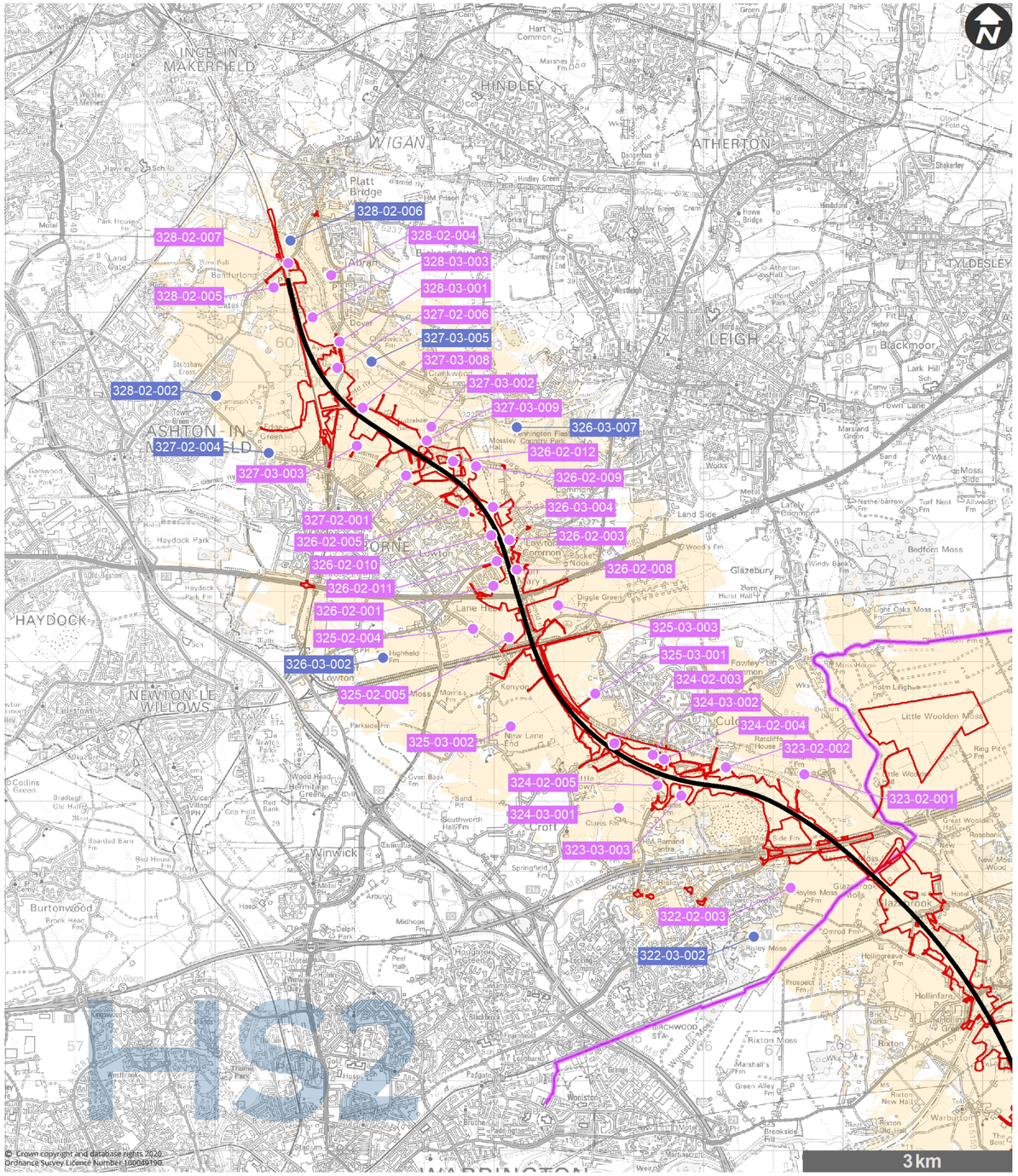
05. Hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with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

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

3.2.3 Night-time visual survey and assessments have only been undertaken where continuous working during construction or additional lighting in operation has the potential to result in significant effects on residential and certain recreational receptors. Further detail is set out within the HS2 Phase 2b: Technical Note – Landscape and visual - Approach to night-time assessment, included in the SMR.

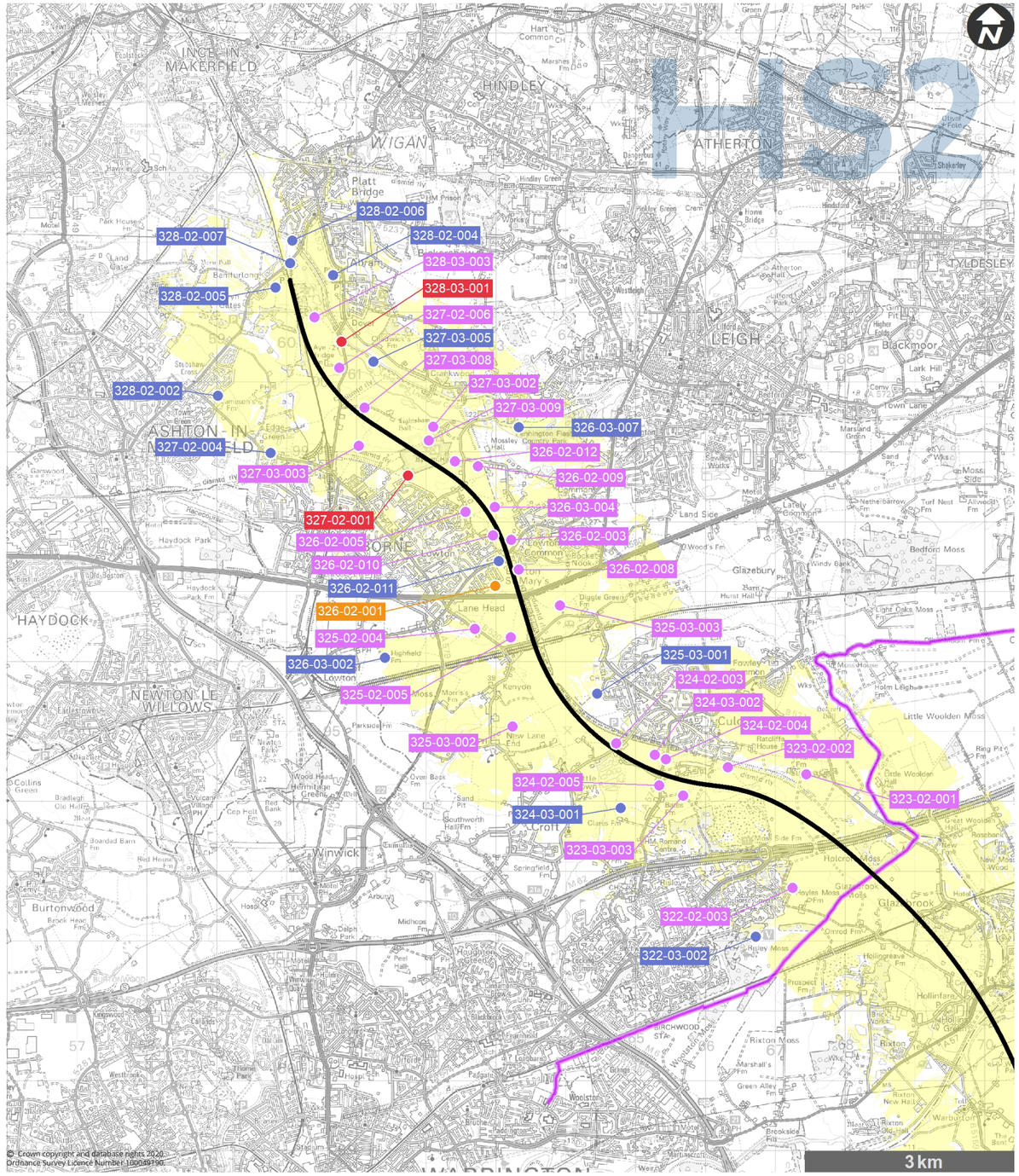
Overview of viewpoints and photomontages in the community area

Construction phase



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

Operation phase



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

Viewpoint 322-03-002: view east from adjacent to the former site of Risley Moss observation tower

This viewpoint is representative of views experienced by visitors to Risley Moss Country Park.

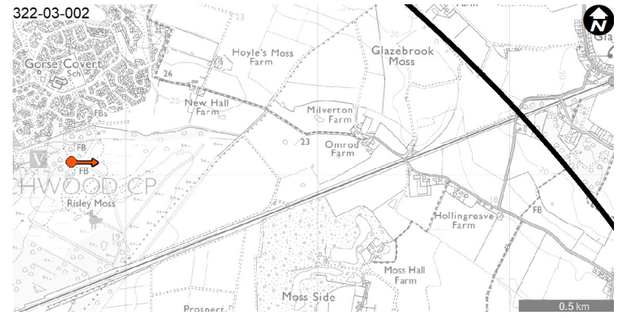
Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	366791.7741, 392066.3296	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes views across a mossland landscape. The view also includes detracting elements such as the Liverpool to Manchester line (via Warrington Central) and Mosside landfill site.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of visitors to the country park is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 322-03-002: view east from adjacent to the former site of Risley Moss observation tower

Visual baseline description

Winter	This viewpoint lies on the north-west edge of the Risley Moss SSSI. There are near-distance views of low-lying mossland vegetation. Views to the south and east are foreshortened by blocks of woodland. The Liverpool to Manchester line (via Warrington Central) runs to the east in shallow cutting in the middle distance and is well-integrated into the landscape by woodland allowing only glimpsed views of train movements. The man-made landform of Mosside landfill site with cranes is visible against the skyline.
Summer	Vegetation in the near distance, partially filters views of the middle distance.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a slight change to far-distance views during construction of Glazebrook North embankment. Intervening vegetation will largely filter views of construction activity. However, taller construction elements such as cranes will be visible against the skyline, across a small proportion of the view. These elements will be viewed in the context of the cranes at Mosside landfill site. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Intervening vegetation will mitigate views of the Proposed Scheme in the middle distance. The magnitude of change will be **negligible.**	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	The greater maturity of intervening vegetation will continue to mitigate views of the Proposed Scheme. The magnitude of change will remain **negligible.**	**Negligbile (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The situation will be as for year 15. The magnitude of change will remain **negligible.**	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 322-02-003: view north-east from Footpath Birchwood 25

This viewpoint is representative of views experienced by residents of Omrod Farm, Milverton Farm, New Hall Farm, Railway cottages, Hoyle's Moss Farm and Gorse Covert, and users of Footpath Birchwood 25. Views for residents and workers at businesses along the A574 Birchwood Park Avenue, Daten Avenue and the A574 Birchwood Way are also considered.

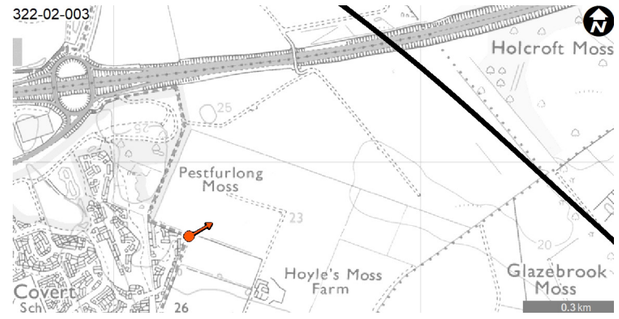
Winter view (baseline)

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

Summer view (baseline)

Date taken: 14/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	36724.1887, 392760.9908	
Value of the viewpoint:	This viewpoint has **medium** value as it includes typical components of the local landscape including medium-scale arable fields with remnant or absent field boundary hedges. Detracting elements such as motorway infrastructure form a noticeable part of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Workers have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 322-02-003: view north-east from Footpath Birchwood 25

Visual baseline description

Winter	This viewpoint is located on the east edge of Gorse Covert, a suburb of Warrington. There are near-distance views of the unsurfaced PRoW which runs along the edge of the Gorse Covert towards Hoyles Moss Farm and New Hall Farm to the south, and Pestfurlong Hill open access land to the north. The track is bordered by low-level scrub vegetation which allows open views across the adjacent medium-scale arable field towards woodland at the boundary of Holcroft Moss in the middle distance. Detracting elements in the view include a phone mast, wind turbine, motorway gantry and telegraph lines. Views to the north are foreshortened by dense planting along the edge of the M62. The silhouette of Rivington Pike forms the skyline in views to the east. The tall industrial chimneys of Irlam are visible against the skyline in views to the south-east.
Summer	The summer view is relatively unchanged compared to the winter, although summer foliage is more effective at filtering views of the motorway.
Night-time	The M62 and the B5212 Glazebrook Lane are lit at night. There are additional light sources within the view from the adjacent settlement at Birchwood and sky glow from Cadishead in the far distance.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to middle-distance views during the construction of Glazebrook North embankment (in the adjacent Broomedge to Glazebrook area, MA04) and M62 West viaduct and realignment. Construction activity will be visible across much of the view. M62 west viaduct south satellite compound, earthworks, temporary stockpiling of materials and construction vehicles, will be introduced into views of the otherwise agricultural landscape and will partially obscure views of Rivington Pike in the far distance. Clearance of woodland from the M62 embankments will open up views of traffic movements and lighting along the M62. Views from farms to construction activity will generally be oblique or screened by intervening farm buildings. For residents of Gorse Covert, views will be partially filtered through intervening garden vegetation. Users of Footpath Birchwood 25 will have sequential views of construction activity. Residents and workers at businesses along the A574 Birchwood Park Avenue, Daten Avenue and the A574 Birchwood Way will experience views of road widening, and construction traffic but these views will be in the context of the existing road corridor. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	For residents of Omrod Farm, Milverton Farm, New Hall Farm, Railway cottages, Hoyle's Moss Farm and the edge of Gorse Covert, there will be a slight change in the view at night. Night-time lighting required for M62 west viaduct satellite compound and lighting to facilitate construction of the viaduct, will be new areas of localised illumination, in the middle distance and will be filtered through intervening vegetation and seen in the context of existing light sources. The controls on light spill set out in the draft Code of Construction Practice (CoCP) (see Volume 5: Appendix CT-002-00000) will limit the change these new light sources introduce to the wider view. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views, across much of the view. Glazebrook North embankment (in the adjacent Broomedge to Glazebrook area, MA04), M62 West viaduct, associated overhead line equipment and train movements will be new, linear elements introduced into views of the flat, arable landscape. These large-scale elements will be elevated relative to existing infrastructure and therefore more prominent within views. However, the Proposed Scheme will be seen in the context of pre-existing detracting elements including the M62. The loss of vegetation along the M62 during construction will noticeably change the composition of views and will open up views of the M62 and associated traffic movements. Views of the Proposed Scheme from farmhouses will be oblique or screened by intervening farm buildings. Views for residents of Gorse Covert will be partially filtered through intervening garden vegetation. Footpath users will have sequential views of the Proposed Scheme as they travel along the footpath. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the viaduct and the lower slopes of the embankment. However, overhead line equipment and the train movements will continue to be visible along the top of the embankment and viaduct but viewed in the context of pre-existing infrastructure elements. Views for residents will continue to be filtered through intervening garden vegetation. Views from farmhouses will be largely screened by intervening buildings. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 323-02-001: view south from Footpath Culcheth and Glazebury 148

This viewpoint is representative of views experienced by residents of Franks Farm, Brookside, Sunnymead, Hanging Birch Farm and surrounding properties and footpath users.

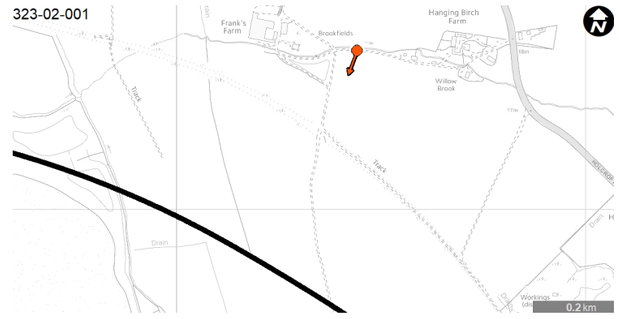
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	367440.6303, 394389.1848	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 323-02-001: view south from Footpath Culcheth and Glazebury 148

Visual baseline description

Winter	This viewpoint is located on the concrete access track between Frank's Farm, Brookfields Farm and Hanging Birch Farm as it runs parallel to Willow Brook in an area of arable farmland. Franks Farm is visible through mature garden vegetation. There are near-distance views of a medium-scale, gently undulating arable field. The lack of field boundary hedgerows allows open views across the arable landscape towards the well vegetated dismantled railway line. Woodland along the M62 forms the skyline.
Summer	In the summer the view is relatively unchanged compared to the winter.
Night-time	There are limited light sources from adjacent properties. However, light sources within the Warrington suburb of Birchwood and along the M62 are visible as sky glow in the far distance.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents will experience a noticeable change to middle and far-distance views during construction of M62 West viaduct, Culcheth South embankment, Risley East accommodation underbridge and Footpath Croft 13 accommodation underbridge. Construction activity will be visible across a moderate proportion of the view. M62 West viaduct north satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of the arable landscape. For residents, views will be partially screened by the landform of the dismantled railway line and filtered through intervening garden vegetation. Users of Footpath Culcheth with Glazebury 148 will have sequential and largely oblique views of the construction activity partially filtered through intervening vegetation and landform. However, vegetation will be removed within the area required for construction, which will noticeably change the composition of views. There will be views of construction activity in relation to utilities work. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	For residents, there will be a slight change in the view at night. Night-time lighting required for M62 West viaduct north satellite compound and lighting to facilitate construction of M62 West viaduct, will be new areas of localised illumination although they will be seen in the context of existing light sources and filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle and far-distance views, across a proportion of the view. M62 West viaduct, Culcheth South embankment, M62 auto-transformer station, Risley East accommodation underbridge and Footpath Croft 13 accommodation underbridge will be new, elements introduced into views of the arable landscape. The Proposed Scheme will be visible across a proportion of the view. Train movements and overhead line equipment will be visible across the top of M62 West viaduct and Culcheth South embankment. Some views will be partially obscured by the raised landform of the dismantled railway line and filtered through intervening vegetation. The loss of vegetation along the M62 during construction will open up views of the M62 and associated traffic movements in the far distance. Views from residential properties will be further filtered through garden vegetation. Footpath users will have sequential and at times oblique views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting in conjunction with intervening vegetation and the landform of the dismantled railway line will further filter views of the lower slopes of Culcheth South embankment and M62 autotransformer station in the middle distance. However, overhead line equipment and train movements will remain visible along the top of the embankment, across a proportion of the view and partially filtered through mitigation planting. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will largely filter views of the Proposed Scheme and integrate the structures into views of the agricultural landscape. The magnitude of change will remain **low.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 323-02-002: view south from Footpath Croft 27

This viewpoint is representative of views experienced by residents of New Hall Farm and on the south-west edge of Culcheth, and footpath users.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 14/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	366316.7869, 394491.1808	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields and glimpsed views of farmhouses. It also includes detracting elements such as landfill and masts.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 323-02-002: view south from Footpath Croft 27

Visual baseline description

Winter	This viewpoint is located south of the dismantled Liverpool, St Helen's and South Lancashire railway line which runs along the south-west boundary of Culcheth village. There are near-distance views across a medium-scale arable field to Silver Lane ponds to woodland at the field boundary. As land rises to the north-west, New Hall Farm, a telephone mast and trees at the boundary of Taylor Business Park are visible in the middle distance. The raised landform of the restored Risley Landfill site forms the skyline to the south.
Summer	In the summer the view is relatively unchanged compared to the winter, although summer foliage in the middle distance, filters views of the former landfill site.
Night-time	The night-time baseline is not described for this viewpoint as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Residents will experience a substantial change to near-distance views during construction of Culcheth South embankment. Construction activity will be visible across a large proportion of the view. Large-scale earthworks, construction plant and temporary material stockpiles will be introduced into views of the arable landscape and Silver Lane ponds. However, these new elements will be seen in the context of existing man-made elements including the raised landform of the restored Risley Landfill site. The removal of field boundary vegetation will noticeably change the composition of views and will open up views of construction activity and the emerging structures. For residents on the south-west edge of Culcheth, views of construction activity will be largely screened by landform and filtered through woodland along the dismantled railway line. Views for residents of New Hall Farm will be partially screened by intervening farm buildings. Users of Footpath Croft 27 will have sequential and at times oblique views of construction activity as they travel along the footpath. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to middle-distance views, across a large proportion of the view. Culcheth South embankment will be a new raised element in views of low-lying farmland and Silver Lane ponds but will be seen in the context of the restored Risley Landfill site. The lower slopes of the embankment will be partially screened by landscape earthworks. Overhead line equipment, train movements and boundary fencing will be new and uncharacteristic elements introduced into views across the arable landscape. For residents in Culcheth, views of the Proposed Scheme will be largely filtered through woodland on the raised landform of the dismantled railway line. For residents of New Hall Farm, views will be partially screened by intervening buildings and filtered through garden vegetation. Footpath users will have open and at times near-distance views of the Proposed Scheme. The loss of vegetation during construction will noticeably change the composition of views compared with the baseline. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting in association with landscape earthworks will partially filter views and assist in the visual integration of Culcheth South embankment. Overhead line equipment and train movements will remain visible along the top of the embankment across much of the view, although partially filtered through intervening trees. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will continue to partially filter views of Culcheth South embankment and train movements. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 323-03-003: view north-east from Footpath Croft 14a

This viewpoint is representative of views experienced by footpath users.

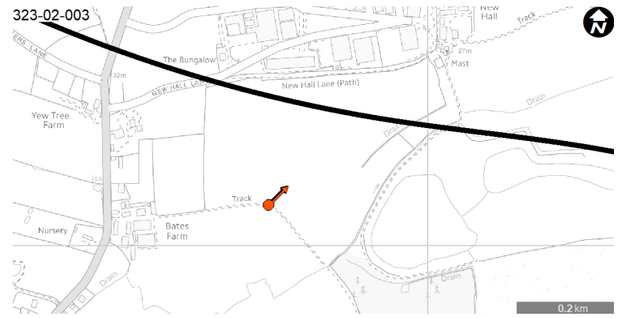
Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

Date taken: 13/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	365675.3267, 394082.0364	
Value of the viewpoint:	This viewpoint has a **medium-low** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges. It also includes detracting elements such as security fencing and a small industrial estate.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**Medium**



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Viewpoint 323-03-003: view north-east from Footpath Croft 14a

Visual baseline description

Winter	In the near distance there are views of a medium-scale arable field with localised undulations and areas of standing water including ponds and ditches. Views to the north are foreshortened by security fencing at the perimeter of Taylor Business Park. Trees and shrubs within the fence line partially filter views of industrial units beyond, although lighting columns are visible above the tree line. Views of farms and residential properties along the A574 Warrington Road in the middle distance are partially filtered through mature garden trees and shrubs. Woodland around Newchurch Old Refectory (also known as Newchurch Old Rectory) and along the dismantled railway line forms the backdrop to the view.
Summer	During the summer trees in leaf, in the far distance, effectively screen buildings at Taylor Business Park.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		There will be a substantial change to near-distance views during construction of Culcheth cutting and A574 Warrington Road realignment and overbridge. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of the arable landscape and urban edge of Culcheth and will be visible across a large proportion of the view. However, views of construction activity will be perceived in the context of existing built development at Taylor Business Park. Vehicles using the A574 Warrington Road as a construction traffic route will introduce additional vehicle movements into views. Users of Footpath Croft 14a will experience sequential and at times near-distance views of construction activity. Removal of vegetation will noticeably change the composition of views and will open up views of construction activity and the emerging structures in the middle distance. The magnitude of change will be **high.**	**Moderate adverse (significant)**
Construction night-time		The night-time view in construction is not assessed, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views, across a large proportion of the view. Culcheth cutting and realigned A574 Warrington Road and overbridge will be new large-scale elements introduced into views of the arable landscape and urban edge of Culcheth. The Proposed Scheme will be visible across much of the view, however, some views will be partially filtered through intervening vegetation. Landscape mitigation earthworks will partially screen views of the cutting. However, overhead line equipment, boundary fencing and train movements will be visible above the line of the cutting and will be uncharacteristic elements in near-distance views. The road overbridge will feature prominently on the skyline and will foreshorten views to the west. Traffic movements and lighting columns along the overbridge will be elevated in the view and visible on the skyline. Users of the footpath will experience sequential views of the Proposed Scheme as they travel along the footpath. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation is not assessed, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	A combination of maturing mitigation planting in association with the landscape earthworks will assist in the visual integration of the Proposed Scheme into its landscape context. Near-distance views of realigned A574 Warrington Road and overbridge will be partially filtered through mitigation planting but traffic movements and lighting columns on the overbridge will remain visible above the line of planting, across the majority of the view. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation is not assessed, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation is not assessed, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 324-03-001: view east from Footpath Croft 20

This viewpoint is representative of views experienced by footpath users, residents of Clares Farm and properties along the A574 Warrington Road.

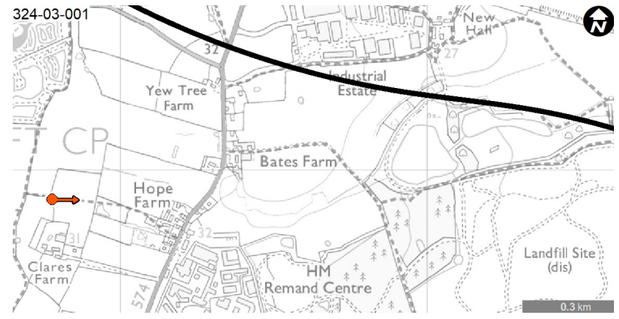
Winter view (baseline)

Date taken: 22/02/2018 (stitched panorama)

Summer view (baseline)

Date taken: 13/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	364812.5515, 393910.1448	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges. Detracting elements are visible in the middle distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 324-03-001: view east from Footpath Croft 20

Visual baseline description

Winter	There are near-distance views of a medium-scale field of semi-improved grassland with gappy hedgerows and timber post and wire fences to field boundaries. A block of woodland around Hope Farm and Yew Tree Farm and a high conifer hedge around Clares Farm, effectively filter views of the A574 Warrington Road in the middle distance. Lighting columns to the A574 Warrington Road and the roofline of Clares Farm are visible above the line of vegetation. A gap between the woodland and conifer hedge allows filtered views of buildings at HMP Risley in the middle distance to the east. The raised profile of the restored Risley Landfill site forms the skyline in the far distance. To the north, there are filtered views of medium-scale fields of arable farmland. Woodland along Culcheth Linear Park and at Partridge Lakes Fishery forms a dense vegetated backdrop to middle-distance views to the north.
Summer	During summer the visual baseline is relatively unchanged compared to the winter, although summer foliage further filters views of HMP Risley the A574 Warrington Road.
Night-time	The night-time baseline is not described for this viewpoint as there is no requirement for continuous construction or operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a noticeable change to middle-distance views during construction of Culcheth cutting, A574 Warrington Road realignment and overbridge and Glaziers Lane realignment. Construction activity will be visible across much of the view although some views will be partially filtered through intervening vegetation. Construction plant, earthworks, temporary material stockpiles and fencing will be new, large-scale elements introduced into views of this largely rural landscape. However, views will be in the context of HMP Risley, the restored Risley Landfill site and the A574 Warrington Road. Construction traffic using the A574 Warrington Road and Glaziers Lane will introduce additional traffic movement into views. Views from the footpath will be sequential and partially filtered through intervening vegetation. Views for residents of Clares Farm will be filtered through intervening vegetation. Views for residents along the A574 Warrington Road will be largely oblique and screened by intervening buildings or filtered through intervening garden vegetation. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time		The night-time view in construction is not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a slight change to middle-distance views, across a small proportion of the view. Culcheth cutting, realigned A574 Warrington Road and overbridge, and realigned Glaziers Lane will be new and uncharacteristic large-scale elements introduced into views of the arable landscape. However, they will be seen in the context of HMP Risley, the restored Risley Landfill site and the A574 Warrington Road. Views of the cutting, road overbridge, boundary fencing, overhead line equipment and train movements will be partially filtered through intervening vegetation and screened by landscape earthworks along the top of the cutting. The raised profile of the restored Risley Landfill will continue to form the skyline in the far distance of view to the east. Woodland along Culcheth Linear Park and Partridge Lakes Fishery will continue to form a dense vegetated backdrop to middle-distance views to the north. There will be sequential views of the Proposed Scheme for footpath users, as they travel along the footpath, glimpsed through intervening vegetation. Views for residents of Clares Farm will be filtered through intervening vegetation. Views for residents along the A574 Warrington Road will be largely oblique to property frontages and screened by intervening buildings or filtered through intervening garden vegetation. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation is not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	A combination of intervening vegetation and maturing mitigation planting in association with landscape earthworks will further integrate the Proposed Scheme into views across the rural landscape. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation is not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of intervening vegetation and mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation is not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 324-03-002: view west from Footpath Croft 19

This viewpoint is representative of views experienced by footpath users and visitors to Culcheth Linear Park.

Winter view (baseline)

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

Summer view (baseline)

Date taken: 14/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	365262.66, 394669.57	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant field boundaries, woodland belts and glimpsed views of farmhouses and outbuildings It also includes detracting elements such road infrastructure.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users and visitors to the park is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**

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Viewpoint 324-03-002: view west from Footpath Croft 19

Visual baseline description

Winter	This viewpoint is located on Footpath Croft 19 in a rural landscape to the south of Culcheth Linear Park. There are near-distance views over a field boundary hedge to medium-scale pastoral fields demarcated by remnant hedgerows and lines of mature oaks. Buildings at Glaziers Lane Farm, Phillips Farm and residential properties at Wigshaw are partially filtered through intervening vegetation. Traffic movements along Glaziers Lane are heavily filtered through intervening vegetation. Woodland forms the backdrop of views.
Summer	During summer the visual baseline remains similar to that seen during winter although summer foliage further filters views of the A574 Warrington Road and buildings in the middle distance.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		There will be a substantial change to near and middle-distance views during construction of Culcheth cutting, A574 Warrington Road realignment and overbridge and Culcheth Link Road, and demolitions at Glaziers Lane Farm and Phillips Farm. Construction activity will be visible across the entire view. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be new and uncharacteristic elements introduced into views of this otherwise intimate, pastoral landscape with woodland. Construction traffic using Culcheth Link Road will introduce traffic movement into views of grazing pasture. Demolition of buildings at Glaziers Lane Farm and Phillips Farm, and the removal of mature oak trees from field boundaries, will change the composition of views and will open up views of construction activity and the emerging structures. The footpath will be permanently diverted along part of its length, altering sequential views for footpath users. Dense woodland vegetation along the dismantled railway line will partially filter views of construction activity for visitors to Culcheth Linear Park. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views across a large proportion of the view. Culcheth cutting, realigned A574 Warrington Road, overbridge and Culcheth Link Road will be new and uncharacteristic large-scale elements introduced into views of the otherwise pastoral landscape. Traffic movements along Culcheth Link Road will be introduced into near-distance views of pastoral fields with woodland. The loss of buildings at Glaziers Lane Farm and Phillips Farm and the loss of mature oak trees from field boundaries during construction will change the composition of views and will open up views of the Proposed Scheme. Landscape earthworks will partially mitigate views of Culcheth cutting. However, overhead line equipment, boundary fencing and train movements will be visible above the line of the cutting and will be uncharacteristic, new elements in views. Views of the Proposed Scheme for visitors to Culcheth Linear Park will be largely filtered through intervening woodland. A section of Footpath Croft 19 will have been permanently diverted along the former alignment of the A574 Warrington Road. A574 Warrington Road overbridge will be elevated within the view, with traffic movements and roadside lighting columns visible against the skyline for users of the diverted Footpath Croft 19. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting in association with landscape earthworks will partially filter views of Culcheth cutting, train movements and overhead line equipment and realigned A574 Warrington Road and overbridge. There will be near distance and partially filtered views of traffic movements along Culcheth Link Road as footpath users cross the existing A574 Warrington Road. Views across the wider landscape will be foreshortened by mitigation planting along the line of the Proposed Scheme. Views of the Proposed Scheme for visitors to Culcheth Linear Park will continue to be filtered through intervening woodland. For users of the diverted footpath, traffic movements and roadside lighting columns along the top of A574 Warrington Road overbridge, will remain visible above the line of mitigation planting. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will continue to filter views of the Proposed Scheme. However, views across the wider landscape will continue to be foreshortened by mitigation planting and the A574 Warrington Road overbridge. The A574 Warrington Road overbridge will feature prominently on the skyline for users of the diverted Footpath Croft 19. The magnitude of change will remain to **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 324-02-003: view south-west from Robins Lane, Wigshaw

This viewpoint is representative of views experienced by residents of Wigshaw and Blakeley Farm and users of Footpath Croft 8.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	364721.2272, 394833.8399	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including arable fields and woodland blocks. Detracting elements including a road, traffic movements and lighting columns are a noticeable component of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 324-02-003: view south-west from Robins Lane, Wigshaw

Visual baseline description

Winter	This viewpoint is located on the western edge of the hamlet of Wigshaw. There are near-distance views of a tarmac footpath curving northward following the boundary of the adjacent arable field. Brick built and rendered properties on the edges of Wigshaw are visible, partially filtered through intervening garden trees and shrubs. There are open views across flat arable farmland to residential properties along Wigshaw Lane in the middle distance. Lighting columns and traffic using Wigshaw Lane are visible to the south beyond and intermittent field boundary hedge. A belt of planting to the boundary of Phillips Farm and the Partridge Fishing Lakes foreshortens views to the south, with the roofline of Phillips Farm visible above the hedge line. Mature trees along the Footpath Croft 8 form the skyline in views to the west.
Summer	Summer foliage creates a greater sense of enclosure to views than in winter and remnant hedgerows along Wigshaw Lane partially filter views of traffic movements.
Night-time	Robins Lane is unlit, but lighting along Wigshaw Lane is apparent in the view at night. There are limited light sources from properties on Robins Lane.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		Residents and footpath users will experience a substantial change near and middle-distance views due to construction of Culcheth Link Road, Culcheth cutting, Wigshaw Lane realignment and overbridge, and the demolition at Phillips Farm. Construction activity will be visible across the entire view, with some views filtered through intervening garden vegetation or screened by intervening buildings. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be new and uncharacteristic elements and will replace views across the otherwise intimate arable landscape. The removal of vegetation from the boundary of Partridge Lakes Fishery and demolition at Phillips Farm will noticeably change the composition of views and will further open up views of construction activity and the emerging structures. For residents of Blakeley Farm Cottage, construction activity will replace views of woodland at Culcheth Linear Park. Croft 8 will be temporarily diverted. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views, across the majority of the view. Views for some residents will be partially filtered through intervening garden vegetation or screened by intervening buildings. However, the majority of views for users of Footpath Croft 8 will be near distance and open. Culcheth Link Road, Culcheth cutting, realigned Wigshaw Lane and overbridge, will be new and large-scale elements introduced into views of the arable landscape and woodland and will alter the appearance of landform. Wigshaw Lane overbridge will replace views of arable farmland and woodland along the dismantled railway line to the north-west. Traffic movements and lighting columns along the overbridge will be elevated and visible in skyline views. Landscape earthworks will partially mitigate views of the cutting. However, boundary fencing, overhead line equipment and train movements will be visible above the line of the cutting. The presence of the Proposed Scheme will foreshorten views across the arable landscape. The loss of vegetation and demolition at Philips Farm during construction will noticeably change the composition of views compared with the baseline. Footpath Croft 8 will be permanently diverted. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along Wigshaw Lane overbridge will be more prominent in the view at night due to the elevated position of the road. Roadside lighting will be visible in skyline views at night in an area of previously unlit landscape. The lights will be designed to reduce the visual impact of the lighting installation. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	A combination of maturing mitigation planting in association with landscape earthworks will partially integrate the Proposed Scheme into views of the arable landscape. However, the Proposed Scheme and associated planting will continue to foreshorten views across the wider landscape to the south and west. For residents of Blakeley Farm Cottage, views of woodland along the dismantled railway line will be replaced by views of mitigation woodland along Culcheth cutting. Wigshaw Lane overbridge will continue to replace views of arable farmland and woodland to the north. Train movements and overhead line equipment will continue to be uncharacteristic elements in near-distance views, above the line of the cutting, partially filtered through intervening vegetation. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Mitigation planting along the roadside embankments will partially filter views of traffic movements and roadside lighting along Wigshaw Lane overbridge. However, lighting columns will remain visible in skyline views above the treeline in an area of previously unlit landscape. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, views across the landscape will continue to be foreshortened compared to the baseline. The magnitude of change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The greater maturity of mitigation planting along the roadside embankments will further filter views of traffic movements and roadside lighting along realigned Wigshaw Lane and overbridge. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 324-02-004: view east from Newchurch Old Refectory (also known as Newchurch Old Rectory)

This viewpoint is representative of views experienced by residents of Newchurch Old Refectory (also known as Newchurch Old Rectory) and workers at Taylor Business Park.

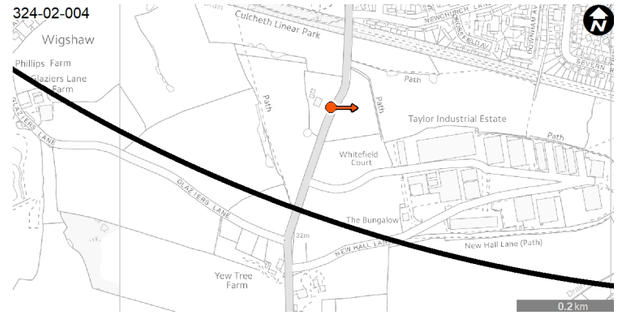
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	365430.0995, 394606.9559	
Value of the viewpoint:	This viewpoint has a **medium** value as the view for residents is across gardens towards mature woodland within the grounds of Newchurch Old Refectory (also known as Newchurch Old Rectory).	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Workers have a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 324-02-004: view east from Newchurch Old Refectory (also known as Newchurch Old Rectory)

Visual baseline description

Winter	The view is from the entrance to the driveway to Newchurch Old Refectory (also known as Newchurch Old Rectory). There are near-distance views of the A574 Warrington Road. A footway runs alongside the road and there are roadside lighting columns within the view. On the opposite side of the road, dense woodland heavily filters views of farmland and Taylor Business Park in the middle distance. For residents of Newchurch Old Refectory (also known as Newchurch Old Rectory), views to the east are across the residential garden towards mature trees at the property boundaries which heavily filter views of the A574 Warrington Road beyond. Views from Taylor Business Park are also heavily filtered through boundary vegetation.
Summer	During summer the visual baseline remains similar to that seen during winter although summer foliage further filters views of the A574 Warrington Road and buildings in the middle distance.
Night-time	The A574 Warrington Road is lit at night and there are light sources within Culcheth village. Woodland within the property filters views of light sources for residents in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to near-distance views during construction of Culcheth cutting, A574 Warrington Road realignment and overbridge and Culcheth Link Road. Construction activity will be visible across a large proportion of the view. Removal of mature woodland from within the grounds of Newchurch Old Refectory (also known as Newchurch Old Rectory), will open up views of the A574 Warrington Road, Taylor Business Park, construction activity and the emerging structures. A574 Warrington Road satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be new and uncharacteristic elements introduced into views of a residential garden and mature woodland. Construction traffic using the A574 Warrington Road will introduce additional traffic movement into views. Views to the west will continue to be filtered through mature trees within the rectory grounds. Views to the north, south and east will be partially filtered through woodland retained at the boundary of the rectory. However, the degree of filtering of outward views will be lessened by tree removal. Views for workers at Taylor Business Park will be largely filtered through vegetation on the boundary of the business park and screened by intervening buildings. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		Residents will have middle-distance views of the lit A574 Warrington Road satellite compound. However, views will be partially screened by intervening construction activity and filtered through garden vegetation and mature trees. The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce into wider views. At night, the magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views, across a large proportion of the view. Culcheth cutting, realigned A574 Warrington Road and overbridge and Culcheth Link Road will be new and uncharacteristic large-scale elements introduced into views of a residential garden and mature woodland. Realigned A574 Warrington Road will have moved further away within the view compared to the baseline. However, realigned A574 Warrington Road will be elevated as it crosses over the Proposed Scheme on A574 Warrington Road overbridge. Mature trees within the grounds of Newchurch Old Refectory (also known as Newchurch Old Rectory), will partially filter views of traffic movements and lighting columns on the overbridge. However, where trees were removed in construction, views for residents will remain open to Taylor Business Park, traffic movements along realigned A574 Warrington Road and Culcheth Link Road in the middle distance. Oblique views of Culcheth cutting, overhead line equipment and train movements will be largely filtered through intervening vegetation and screened by landscape earthworks. Views for workers at Taylor Business Park will be largely filtered through intervening vegetation and screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high.**	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along A574 Warrington Road overbridge will be elevated within the view. However, middle-distance views will be partially filtered through mature trees and woodland vegetation in the rectory grounds. The lights will be designed to reduce the visual impact of the lighting installation. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	A combination of maturing mitigation planting and landscape earthworks will assist in the integration of Culcheth cutting, realigned A574 Warrington Road and overbridge and Culcheth Link Road into views. Views of Taylor Business Park will be partially filtered through maturing mitigation planting along realigned Warrington Road. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Traffic movements and roadside lighting along A574 Warrington Road overbridge will be elevated within the view. However, middle-distance views will be partially filtered through mature trees and woodland vegetation in the rectory grounds. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting in association with landscape earthworks will continue to filter views of the Proposed Scheme including traffic movements along the overbridge and the Culcheth link road. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The greater maturity of mature tree and woodland vegetation in the rectory grounds, will further filter views to lighting on the elevated overbridge. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 324-02-005: view east along the existing A574 Warrington Road

This viewpoint is representative of views experienced by residents along the existing A574 Warrington Road.

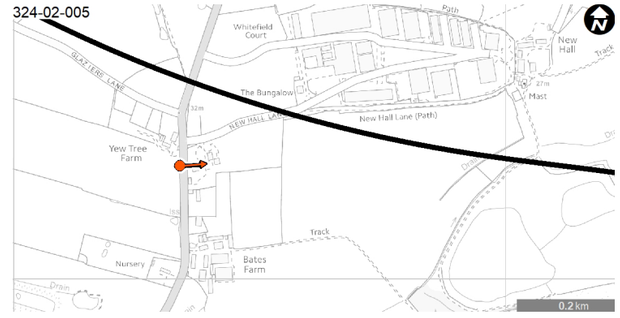
Winter view (baseline)

Date taken: 18/11/20 (stitched panorama)

Summer view (baseline)

Date taken: 23/09/20 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	365336.1414, 394259.0389	
Value of the viewpoint:	This viewpoint has a **medium** value as the view is across the A574 Warrington Road towards Taylor Business Park.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 324-02-005: view east along the existing A574 Warrington Road

Visual baseline description

Winter	The view is adjacent to the driveway of Yew Tree Farm. There are near-distance views of the A574 Warrington Road and traffic movements along the road. A footway runs along the far side of the road and there are roadside lighting columns, telegraph lines and signage in the view. Roadside vegetation, including mature trees, partially filter views of Oakwood House and Taylor Business Park on the opposite side of the A574 Warrington Road in the middle distance of the view. Woodland at Taylor Business Park and in association with Newchurch Old Refectory (also known as Newchurch Old Rectory) is visible against the skyline in the far distance to the north. There are near and middle-distance views across medium-scale arable fields towards the restored Risley Landfill site, from the rear of residential properties along the west side of the A574 Warrington Road. These views are partially filtered through garden vegetation.
Summer	During summer the visual baseline remains similar to that seen during winter although summer foliage further filters views of buildings in the middle distance.
Night-time	The A574 Warrington Road is lit at night and there are light sources from Taylor Business Park and properties along the A574 Warrington Road.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Culcheth cutting and A574 Warrington Road realignment and overbridge. Construction activity will be visible across a large proportion of the view, partially filtered through intervening vegetation or screened by intervening buildings. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be new and uncharacteristic elements introduced into views of the A574 Warrington Road and mature vegetation. The removal of mature woodland from the grounds of Newchurch Old Refectory (also known as Newchurch Old Rectory) and Taylor Business Park, will open up views of the A574 Warrington Road, Taylor Business Park, construction activity and the emerging structures. Construction traffic using the A574 Warrington Road will introduce additional traffic movement into views. Residents along the east side of the A574 Warrington Road, will also have views of construction activity from the rear of their properties. However, these views will be partially filtered through intervening garden vegetation and seen in the context of the restored Risley Landfill site. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	For residents in this location, there will be a slight change in the view at night. Night-time lighting for A574 Warrington Road satellite compound will create a newly lit area in the middle distance. However, the view will be partially screened by intervening buildings and filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night, the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views, across a large proportion of the view. Culcheth cutting, realigned A574 Warrington Road and overbridge will be new, large-scale elements introduced into views of the A574 Warrington Road, mature vegetation and arable farmland. Oblique views of Culcheth cutting, overhead line equipment and train movements will be largely filtered through intervening vegetation or screened by intervening buildings and landscape earthworks. For residents of Yew Tree Farm, realigned A574 Warrington Road will be further away in the view compared with the baseline. However, realigned A574 Warrington Road will be elevated above the Proposed Scheme on A574 Warrington Road overbridge. The loss of mature vegetation during construction will noticeably change the composition of views compared with the baseline and will open up views of the Proposed Scheme. Views from the rear of residential properties along the west side of the A574 Warrington Road, will be foreshortened by A574 Warrington Road overbridge which will feature prominently on the skyline and replace views across arable fields. However, views will be in the context of the restored Risley Landfill site. Traffic movements along A574 Warrington Road overbridge, will be elevated within views and visible against the skyline for all residents. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Traffic movements and roadside lighting along A574 Warrington Road overbridge will be elevated within views and will be a new area of illumination in the near distance, which will be visible from the rear of residential properties on the west side of the A574 Warrington Road. The lights will be designed to reduce the visual impact of the lighting installation. However, views will be partially filtered through intervening vegetation and seen in the context of existing light sources at Taylor Business Park. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Year 15	**Summer**	A combination of maturing mitigation planting and landscape earthworks will assist in the integration of Culcheth cutting into oblique views and will partially filter views of A574 Warrington Road overbridge from Yew Tree Farm. Views from the rear of residential properties along the west side of the A574 Warrington Road, will continue to be foreshortened by A574 Warrington Road overbridge which will replace views of arable fields and feature prominently on the skyline. Traffic movements and roadside lighting columns along the realigned road and overbridge will be partially filtered by maturing mitigation planting. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will further filter views of traffic movements and roadside lighting along A574 Warrington Road overbridge. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, views across arable fields from the rear of residential properties along the west side of the A574 Warrington Road, will continue to be foreshortened by A574 Warrington Road overbridge. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The greater maturity of mitigation planting will further filter views of traffic movements and roadside lighting along A574 Warrington Road overbridge. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 325-03-001: view south-west from Footpath Culcheth and Glazebury 108

This viewpoint is representative of views experienced by residents of Broseley Hall Farm and in residential areas off Broseley Lane and Common Lane, footpath users and golfers at Leigh Golf Club.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	364444.4085, 395541.6062	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as woodland, field boundary hedgerows and buildings on the edge of Culcheth village. There are also views across golf greens.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users and golfers engaged in outdoor recreation, is focused on the landscape and residents have a strong interest in their visual environment. They are all therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 325-03-001: view south-west from Footpath Culcheth and Glazebury 108

Visual baseline description

Winter	This viewpoint is located on the north-west edge of Culcheth in an area of scrubland between the residential properties on Brookfield Road and the Culcheth Linear Park. In the near distance is a field with overgrown hedgelines and self-set trees and shrubs. The rooflines of properties on Brookfield Road are visible along the north-eastern boundary of the field, above garden trees and hedges. Land rises slightly in the west towards the dismantled railway line and Culcheth Linear Park in the middle distance. There are glimpsed views of the golfing greens of Leigh Golf Club to the north through intervening vegetation from points along the footpath. Dense woodland along the dismantled railway line forms the backdrop to the view.
Summer	During summer views of the middle-distance are further enclosed by dense summer foliage.
Night-time	The night-time visual baseline is not described as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to middle-distance views, during construction of Culcheth cutting, Footpath Croft 8a and 108 overbridge and Culcheth North embankment and Culcheth North (railway) viaduct. Construction plant, earthworks and fencing will be new and uncharacteristic elements introduced into views of the urban edge of Culcheth and will be visible across a proportion of the view. Some views will be partially filtered through intervening vegetation. Woodland along the dismantled railway line will be retained and protected during construction and will effectively filter views of construction activity on the south-west side of Culcheth Linear Park. However, taller elements such as cranes will be visible above the treeline. Views for some residents will be partially screened by intervening buildings. Footpath Culcheth and Glazebury 108 will be permanently diverted as it crosses the golf course at Leigh Golf Club. Golfers will have views of construction activity on the north-east side of Culcheth Linear Park, partially filtered through intervening vegetation on the golf course. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction night-time	The night-time view in construction is not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a slight change to middle-distance views. Woodland along the dismantled railway line and at Culcheth Linear Park, will largely filter views of Culcheth cutting and Culcheth North embankment for residents and golfers. Where the Proposed Scheme is on embankment, there will be filtered views through woodland along the dismantled railway line and at Culcheth Linear Park to train movements and overhead line equipment in the middle distance. There will be glimpsed views of Footpath Croft 8a and 108 overbridge above the tree line, across a proportion of the view due to the height of the new overbridge. The footpath will have been diverted across the overbridge which will alter sequential views for footpath users and allow elevated views across the landscape. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting in combination with woodland in leaf along the dismantled railway line, will further integrate and filter views of the Proposed Scheme. Glimpsed views of Footpath Croft 8a and 108 overbridge will remain, above the tree line. The magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting in combination with woodland in leaf along the dismantled railway line, will continue to filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 325-03-002: view east from Footpath Golborne 105/10

This viewpoint is representative of views experienced by footpath users and residents off Kenyon Lane and Heath Lane.

Winter view (baseline)

Date taken: 22/02/2018 (stitched panorama)

Summer view (baseline)

Date taken: 13/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	363233.4016, 395076.4119	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant field boundaries, woodland belts and glimpsed views of farmhouses.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 325-03-002: view east from Footpath Golborne 105/10

Visual baseline description

Winter	This viewpoint is located on Footpath Golborne 105/10 with land falling towards the village of Culcheth in the east. There are near-distance views of medium-scale arable fields with few delineating hedges or trees, allowing wide and open views across the rural, agricultural landscape in the middle distance. Hill Top and Kenyon Farms are viewed against the skyline to the south-east. Traffic movement along Kenyon Lane is visible through gaps in the roadside hedges. The dense woodland belt of the dismantled railway line and Culcheth Linear Park forms the skyline in views to the east. Lines of telegraph poles are detracting elements within all views.
Summer	During summer the visual baseline remains similar to that seen during winter with summer foliage filtering views of scattered properties and farm buildings.
Night-time	The view for residents is across a largely unlit landscape with light sources at the scattered residential properties and light glow from Culcheth village, visible above the tree line of Culcheth Linear Park.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Footpath users will experience a noticeable change to middle and far-distance views during construction of Culcheth North embankment and Footpath Croft 8a and 108 overbridge and Culcheth North (railway) viaduct. Liverpool to Manchester railway south satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be new and uncharacteristic elements introduced into views of the rural landscape. Construction activity will be visible across a large proportion of the view. However, the lower elements of construction will be partially obscured by the falling landform and some views will be partially filtered through intervening vegetation. Construction traffic using a section of Kenyon Lane will introduce additional traffic movements into views of arable fields and woodland blocks. For residents of Little Covert including Highfield House and Wilton Grange and for residents further to the south on Kenyon Lane, including Main Lane, views of construction activity and the emerging structures in the middle distance will be largely filtered through intervening woodland and field boundary vegetation. Some views will be partially screened by intervening buildings. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have views of the lit Liverpool to Manchester railway south satellite compound and lighting to facilitate construction of Culcheth North (railway) viaduct. These will be new areas of illumination but seen in the far distance. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to skyline views. Culcheth North embankment will be a new large-scale element introduced into views across the rural landscape and will feature prominently on the skyline. The Proposed Scheme will be a new and elevated linear element visible across a large proportion of the view and will replace views of the woodland belt along Culcheth Linear Park. However, views of the lower slopes of the embankment will be partially screened by landform as it falls away towards the Proposed Scheme and will also be partially filtered through intervening vegetation. Boundary fencing, overhead line equipment and train movements along the top of the embankment will be viewed against the skyline. Footpath Croft 8a and 108 overbridge will be a new high level structure rising above the line of the embankment. For residents of Little Covert including Highfield House and Wilton Grange and for residents further to the south on Kenyon Lane, including Main Lane, views of the Proposed Scheme in the middle distance will be largely filtered through intervening woodland and field boundary vegetation. Some views will be partially screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially integrate the lower slopes of Culcheth North embankment and Footpath Croft 8a and 108 overbridge into views of the rural landscape. There will be glimpsed views of passing trains, partially filtered through intervening vegetation and mitigation planting. The magnitude of change will reduce to **low**.	**Minor adverse (non-significsnt)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the embankment, overbridge and train movements. There will be skyline views of a wooded linear belt. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 325-03-003: view west from Footpath Golborne 72/10

This viewpoint is representative of views experienced by footpath users and residents along the B5207 Wilton Lane.

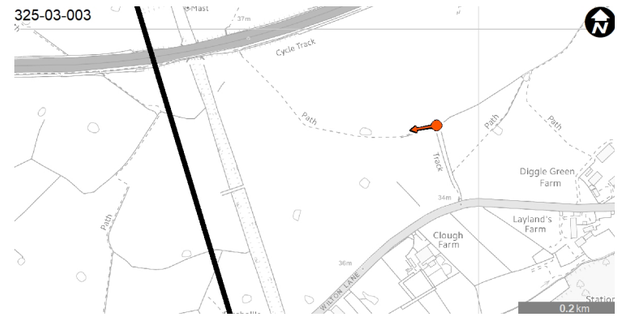
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	363914.6075, 396803.2244	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with hedgerows. It also includes detracting elements such road infrastructure and associated lighting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 325-03-003: view west from Footpath Golborne 72/10

Visual baseline description

Winter	Footpath Golborne 72/10 is partly lined on either side by mature trees which filter views of medium-scale arable fields. The A580 East Lancashire Road lighting columns and traffic movements, are seen in the middle distance to the north, partially filtered through intervening field boundary and roadside vegetation. The road is elevated within the views as it crosses the dismantled railway line. Residential properties on the southern edge of Golborne are visible beyond the road corridor. To the west, woodland along the dismantled railway line forms the backdrop to middle-distance views, with buildings at White's Farm and Birchalls Farm visible through a gap in the trees. To the south-west, traffic movements along the B5207 Wilton Lane and outbuildings at Clough Farm are visible above the line of roadside hedges. In the far distance, Winter Hill forms the skyline to the north above the treeline.
Summer	The summer baseline remains similar to that seen during winter, although dense summer foliage in the middle distance further filters views of properties on the edge of Golborne.
Night-time	The B5207 Wilton Lane and the A580 East Lancashire Road are lit at night and there are light sources from scattered farmhouses and the urban area of Golborne.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to near and middle-distance views during construction of the B5027 Wilton Lane realignment and overbridge, Lowton cutting and A580 East Lancashire Road overbridge. The Liverpool to Manchester railway north, and A580 East Lancashire Road satellite compounds, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of arable farmland and road infrastructure. Construction activity will be visible across a proportion of the view. Construction traffic using the A580 East Lancashire Road and the B5207 Wilton Lane will introduce additional traffic movements into views. Woodland along the dismantled railway line will partially filter views of the full extent of construction activity to the west. However, taller elements such as cranes will be visible above the treeline. Footpath Golborne 72/10 will be temporarily diverted and footpath users will have sequential and at times near-distance views of construction activity. Vegetation will be removed within the area required for construction, which will noticeably change the composition of views and will open up views of construction activity and the emerging structures. Views for residents will be partially screened by intervening farm buildings and filtered through intervening vegetation. There will be views of construction activity in association with work to underground utilities, to the north of the viewpoint. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have middle-distance views of the lit Liverpool to Manchester railway north satellite compound and A580 East Lancashire Road satellite compound. These will be new areas of illumination but will be seen in the context of existing light sources. The controls on lightspill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views. Lowton cutting, realigned B5207 Wilton Lane and overbridge and A580 East Lancashire Road overbridge will be new large-scale structures introduced into views of the arable landscape and the A580 East Lancashire Road corridor. Some views will be partially filtered through intervening vegetation. The A580 East Lancashire Road will be elevated as it crosses Lowton cutting on A580 East Lancashire Road overbridge and will therefore be more noticeable within the view. B5207 Wilton Lane overbridge will be a new raised element in the view. Roadside lighting columns and traffic movements along the overbridge will be elevated and seen against the skyline. The loss of farm buildings at White's Farm and Birchalls Farm, and vegetation lost during construction, will change the composition of views and will open up views of the Proposed Scheme. Woodland retained along the dismantled railway line will effectively filter views of Lowton cutting and train movements across a proportion of the view. Users of Footpath Golborne 72/10 will have sequential and partially filtered views of the Proposed Scheme as they travel along the footpath. Views for residents will be partially filtered through intervening vegetation and screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	For residents in this location, there will be slight change in the view at night. Roadside lighting and lighting from traffic movements along realigned B5207 Wilton Lane and overbridge will be elevated in the view compared to the baseline. The roadside lights will be designed to reduce the visual impact of the lighting installation and will be seen in the context of existing light sources in the view including lighting along the A580 East Lancashire Road. At night the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	Maturing mitigation planting along roadside embankments will partially filter views of realigned B5027 Wilton Lane and overbridge, lighting columns and traffic movements. Mitigation planting along the top of Lowton cutting will partially filter views of the cutting, overhead line equipment and train movements. Woodland along the dismantled railway line will continue to effectively filter views of the Proposed Scheme across a proportion of the view. Footpath users will have sequential and partially filtered views of the Proposed Scheme as they travel along the footpath. Views for residents will be partially filtered through intervening vegetation and screened by intervening buildings. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	For residents in this location, maturing mitigation planting along the roadside embankments will filter views of lighting columns and traffic movements on the B5027 Wilton Lane overbridge. At night the magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will continue to integrate the Lowton cutting and realigned B5027 Wilton Lane and overbridge into views of the rural landscape. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	For residents in this location, lighting along the roadside embankments will further filter views of lighting columns and traffic movements on the B5027 Wilton Lane overbridge. At night the magnitude of change will be **negligible.**	**Negligible (non-signficant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 325-02-004: view north-east from Footpath Golborne 79/10

This viewpoint is representative of views experienced by residents of the B5207 Kenyon Lane and users of Footpath Golborne 79/10.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362694.8366, 396467.0635	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields and boundary hedgerows. The view also includes detracting elements such as road infrastructure and associated lighting.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 325-02-004: view north-east from Footpath Golborne 79/10

Visual baseline description

Winter	There are near-distance views of a medium-scale arable field with low-level field boundary hedges. A residential property on the B5207 Kenyon Lane obscures view to the north-west. The A580 East Lancashire Road, associated lighting structures and traffic movements are visible in the middle distance of the view to the north-east, partially filtered through intervening field boundary vegetation. Beyond the line of the road, there are wide views across the urban area of Golborne. The Pennine foothills and Winter Hill form the skyline in views.
Summer	The summer baseline is similar to that seen during winter with summer foliage further filters views of the A580 East Lancashire Road and urban edge of Golborne.
Night-time	The B5207 Kenyon Lane and the A580 East Lancashire Road are lit at night and there are light sources from residential properties on the B5207 Kenyon Lane and the nearby urban area of Golborne.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to middle-distance views, some partially filtered through intervening vegetation, during construction of the B5027 Wilton Lane realignment and overbridge, Lowton cutting and A580 East Lancashire Road overbridge. B5207 Wilton Lane satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of the arable landscape and urban edge of Golborne. Construction activity will be visible across a medium proportion of the view. The A580 East Lancashire Road will be temporarily realigned to the south of the existing alignment, bringing traffic movements closer to these receptors. Construction traffic using the B5207 Kenyon Lane, the B5207 Wilton Lane and the A580 East Lancashire Road will introduce additional traffic movements into views. Vegetation will be removed within the area required for construction, which will noticeably change the composition of views and will open up views of construction activity and the emerging structures. Views from residential properties will be largely oblique and filtered through intervening garden and field boundary vegetation. Footpath Golborne 79/10 will be temporarily diverted further to the west as it crosses the A580 East Lancashire Road and footpath users will have sequential and largely oblique views of construction activity. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have middle-distance views of the lit B5207 Wilton Lane satellite compound. This will be a new area of illumination but will be seen in the context of existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. At night the magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views, across a proportion of the view. B5207 Wilton Lane auto-transformer station, Lowton cutting and realigned Wilton Lane and overbridge will be new, large-scale, elements introduced into views of the arable landscape and urban edge of Golborne. B5027 Wilton Lane overbridge will be an elevated structure within views of this otherwise level landscape and will feature prominently on the skyline in views to the south-east. Traffic moving across the overbridge will be elevated and visible against the skyline, particularly due to the presence of vehicular lights at night. The A580 East Lancashire Road will be elevated as it crosses Lowton cutting on A580 East Lancashire Road overbridge and will therefore be more noticeable within the view compared with the baseline. Boundary fencing, noise fence barriers, overhead line equipment and train movements will be visible above the top of Lowton cutting, despite its depth, partially filtered through intervening vegetation. The Proposed Scheme will be visible across the majority of the view. The loss of vegetation during construction will noticeably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	There will be slight change to the view at night. Lights from traffic movements and roadside lighting along B5027 Wilton Lane overbridge will be elevated within middle-distance views. However, the roadside lights will be designed to reduce the visual impact of the lighting installation and will be viewed in the context of existing lighting along the A580 East Lancashire Road and the B5207 Wilton Lane. At night the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	A combination of intervening vegetation and maturing mitigation planting will partially integrate the Lowton cutting into views of the rural landscape. Views of B5027 Wilton Lane overbridge will be partially filtered through mitigation planting however, traffic movements and lighting will remain visible above the treeline. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Maturing mitigation planting along the roadside embankments will partially filter views of lighting columns and traffic movements on B5027 Wilton Lane overbridge. At night the magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further integrate the cutting and overbridge into views of the rural landscape and urban edge of Golborne. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	Lighting along the roadside embankments will further filter views of lighting columns and traffic movements on B5027 Wilton Lane overbridge. At night the magnitude of change will remain **negligible**.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 325-02-005: view east from Footpath Golborne 80/10

This viewpoint is representative of views for residents of Tunnel Top and Clough Farm and footpath users.

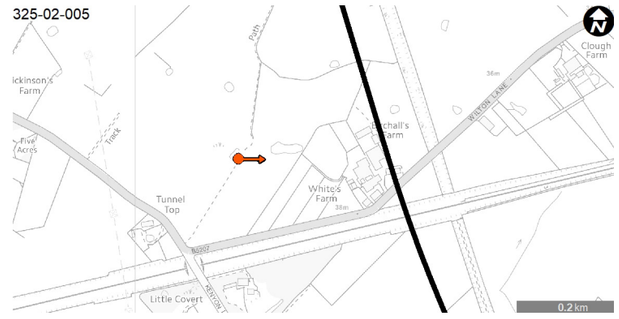
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens (w), Nikon D3200, 18mm lens (s)	
Approximate GPS co-ordinates ref.:	363211.057, 396351.495	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields and boundary hedgerows.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 325-02-005: view east from Footpath Golborne 80/10

Visual baseline description

Winter	There are near-distance views across medium scale fields of arable farmland with few field boundary hedges. Woodland blocks and mature field boundary trees partially filter views of Birchalls Farm and White's Farm in the middle distance to the east, and the urban edge of Golborne to the north. A linear belt of woodland forms the skyline in views to the south and effectively filters views of the Liverpool to Manchester line (Chat Moss). Winter Hill is visible in the far distance in views to the north.
Summer	The summer baseline is similar to that seen during winter. However, summer foliage further filters views of buildings within the view and the urban edge of Golborne.
Night-time	The B5207 Kenyon Lane and B5207 Wilton Lane are lit at night and there are light sources from residential properties within the view.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of the Culcheth North railway viaduct, the B5027 Wilton Lane realignment and overbridge, Lowton cutting and A580 East Lancashire Road overbridge. The B5207 Wilton Lane and Culcheth north (railway) viaduct satellite compounds, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of the arable landscape and woodland and will be visible across the majority of the view. The A580 East Lancashire Road will be temporarily realigned to the south of the existing alignment, bringing traffic movements closer to these visual receptors. Construction traffic using the B5207 Kenyon Lane and Wilton Lane will introduce additional traffic movements into views. Demolitions at White's Farm and Birchalls Farm and removal of intervening vegetation in the area required for construction, will noticeably change the composition of views and will open up views of construction activity and the emerging structures. Views for most residents will be largely oblique and filtered through intervening vegetation. Views for residents of Clough Farm will be partially screened by intervening farm buildings. A section of Footpath Golborne 80/10 will be temporarily realigned. Footpath users will have near-distance views of construction activity as they travel along the realigned footpath. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents of Tunnel Top will have middle-distance views of the lit B5207 Wilton Lane satellite compound. This will be a new area of illumination in the view but will be seen in the in context of existing lighting along the B5207 Wilton Lane. For residents of Clough Farm middle-distance views of the lit B5207 Wilton Lane satellite compound will be partially filtered through intervening vegetation and screened by intervening buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce into wider views. At night the magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Culcheth North (railway) viaduct, the B5207 Wilton Lane auto-transformer station, Lowton cutting, realigned B5207 Wilton Lane and the B5207 Wilton Lane overbridge will be new elements introduced into views of the flat arable landscape and woodland. The Proposed Scheme will be in Lowton cutting, however, boundary fencing, noise fence barriers, overhead line equipment and the tops of train movements will be visible above the top of the cutting, across the majority of the view. The B5207 Wilton Lane overbridge will be visible on the skyline across a small proportion of the view. Traffic movements across the overbridge will be visible particularly at night due to the car headlights. The majority of views will be partially filtered through intervening vegetation. The loss of buildings at White's Farm and Birchalls Farm, and vegetation lost during construction, will noticeably change the composition of views compared to the baseline. Footpath Golborne 80/10 will have been reinstated to its original alignment. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	There will be slight change to the view at night. Lights from traffic movements and roadside lighting along the B5027 Wilton Lane overbridge will be elevated within middle-distance views. However, roadside lights will be designed to reduce the visual impact of the lighting installation and will be viewed in the context of existing lighting along the B5207 Wilton Lane. Views will be largely filtered through intervening garden and field boundary vegetation and partially screened by intervening buildings. At night the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	A combination of intervening vegetation and maturing mitigation planting will partially integrate the Lowton cutting into views of the rural landscape. Views of the B5027 Wilton Lane overbridge will be partially filtered through mitigation planting along the road embankments. However, traffic movements and lighting will remain visible above the treeline. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	Maturing mitigation planting along the roadside embankments will partially filter views of lighting columns and traffic movements on the B5027 Wilton Lane overbridge. At night the magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further integrate the cutting and overbridge into views of the rural landscape. The magnitude of change will remain **low.**	**Minor adverse (non-significant)**
	Night-time	Lighting along the roadside embankments will further filter views of lighting columns and traffic movements on the B5027 Wilton Lane overbridge. At night the magnitude of change will remain **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 326-02-001: view east from Footpath Golborne 76/10

This viewpoint is representative of views experienced by residents of Lowton St Mary's and footpath users.

Winter view (baseline)

Date taken: 20/11/2018 Time taken: 11:43

E

SE

S

SW

Summer view (baseline)

Date taken: 01/08/2019 Time taken: 11:56

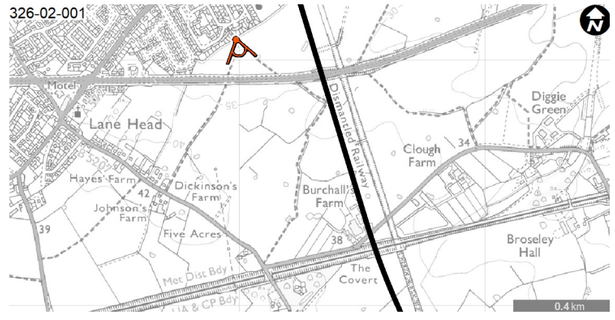
E

SE

S

SW

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.:	362988.299, 397083.11	
Elevation:	31.838m Above Ordnance Datum (AOD)	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including arable fields. It also includes open views of an A road.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-02-001: view east from Footpath Golborne 76/10

Visual baseline description

Winter	This viewpoint lies on the edge of the residential area of Lowton St Mary's, overlooking the relatively flat, predominantly arable landscape. There are views across a large-scale arable field with open views of the A580 East Lancashire Road, traffic movements, roadside lighting columns and a telephone mast in the middle distance. The A580 East Lancashire Road rises over the dismantled railway line to the east, and the road/rail bridge is glimpsed through a gap in woodland along the dismantled railway line. This dense woodland forms the skyline in views to the east. To the south-west, arable fields with mature field boundary trees are visible in the middle distance through traffic movements on the A580 East Lancashire Road.
Summer	In the summer the view is relatively unchanged compared to the winter.
Night-time	The A580 East Lancashire Road and the B5207 Kenyon Lane are lit at night and there are numerous light sources from the settlement at Golborne.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	There will be a substantial change to near-distance views during construction of Lowton cutting, A580 East Lancashire Road overbridge and Carr Brook aqueduct. The A572 Newton Road will be temporarily realigned. Construction activity will be visible across the majority of the view. A580 East Lancashire Road main compound will foreshorten views to the south and will feature prominently on the skyline. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of arable farmland, woodland belts and the A580 East Lancashire Road. Vegetation will be removed within the area required for construction, which will noticeably change the composition of views. Views for residents of Lowton St Mary's will be largely oblique and partially filtered through intervening garden vegetation. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have near-distance views of the lit A580 East Lancashire Road main compound. Although the compound will be seen in the context of existing light sources, this new area of illumination will increase the extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a slight change to middle-distance views, across a moderate proportion of the view. Lowton cutting, A580 East Lancashire Road overbridge and Carr Brook aqueduct will be new large-scale elements introduced into views of arable farmland, woodland and the A580 East Lancashire Road corridor. However, views of the Lowton cutting for both residents and footpath users will be largely screened by landscape earthworks. Views for residents will also be oblique and partially filtered through intervening vegetation. The A580 East Lancashire Road will be slightly elevated as it crosses Lowton cutting on A580 East Lancashire Road overbridge. However, views will be in the context of the existing A580 East Lancashire Road corridor. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing hedgerows and mitigation planting in association with landscape earthworks will further filter views of the Lowton cutting. Hedgerow planting along the A580 East Lancashire Road will also partially filter views of traffic movements along the road. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting in association with landscape earthworks will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 326-02-001: view east from Footpath Golborne 76/10

This viewpoint is representative of views experienced by residents of Lowton St Mary's and footpath users.

Current baseline - winter view

Date taken: 20/11/2018 Time taken: 11:43

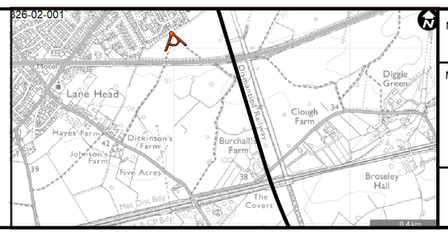
Winter verifiable photomontage - operation year 1

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.:	362988.299, 397083.11	**Direction of view:**	164.977°
Elevation:	31.838m AOD	**Height of camera:**	1.659m

The viewpoint has been taken approximately 292m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-753. For full details of the visual assessment at viewpoint 326-**02**-001 refer to Volume 5: Appendix LV-001-0MA05, Part 3.

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

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



Map Number: LV-01-753

Map Name: Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 326-**02**-001

Community Area : MA05

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Date:Jan 2021

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Viewpoint 326-03-002: view east from Footpath Golborne 92/10

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

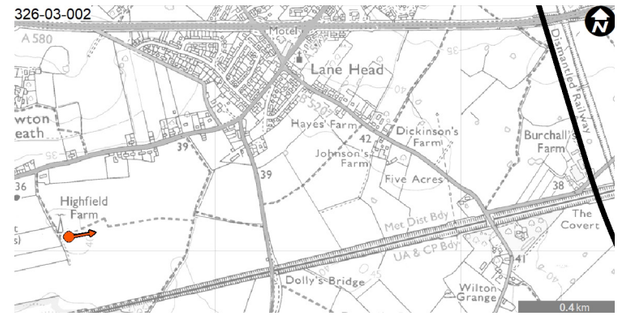
Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	361377.4313, 396052.9781	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges, linear belts of woodland and farm buildings. It also includes filtered views of railway infrastructure elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-03-002: view east from Footpath Golborne 92/10

Visual baseline description

Winter	This viewpoint is located at Highfield Farm off the A580 Newton Road and sits at a high point within the landscape. In the near distance, the footpath runs along the southern edge of outbuildings at Highfield Farm with a phone mast prominent in the view. As land falls away to the east there are wide views across medium-scale arable fields in the middle distance. The A579 Winwick Lane, Locking Stoop Farm, the rooflines of residential properties at Lane Head and Johnsons Farm are visible. To the south-east, train movements along the Liverpool to Manchester line (Chat Moss) are seen against a backdrop of woodland at Little Covert and a linear belt of woodland along the dismantled railway line. To the east, there are filtered views of residential properties in Kenyon through mature tree planting in the middle distance.
Summer	In the summer the view is relatively unchanged compared to the winter.
Night-time	The night-time visual baseline is not described as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Footpath users will experience a slight change to distant views during construction of the Proposed Scheme. There will be views of construction activity in the far distance during construction of the B5027 Wilton Lane realignment and overbridge, Lowton cutting and A580 East Lancashire Road overbridge. These views will be heavily filtered through intervening vegetation and screened by intervening buildings. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of the farmed landscape but will form a small element within wider views. For residents of Highfield Farm, views of the Proposed Scheme will be screened by intervening farm buildings. The magnitude of change will be **negligible**.	Negligible (non-significant)
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Footpath users will experience a slight change to middle-distance views. Wilton Lane auto transformer station, cutting and overbridges will be large-scale, new elements introduced into views of the farmed landscape. However, these new structures will form a small component within the overall view due to the distance of the viewpoint from the Proposed Scheme. Views will be heavily filtered through intervening vegetation and screened by intervening buildings. For residents of Highfield Farm, views of the Proposed Scheme will be screened by intervening farm buildings. The magnitude of change will be **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	The greater maturity of intervening vegetation and maturing mitigation planting will further integrate the Proposed Scheme into views across the farmed landscape. The magnitude of change will remain **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The greater maturity of mitigation planting will continue to integrate the Proposed Scheme into views across the rural landscape. The magnitude of change will remain **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effect

Viewpoint 326-02-003: view west from Newton Gardens

This viewpoint is representative of views experienced by residents of Newton Gardens and Cheetham Fold Farm to the south-east of Lowton Common and visitors to Lowton Common.

Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

It has not been possible to capture summer photography.

Camera:	Not applicable	
Approximate GPS co-ordinates ref.:	363217.3784, 397742.8254	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including informal recreation space and residential development.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of visitors to the common is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 326-02-003: view west from Newton Gardens

Visual baseline description

Winter	There are near-distance views of Hesketh Meadows Playing Fields, an area of common land between Lowton St Mary's and Wash End, Golborne. Blocks of tree and shrub vegetation set in rough grassland and trees along the dismantled railway line, frame views across grassland and sports pitches in the middle distance. Views of properties on Hesketh Meadow Lane and the A572 Newton Road are partially filtered through mature trees. By contrast, there are direct views of new housing on the northwest edge of Hesketh Meadows Playing Fields which form the skyline. Woodland along the dismantled railway line forms the skyline in views to the north and west.
Summer	Vegetation in leaf further filters views of residential properties in the middle distance.
Night-time	The night-time baseline is not described for this viewpoint, as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Residents of Newton Gardens and Cheetham Fold Farm, and visitors to Lowton Common will experience a substantial change to near-distance views during construction of Lowton cutting and Lowton South embankment. Construction activity will be visible across the majority of the view, although some views will be screened by intervening buildings. Views of woodland vegetation along the dismantled railway line and open access land at Lowton Common, will be replaced with views of large-scale earthworks, construction plant, temporary material stockpiles and fencing. Vegetation will be removed within the area required for construction, which will noticeably change the composition of views and will open up views of construction activity and the emerging structures. Views of residential properties on Hesketh Meadow Lane across the common, will be partially screened by the intervening construction works. The demolition of properties along the A572 Newton Road and removal of mature trees, will change the visual composition. Hesketh Meadows Playing Fields will be permanently relocated. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Large-scale elements including Lowton cutting, Lowton South embankment and Slag Lane telecommunication site, will replace views of woodland and recreational open space. These structures will be new and uncharacteristic elements in views and will be visible across the majority of the view. Landscape earthworks will partially integrate the cutting into views. However, boundary fencing, overhead line equipment and noise fence barriers will be visible above the line of the cutting. Trains movements will be visible as trains emerge from cutting and onto embankment. The loss of properties on the A572 Newton Road during construction will have changed the composition of views compared with the baseline. Views of residential properties on Hesketh Meadow Lane will be partially screened by the Proposed Scheme. The partial loss of woodland along the dismantled railway line will open up views of the Proposed Scheme for visitors to Lowton Common. Views for residents will be partially filtered through intervening vegetation and some views will be screened by intervening buildings. Hesketh Meadows Playing Fields will have been permanently relocated. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting including planting around properties on Newton Gardens and in association with landscape earthworks, will partially integrate the Lowton cutting, Lowton South embankment and Slag Lane telecommunications site into views. Views of properties on Hesketh Meadow Lane will be partially filtered through intervening woodland. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. Views for residents and visitors to Lowton Common will be across open access land towards woodland in the middle distance, with views of properties on Hesketh Meadow Lane heavily filtered through intervening woodland. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 326-03-004: view south-west from Footpath Golborne 63/10

This viewpoint is representative of views experienced by users of the footpath.

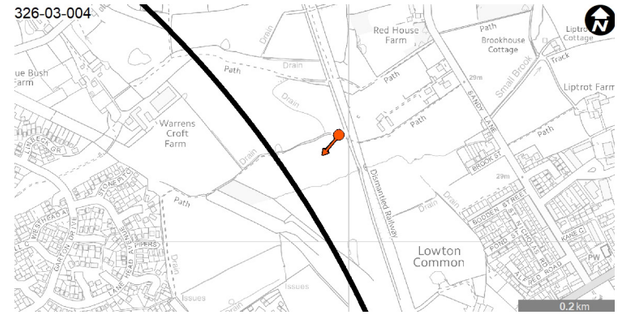
Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362979.6932, 398217.5475	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as semi-improved pasture, remnant or absent field boundary hedges, mature oak trees and woodland blocks.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-03-004: view south-west from Footpath Golborne 63/10

Visual baseline description

Winter	There are near distance view of a medium-scale field of semi-improved grassland. Timber post and rail fencing and a line of mature trees to the north side of the footpath, allow glimpsed views through to Warrens Croft Farm. Woodland along the dismantled railway lines foreshortens views further to the west and east. A remnant hedgerow to the south allows views across Lowton Common to properties on A572 Newton Road in the far distance, partially filtered through intervening trees. Woodland along the dismantled railway line forms the skyline in views to the south.
Summer	In the summer the views are relatively unchanged compared to the winter, although summer foliage creates a greater sense of enclosure.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to near and middle-distance views during construction of Lowton South embankment, Slag Lane realignment and Slag Lane viaduct, Footpath Golborne 39/10 diversion and Footpath Golborne 63/10 and Small Brook culvert. Slag Lane satellite compound, construction plant, earthworks, temporary material stockpiles and fencing will be uncharacteristic elements introduced into views of small-scale fields of semi-improved grassland, mature field boundary trees and woodland. Construction activity will be visible across the majority of the view. The removal of intervening field boundary vegetation and mature trees will substantially change the visual composition and will open up views of construction activity and the emerging structures. Footpath Golborne 63/10 and 39/10 will be temporarily diverted and there will be near-distance views of construction activity and the emerging structures as footpath users travel along the diverted footpath. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		The night-time assessment 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.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton South embankment, realigned Slag Lane and Slag Lane viaduct, permanently diverted Footpath Golborne 39/10, Footpath Golborne 63/10 underbridge and Small Brook culvert and Slag Lane telecommunications site will be new, large-scale elements introduced into views of fields of semi-improved grassland, mature field boundary trees and woodland. The Proposed Scheme will be visible across the majority of the view. The embankment will be a new raised element uncharacteristic of the otherwise low-lying landscape. The embankment will foreshorten views to the west and will feature prominently on the skyline. Noise fence barriers, overhead line equipment and train movements will be visible along the top of the embankment from the point at which the Proposed Scheme extends beyond Lowton cutting and onto Lowton South embankment. The loss of mature trees during construction will substantially change the visual composition and will open up views of the Proposed Scheme on embankment. Footpath Golborne 63/10 will have been permanently realigned and users will have sequential views of the Proposed Scheme as they travel along the diverted footpath. Views will be near distance and direct as the footpath passes beneath the Proposed Scheme through the underbridge and culvert. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (signficant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Year 15	**Summer**	Views of Lowton South embankment, realigned Slag Lane and Slag Lane viaduct, footpath diversions and Footpath Golborne 63/10 underbridge and Small Brook culvert and Slag Lane telecommunications site will be partially filtered through maturing mitigation planting. However, the Proposed Scheme will continue to foreshorten views to the west and feature prominently on the skyline. Noise fence barriers, overhead line equipment and moving of trains will be visible above the line of mitigation planting from the point at which the Proposed Scheme extends beyond from Lowton cutting and onto Lowton South embankment. Footpath users will have sequential views of the Proposed Scheme as they travel along the realigned footpath, with some near-distance views as the footpath passes through the underbridge and culvert. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will largely filter views of the noise fence barriers, overhead line equipment and moving of trains on the embankment. However, views to the west will continue to be foreshortened by the presence of the embankment and footpath users will continue to experience sequential and at times near-distance views of the Proposed Scheme as they travel along the realigned footpath. The magnitude of change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 326-02-005: view east from Footpath Golborne 45/10

This viewpoint is representative of views experienced by residents of Garton Common including Warrens Croft Farm, residents on the edge of Lowton and footpath users.

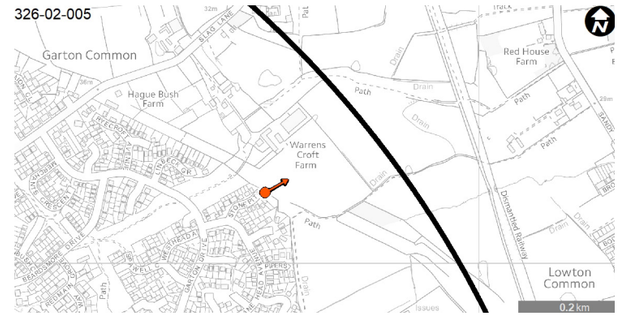
Winter view (baseline)

Date taken: 06/03/2019 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362601.3183, 398129.6066	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as linear belts of woodland. It also includes housing, fenced paddocks and farm buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-02-005: view east from Footpath Golborne 45/10

Visual baseline description

Winter	A timber post and rail fence runs along the north-eastern boundary of the unsurfaced Footpath Golborne 45/10. Residential properties on Stone Pit Close are visible partially filtered through footpath and garden vegetation. In the middle distance, medium-scale paddocks are sub-divided by electric tape fencing. Scattered trees mark the line of former field boundaries and partially filter views of Warrens Croft Farm and buildings at Garton Common. A telegraph line is clearly visible. Field boundary hedges and woodland along dismantled railway line form a strong vegetated backdrop to middle-distance views.
Summer	In the summer the view is relatively unchanged compared to the winter. However, summer foliage further filters views of Warrens Croft Farm.
Night-time	There are light sources within the adjacent residential area of Lowton and at Warrens Croft Farm and Garton Common.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be will a substantial change to near-distance views during construction of Lowton South embankment, Slag Lane realignment and Slag Lane viaduct. Some views will be partially filtered through intervening vegetation. Slag Lane satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of, paddocks, woodland and housing. Views for residents will be partially filtered through intervening garden vegetation or screened by intervening buildings. However, for residents of Garton Common and Warrens Croft Farm, construction activity will be visible across the majority of the view. Users of Footpath Golborne 45/10 will have oblique views of construction activity as they travel along the footpath. The removal of intervening field boundary and woodland vegetation will noticeably change the composition of views for all receptors and will open up views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have middle-distance views of Slag Lane satellite compound. This will be a new area of illumination but will be seen in the context of existing light sources and partially screened by intervening construction activity. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton South embankment, realigned Slag Lane and Slag Lane telecommunications site will be new, large-scale elements introduced into views of low-lying paddocks and housing on the edge of Lowton. The Proposed Scheme will be visible across the majority of the view. The raised form of the embankment will foreshorten views and will feature prominently on the skyline in views to the east. Overhead line equipment, noise fence barriers boundary fencing and train movements will be uncharacteristic elements within the views and will be visible along the top of the embankment and viewed against the skyline. Realigned Slag Lane will bring traffic movements and associated lighting columns closer within views. However, the road will be in cutting as it crosses underneath the Proposed Scheme and views will be partially filtered through intervening vegetation. The loss of mature trees and woodland will notably change the composition of views compared to the baseline and will open up views of the Proposed Scheme. Views for residents will be partially filtered through intervening vegetation and screened by intervening buildings. Footpath users will have sequential and oblique views of the Proposed Scheme on embankment as they travel along Footpath Golborne 45/1. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the Proposed Scheme for residents on the edge of Lowton and users of Footpath Golborne 45/10. For residents of Garton Common and Warrens Croft Farm, maturing mitigation planting will partially filter views of the lower slopes of the Lowton South embankment. However, the embankment will continue to foreshorten views to the east. Noise fence barriers, overhead line equipment and train movements will remain visible along the top of the embankment, although these views will be partially filtered through mitigation planting. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further integrate Lowton South embankment into views of the rural landscape. Views will be towards a linear belt of woodland. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 326-03-007: view south-west from Pennington Flash Country Park

This viewpoint is representative of views experienced by visitors to Pennington Flash Country Park.

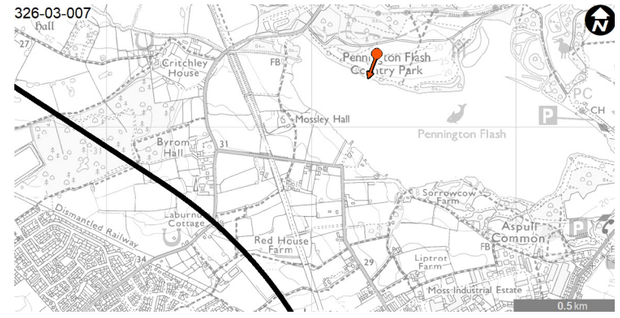
Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 13/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	363311.7524, 399399.6862	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as open water, semi-improved grassland and woodland.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of visitors to the country park is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-03-007: view south-west from Pennington Flash Country Park

Visual baseline description

Winter	This viewpoint is located on slightly elevated ground on the north edge of Pennington Flash Country Park. In the near distance, the unsurfaced footpath runs through an area of semi-improved grassland. Land falls away to the south and there are open views of Pennington Flash in the middle distance. Trees and shrubs at the nearside edge of the flash partially filter views of the Leigh and Lowton Sailing Clubhouse, residential properties and traffic movements on Byrom Lane and Sandy Lane on the opposite shoreline. Dense woodland within the country park foreshortens views to the south-east and west. In the far distance, the Moss Industrial Estate and residential properties near Lowton Common and Golborne are viewed against the backdrop of woodland trees which forms the skyline.
Summer	In the summer the view is relatively unchanged compared to the winter.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a slight change to middle and far-distance views, partially filtered through intervening vegetation, during construction of the Proposed Scheme. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of the country park and urban edge of Golborne but will be a small element within the wider view. Construction traffic using Byrom Lane and Sandy Lane will introduce additional traffic movements into views, but these will be in the middle distance. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time		The night-time assessment 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.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a slight change to middle and far-distance views. Lowton cutting, Lowton South embankment and realigned Slag Lane and viaduct will be new, large-scale elements introduced into views of the country park and urban edge of Golborne. However, these new structures will form a small component within the overall view due to the distance of the viewpoint from the Proposed Scheme. Views will be heavily filtered through intervening vegetation. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Year 15	**Summer**	A combination of intervening vegetation and maturing mitigation planting will further integrate the Proposed Scheme into views. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will continue to integrate the Proposed Scheme into views. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time assessment 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.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 326-02-008: view south-west from Brancaster Drive

This viewpoint is representative of views experienced by residents on Pocket Nook Lane and surrounding roads including Brancaster Drive, Stradbrooke Close and Carr Lane.

Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	363323 397313	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields. It also includes views of road infrastructure and the urban edge of Golborne.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 326-02-008: view south-west from Brancaster Drive

Visual baseline description

Winter	There are close views over a low boundary wall and through a line of trees at the edge of the residential development, to medium scale arable fields. The boundary fences of properties on Brancaster Drive are visible partially filtered through intervening vegetation to the west. Woodland along the dismantled railway line largely filters views further to the west. Lighting columns and traffic movements along the A580 East Lancashire Road are visible across the majority of the view in the middle distance, viewed against a backdrop of roadside trees which form the skyline.
Summer	In the summer, views are further enclosed by vegetation in leaf.
Night-time	The A580 East Lancashire Road is lit at night and there are light sources from residential properties on Brancaster Drive and Lowton Business Park.

Future baseline description

Construction (2025)	The Bungalow and Scrap Yard to rear Pocket Nook Lane, Lowton, Warrington, WA3 1AE. Implementation of committed development MA05/088 and MA05/089 (Volume 5, Planning data/committed development map book) will introduce new housing in an urban area which will lie adjacent to the land required for construction, altering the future baseline the Proposed Scheme is assessed against. As such, these committed developments have been included as part of the future baseline and considered within this assessment.
Operation (2035)	There are no committed developments that will change the future baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near-distance views during construction of Lowton cutting, a maintenance access route, Carr Brook aqueduct and A572 Newton Road overbridge. Construction activity will be visible across a large proportion of the view. However, some views will be partially filtered through intervening garden vegetation and screened by intervening buildings. Views across the arable landscape will be replaced with views of A572 Newton Road satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing. For residents on the southern edge of Brancaster Drive the removal of vegetation along the dismantled railway line will open up views of construction activity and the emerging structures. For residents on the western edge of Brancaster Drive and residents along Pocket Nook Lane, the demolition of buildings and mature vegetation from Lowton Business Park will substantially change the composition of views and will open up views of A580 East Lancashire Road main compound, construction activity and the emerging structures. Construction traffic using Pocket Nook Lane and surrounding roads, will introduce additional traffic movements into near-distance views. Utilities work on Brancaster Drive will bring construction activity closer within the view for residents. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have middle-distance views of the lit A572 Newton Road satellite compound and A580 East Lancashire Road main compound. These will be new areas of illumination and will increase the extent of artificial lighting present in the view. However, these new areas of illumination will be viewed in the context of existing light sources and the majority of views will be partially screened by intervening construction activity, vegetation and buildings. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to near and middle-distance views across a moderate proportion of the view. Large-scale elements including Lowton cutting and noise fence barriers will be introduced into views of the otherwise arable landscape and urban edge of Golborne. The Proposed Scheme will be visible across a moderate proportion of the view. For residents on the southern edge of Brancaster Drive, loss of woodland vegetation along the dismantled railway line will noticeably change the composition of views to the south, and will open up wide views of Lowton cutting, overhead line equipment and train movements above the line of the cutting. For residents on the western edge of the residential area, views of the Lowton Business Park will be replaced with views of noise fence barriers along the line of Lowton cutting. For residents along Pocket Nook Lane, views of the Proposed Scheme will largely be screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially integrate the Lowton cutting, noise fence barriers, overhead line equipment and train movements into views. Mitigation planting along the access track will also assist in partially mitigating views of the A580 East Lancashire Road for residents on the southern edge of Brancaster Drive. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effects**

Viewpoint 326-02-009: view west from Saddletree Fold Farm

This viewpoint is representative of views experienced by residents of Saddletree Fold Farm.

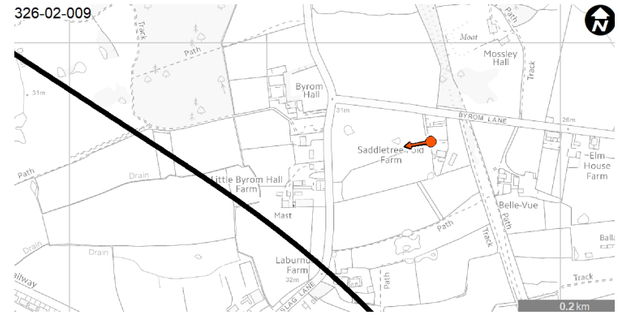
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362735 398800	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields and a road.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 326-02-009: view west from Saddletree Fold Farm

Visual baseline description

Winter	This viewpoint is located at Saddletree Farm on Byrom Lane in an area of mixed-use farming. There are near-distance views through roadside trees to medium scale fields of grazing pasture. Lighting columns, telegraph lines and traffic moving along Slag Lane are visible beyond in the middle distance. Residential properties and farm buildings along Slag Lane are partially filtered through intervening roadside and garden vegetation and form the skyline in views. Byrom Hall is notable within the view. Woodland along the dismantled railway line forms the backdrop to views to the north. The Farmhouse at Saddle Tree Fold Farm is located to the far east of the farm complex and views to the west are largely screened by intervening farm buildings.
Summer	In the summer the view is relatively unchanged compared to the winter, although summer foliage further filters views of buildings.
Night-time	Byrom Lane and Slag Lane are lit at night and there are light sources from properties on Slag Lane.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near-distance views during construction of Lowton North embankment and Slag Lane realignment and Slag Lane viaduct. Construction activity will be visible across the majority of the view. Views across fields of grazing pasture will be replaced with views of Slag Lane satellite compound which will be located on the boundary of the access track to the farm. The satellite compound will obscure views further to the west. Construction traffic using Slag Lane and Byrom Lane will introduce additional vehicle movements into views of arable fields. Views of construction activity from the residential farmhouse at Saddletree Fold Farm will be partially screened by intervening farm buildings. Removal of field boundary and roadside vegetation including some mature trees, will open up views of construction works including large-scale earthworks, construction plant, temporary material stockpiles and fencing. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have near-distance views of the lit Slag Lane satellite compound. This will be a new area of illumination in a predominantly rural landscape and will increase the extent of artificial lighting in the view. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views. Lowton North embankment, noise fence barriers and overhead line equipment will be new, large-scale elements introduced into views of the rural landscape and will feature prominently on the skyline across the majority of the view. The high-level embankment will be an uncharacteristic landform in relation to existing views of low-lying pasture. Train movements will be visible along the top of the embankment. Views of the embankment will be largely screened by intervening buildings at Saddletree Fold Farm and along realigned Slag Lane. Realigned Slag Lane will bring traffic movements and associated lighting columns closer in views for these receptors. The loss of vegetation during construction will noticeably change the composition of views and will open up views of the Proposed Scheme on embankment and realigned Slag Lane. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Views of the Proposed Scheme will continue to be partially screened by intervening buildings. Maturing mitigation planting will be sufficiently established to partially filter views of the lower slopes of the embankment and integrate realigned Slag Lane into views of the rural landscape. The magnitude of change will reduce to **low.**	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulatie effects**

Viewpoint 326-02-010: view east from Cabbala Gardens

This viewpoint is representative of views experienced by residents of Hesketh Meadow Lane and Cabbala Gardens.

Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	363063, 397662	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including informal recreation space and residential development.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 326-02-010: view east from Cabbala Gardens

Visual baseline description

Winter	There are near-distance and open views across the largely flat, semi-improved grassland of Lowton Common part of which is marked out with formal sports pitches. Woodland along the dismantled railway line forms the backdrop to views across Lowton common in the middle distance and forms the skyline in views. To the south-east, residential properties on Newton Gardens are visible in the middle distance, partially filtered through intervening trees. On a clear day Winter Hill forms the skyline in views to the east. For residents on Hesketh Meadow Lane, views of Lowton Common are partially filtered through intervening vegetation and screened by intervening buildings.
Summer	Summer vegetation further encloses views compared to the winter months.
Night-time	The night-time visual baseline is not described for this viewpoint as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to near and middle-distance views during construction of the A572 Newton Road overbridge, Lowton cutting and Lowton South embankment. Construction activity will be visible across most of the view. Views of woodland vegetation along the dismantled railway line and open access land at Lowton Common will be replaced with large-scale earthworks, construction plant, temporary material stockpiles and fencing. The demolition of buildings on the A572 Newton Road and removal of woodland along the dismantled railway line will substantially change the composition of views and will open up views of construction activity and the emerging structures. Views of residential properties on Newton Gardens will be partially screened by the intervening construction activity. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
Construction cumulative assessment		There are no developments which will result in construction cumulative effects.	No cumulative effects

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Large-scale elements including Lowton cutting and Lowton South embankment will replace views of woodland vegetation and open recreational space. The cutting and embankment will be new and uncharacteristic elements within views, altering the appearance of landform and representing a change to land use. They will be visible across the majority of the view. Landscape earthworks will partially integrate the cutting into views. However, train movements, overhead line equipment and noise fence barriers will be visible as the Proposed Scheme emerges from Lowton cutting and onto Lowton South embankment. The loss of vegetation and buildings on the A572 Newton Road during construction will have opened up views of the cutting, embankment, residential properties on Newton Gardens, traffic movements and lighting columns along the A572 Newton Road. Views for residents of Cabbala Gardens will be partially filtered through intervening garden vegetation. Views for residents on Hesketh Meadow Lane will be partially screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	Maturing mitigation planting in association with landscape earthworks, will partially integrate the cutting and embankment into views. However, due to the scale of these elements they will remain incongruous in views of the low lying Lowton Common open access space and linear woodland. Noise fence barriers, overhead line equipment and train movements will be visible in the middle distance as the Proposed Scheme emerges from Lowton cutting and onto Lowton South embankment. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, due to the scale of the cutting and embankment, the Proposed Scheme will remain prominent in views. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	No cumulative effects

Viewpoint 326-02-011: view east from the A572 Newton Road

This viewpoint is representative of views experienced by residents along the A572 Newton Road and staff, pupils and visitors to Lowton Junior and Infant School.

Winter view (baseline)

Date taken: 17/03/2021 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens (w), Nikon D3200, 18mm lens (s)	
Approximate GPS co-ordinates ref.:	362400.76, 399021.41	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Staff, pupils and school visitors have lower susceptibility as their attention is less focused on the landscape.	**Medium**

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Viewpoint 326-02-011: view east from the A572 Newton Road

Visual baseline description

Winter	The view is along the A572 Newton Road. There are near-distance views of the single carriageway road, moving traffic, adjacent footways and high-level lighting columns. To the north of the road, railings and mature trees within the grounds of Oaklands, obscure views further to the north and form the skyline. Buildings at the Lowton Business Park and traffic lights at the junction of the A572 Newton Road and Hesketh Meadow Lane/Enterprise Way are visible in the middle distance, partially filtered through intervening vegetation. Industrial units along Enterprise Way are visible in the far distance, partially screened by roadside vegetation.
Summer	Street trees in leaf are more prominent in the view compared to the winter.
Night-time	The night-time baseline is not described for this viewpoint, as there is no requirement for continuous construction or adiitional operational lighting in this location.

Future baseline description

Construction (2025)	Oaklands 196 And 196A Newton Road, Lowton, Warrington, WA3 2AQ. Implementation of committed development MA05/353 (Volume 5, Planning data/committed development map book) will introduce new housing in a currently wooded area within the urban setting which will lie adjacent to the land required for construction, altering the future baseline against which the Proposed Scheme is considered and assessed. As such, this committed development has been included as part of the future baseline and considered within this assessment.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	There will be a noticeable change to near and middle-distance views during the construction of Lowton cutting and A572 Newton Road overbridge. Construction traffic using the A572 Newton Road will introduce additional traffic movements into near-distance views, but these will be seen in the context of the existing road corridor. The demolition of commercial buildings at Lowton Enterprise Park and removal of mature trees along the A572 Newton Road will change the composition of the view and will open up views of construction activity and the emerging structures. Views for some residents will also be oblique and screened by intervening buildings. For staff and pupils at Lowton Junior and Infant School, views from the playing field to existing vegetation along the eastern boundary of the school, will be replaced with views of site hoardings for the Proposed Scheme. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effects**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a slight change to middle-distance views. Views of commercial buildings at Lowton Enterprise Park will be replaced by views of Lowton cutting and the A572 Newton Road overbridge. The A572 Newton Road overbridge will be at grade and will be seen in the context of the existing road corridor. Views for some residents and for staff and pupils at Lowton Junior and Infant School will be oblique and partially screened by intervening buildings. Landscape earthworks will partially screen views of Lowton cutting. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting along the top of the cutting, in association with landscape earthworks, will partially filter views of the Proposed Scheme in the middle distance. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 326-02-012: view west from Slag Lane

This viewpoint is representative of views experienced by residents of Byrom Hall and properties along Slag Lane.

Winter view (baseline)

Date taken: 18/11/20 (stitched panorama)

Summer view (baseline)

Date taken: 21/09/2020 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362400.76, 399021.41	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 326-02-012: view west from Slag Lane

Visual baseline description

Winter	There are near-distance views along the track at the back of Byrom Hall which is enclosed by timber post and wire fencing, allowing open views across medium scale fields of gently undulating, semi-improved grassland. Woodland at Byrom Wood and along the dismantled railway line at the edge of Golborne, form the skyline in the view. To the east, near-distance views are over grazing pasture to woodland on the dismantled railway line in the middle distance.
Summer	In the summer the view is relatively unchanged compared to the winter, although summer foliage further filters views of buildings.
Night-time	Slag Lane is lit at night and there are light sources from properties on Slag Lane.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, Slag Lane realignment, Slag Lane viaduct, and Footpath Golborne 33/10 realignment and accommodation underbridge. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of semi-improved grassland and woodland and will be visible across the majority of the view. Some views will be partially filtered through intervening garden vegetation. The removal of vegetation from field boundaries and from within Byrom Wood will substantially change the composition of existing views and will open up views of construction activity and the emerging structures. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have middle-distance views of the lit Slag Lane satellite compound. This will be a new area of illumination in the rural area and will increase the extent of artificial lighting in the view. This new area of illumination will be seen in the context of lighting along Slag Lane. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton North embankment, realigned Slag Lane, Slag Lane viaduct, and realigned Footpath Golborne 33/10 and accommodation underbridge will be new large-scale elements, introduced into views of semi-improved grassland and woodland. The Proposed Scheme will be visible across the majority of the view, with some views partially filtered through intervening vegetation. The embankment will be a raised structure in views of the otherwise low-lying pastoral and woodland landscape. The embankment will permanently foreshorten views to the west, replacing views across the wider rural landscape and will feature prominently on the skyline. Train movements, overhead line equipment and noise fence barriers will be visible along the top of the embankment. The existing Slag Lane alignment will remain open for access to properties. Traffic movements and roadside lighting along realigned Slag Lane will be further to the east compared with the baseline. The loss of vegetation from field boundaries and Byrom Wood during construction will substantially change the composition of views and will open up views of the Proposed Scheme on embankment. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**	**Major adverse (significant)**
	Night-time	There will be slight change in the view at night. Roadside lighting along realigned Slag Lane will be an additional area of illumination in middle-distance views. However, the lights will be designed to reduce the visual impact of the lighting installation and will be viewed in the context of lighting along Slag Lane. At night the magnitude of change will be **low.**	**Minor adverse (non-significant)**
Year 15	**Summer**	Maturing mitigation planting and intervening vegetation will partially filter views of the lower slopes of Lowton North embankment and realigned Slag Lane in the near and middle-distance. However, views across the wider rural landscape will continue to be foreshortened by the embankment which will feature prominently on the skyline in views to the west. Noise fence barriers, overhead line equipment and train movements will be visible along the top of the embankment, partially filtered through intervening vegetation and mitigation planting. Mitigation planting along realigned Slag Lane will foreshorten views to the east and will replace views across semi improved grassland to woodland along the dismantled railway line. The magnitude of change will remain **high**.	**Major adverse (significant)**
	Night-time	Maturing mitigation planting will partially filter views of roadside lighting along realigned Slag Lane. At night the magnitude of change will reduce to **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, views across the wider rural landscape to the west will continue to be foreshortened by the embankment. Views to the east will continue to be foreshortened by mitigation planting along realigned Slag Lane. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will further filter views of roadside lighting along realigned Slag Lane. At night the magnitude of change will remain **negligible.**	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 327-02-001: view south-east from Footpath Golborne 33/10

This viewpoint is representative of views experienced by residents on the edge of Lowton and footpath users.

Winter view (baseline)

Date taken: 20/11/2018 Time taken: 11:51

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Summer view (baseline)

Date taken: 31/08/2018 Time taken: 10:07

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SE

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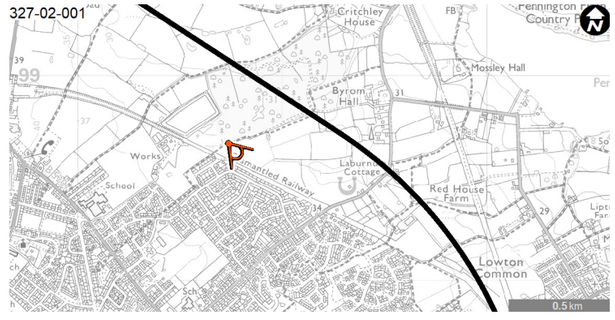
Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.:	361739.048, 398667.474	
Elevation:	33.017m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including semi-improved and rough grassland, houses on the urban fringe and woodland.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 327-02-001: view south-east from Footpath Golborne 33/10

Visual baseline description

Winter	This viewpoint is located on Footpath Golbourne 33/10 to the north-east of Golborne on the southern edge of Byrom Wood. The unsurfaced footpath runs along the boundary of Byrom Wood and trees on the woodland edge foreshorten views further north. There are near-distance views of a field of semi-improved grassland with a ditch forming the northern boundary of the field. To the south-east there are views of residential properties on the edge of Lowton in the middle distance, partially filtered through remnant field boundary trees and garden vegetation. Intervening hedgerows partially filter views of properties on Slag Lane to the east. Woodland along the dismantled railway line forms the skyline in views to the east.
Summer	In the summer the view is relatively unchanged compared to the winter, although the dense summer foliage further filters views of residential properties.
Night-time	The residential area of Lowton is well lit at night and there are light sources from properties on Slag Lane.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Slag Lane realignment, Slag Lane viaduct, Footpath Golborne 33/10 realignment and accommodation underbridge, and Lowton North embankment. Construction activity including fencing, earthworks and temporary material stockpiles will be new and uncharacteristic elements introduced into views of rough pasture, woodland and the urban edge of Lowton. Construction elements will be visible across the majority of the view. Slag Lane satellite compound will be visible in the distance partially screened by construction activity and the emerging structures. The removal of intervening field boundary and roadside vegetation will alter the composition of views and will open up views of construction activity and the emerging structures. For residents, views of the Proposed Scheme under construction views will be partially filtered through intervening garden vegetation. Footpath Golborne 33/10 will be temporarily realigned, and footpath users will have sequential and often near-distance views of construction activity. There will be views of construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have distant views of the lit Slag Lane satellite compound. This will be a new area of illumination. However, views will be partially filtered through intervening garden vegetation and screened by intervening construction activity. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

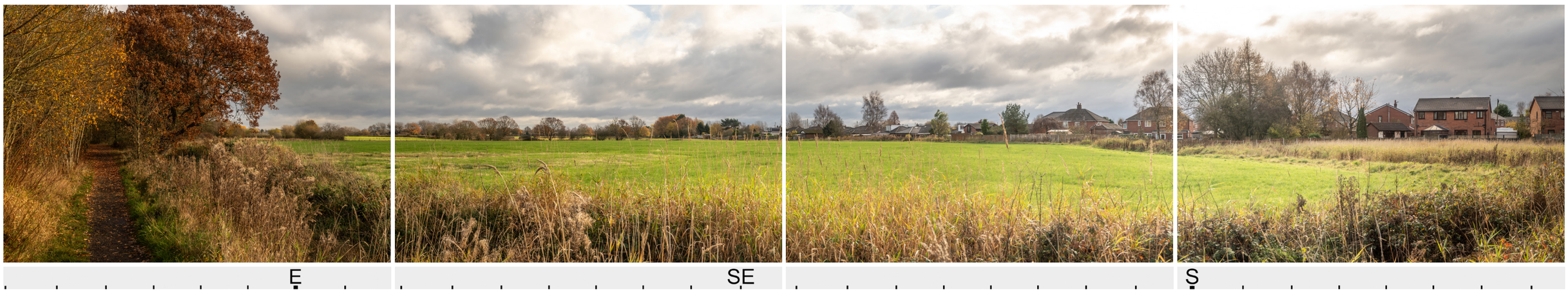
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views, across much of the view. Some views will be filtered through intervening vegetation. Slag Lane viaduct, realigned Footpath Golborne 33/10 and accommodation underbridge, and Lowton North embankment will be new, large-scale elements introduced into views of rough pasture, woodland and the urban edge of Lowton. Lowton North embankment, noise fence barriers, overhead line equipment and train movements will be uncharacteristic elements within views. However, most views will be partially filtered through intervening vegetation. The loss of woodland Byrom Wood during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. Views for residents on the edge of Lowton, will be partially filtered through intervening garden vegetation. Footpath Golborne 33/10 will have been realigned, and users of the footpath will have near-distance views of the Proposed Scheme as they travel through the accommodation underbridge. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the lower slopes of Lowton North embankment and views of overhead line equipment and train movements along the top of the embankment. Mitigation planting will also provide some visual integration of Slag Lane viaduct, realigned Footpath Golborne 33/10 and accommodation underbridge into views. For residents of Lowton, the Proposed Scheme will become less apparent in the view as mitigation planting in combination with intervening field boundary and garden vegetation, will partially filter views. Users of the footpath will continue to have near-distance views of the Proposed Scheme as they travel through Footpath Golborne 33/10 accommodation underbridge. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will largely filter views of the Proposed Scheme on embankment. Users of the footpath will continue to have near-distance views of the Proposed Scheme as they pass through Footpath Golborne 33/10 accommodation underbridge. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effects**

Viewpoint 327-02-001: view north east from Footpath Golborne 33/10

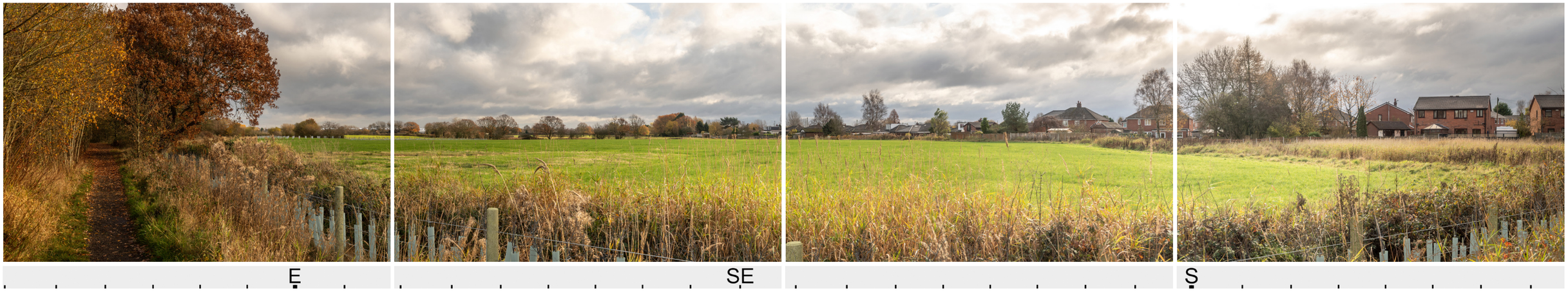
This viewpoint is representative of views experienced by residents on the edge of Lowton and footpath users.

Current baseline - winter view

Date taken: 20/11/2018 Time taken: 11:51



Winter verifiable photomontage - operation year 1

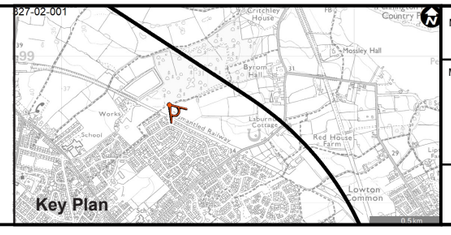


Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.:	361739.048, 398667.474	**Direction of view:**	138.5°
Elevation:	33.017m AOD	**Height of camera:**	1.689m

The viewpoint has been taken approximately 341m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-754. For full details of the visual assessment at viewpoint 327-**02**-001 refer to Volume 5: Appendix LV-001-0MA05, Part 3.

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

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



Map Number
LV-01-754

Map Name
Verifiable Photomontage
Operation Year 1 (2038) - Winter
Viewpoint 327-**02**-001

Community Area :
MA05

HS2

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Date:Jan 2021

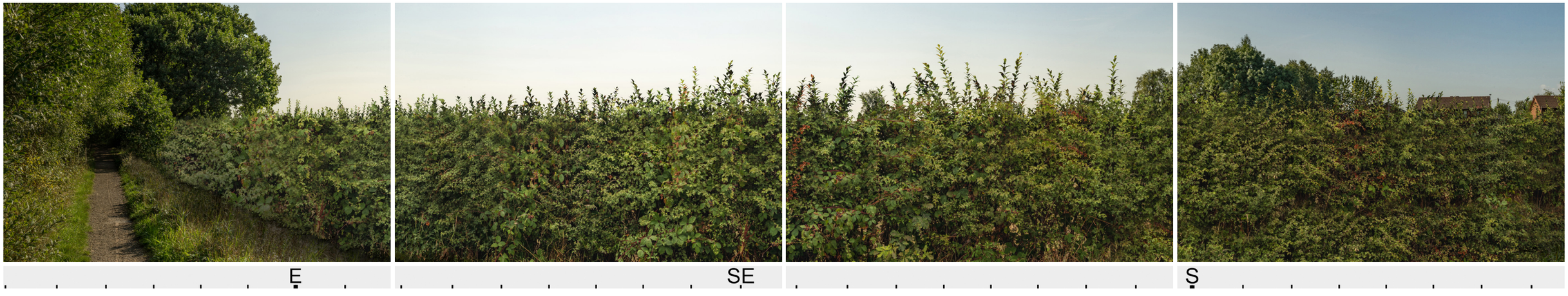
Viewpoint 327-02-001: view north east from Footpath Golborne 33/10

This viewpoint is representative of views experienced by residents on the edge of Lowton and footpath users.

Current baseline - summer view

Date taken: 31/08/2018 Time taken: 10:07

Summer verifiable photomontage - operation year 15

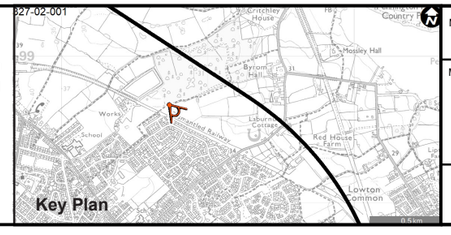


The viewpoint has been taken approximately 341m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-755. For full details of the visual assessment at viewpoint 327-**02**-001 refer to Volume 5: Appendix LV-001-0MA05, Part 3.

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.:	361739.048, 398667.474	**Direction of view:**	138.5°
Elevation:	33.017m AOD	**Height of camera:**	1.689m

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

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



Map Number
LV-01-755

Map Name
Verifiable Photomontage
Operation Year 15 (2053) - Summer
Viewpoint 327-**02**-001

Community Area :
MA05

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Date:Jan 2021

Viewpoint 327-03-002: view west from Footpath Golborne 28/10

This viewpoint is representative of views experienced by footpath users and residents on Lightshaw Lane in the vicinity of Critchley House.

Winter view (baseline)

Date taken: 20/03/2018 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362191.2517, 399345.488	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including paddocks, remnant or absent field boundary hedges and woodland blocks. It also includes filtered views of railway infrastructure in the middle distance.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 327-03-002: view west from Footpath Golborne 28/10

Visual baseline description

Winter	There are near-distance views of horse paddocks sub-divided by post and rail fences. A line of mature trees along Lightshaw Lane filters views to the south and there are framed views of woodland on the edge of Byrom Wood in the middle distance. There are middle-distance views across the Hey Brook corridor to WCML on embankment. Overhead line equipment and train movements are visible, partially filtered through intervening vegetation. To the north the line of the Leeds and Liverpool Canal is marked by a line of poplar trees with buildings at Smiths Bridge, Crankwood, visible beyond. Woodland and rising landform to the west of WCML, form the skyline.
Summer	Summer foliage will further filter views across the landscape to the middle distance.
Night-time	The night-time baseline is not described for this viewpoint as there is no requirement for continuous construction or operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, Footpath Golborne 31/10 realignment, and Footpath Golborne 31/10 underbridge and Critchley culvert. Construction activity will be visible across much of the view. However, most views will be partially filtered through intervening vegetation. The large-scale elements associated with construction including construction plant, earthworks, temporary material stockpiles and fencing, will be introduced into views of the low-lying Hey Brook corridor, woodland and the wider agricultural landscape. Users of Footpath Golborne 28/10 will have sequential views of construction activity as they travel along the footpath towards the emerging structures although views will, at times, be oblique. Vegetation will be removed within the area required for construction, which will noticeably change the composition of views. For residents of Critchley House and Hey Brook Farm, views of construction elements and activity will be largely screened by intervening buildings. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views, across a proportion of the view. Lowton North embankment, Footpath Golborne 31/10 underbridge and Critchley culvert, and Lightshaw Lane telecommunications site will be new, large-scale structures introduced into views across the low-lying rural landscape of Hey Brook corridor. There will be views of boundary fencing, overhead line equipment and train movements along the top of Lowton North embankment, partially filtered through intervening field boundary and woodland vegetation. There will be sequential views of the Proposed Scheme for users of Footpath Golborne 28/10 as they travel along the footpath. Lowton North embankment will feature prominently on the skyline in views to the west, with views of the lower slopes partially filtered through intervening vegetation on the valley floor. The loss of vegetation from within the Hey Brook corridor during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. For residents of Critchley House and Hey Brook Farm, views of the Proposed Scheme will be largely screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the lower slopes of Lowton North embankment and boundary fencing. For footpath users the embankment will continue to be visible on the skyline, with glimpsed views of overhead line equipment and train movements above the line of mitigation planting in the majority of views. For residents of Critchley House and Hey Brook Farm, views of the Proposed Scheme will continue to be screened by intervening buildings. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme on embankment. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 327-03-003: view north-east from Footpath Golborne 30/10

This viewpoint is representative of views experienced by footpath users and residents of the A573 Wigan Road and Lowton Road at Golborne and of Windy Bank Farm and Wigan Road Farm.

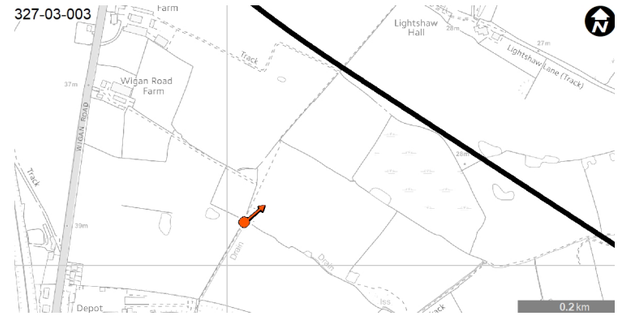
Winter view (baseline)

Date taken: 21/02/2018 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	361035.0171, 399087.917	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with remnant or absent field boundary hedges, woodland blocks and scattered buildings.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 327-03-003: view north-east from Footpath Golborne 30/10

Visual baseline description

Winter	There are near-distance views across a medium-scale field of semi-improved grassland with remnant hedgerows, to fields of pasture beyond. As land falls away to the north-east, field boundary hedgelines filter views of Lightshaw Hall in the middle distance. There are wide views above intervening vegetation within the Hey Brook corridor to higher ground and woodland north of Pennington Flash in the far distance. On a clear day, Winter Hill forms the skyline. Woodland at Byrom Wood forms the skyline in views to the south-east. Residents of Windy Bank Farm, Wigan Road Farm and Wigan Road have additional near-distance views of the A573 Wigan Road and associated traffic movements to the north-west. Views to the south-east for residents of the farms, are largely screened by intervening buildings.
Summer	In the summer, the view is relatively unchanged although summer foliage further filters views to the middle-distance.
Night-time	The night-time visual baseline is not described as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, Footpath Golborne 27/10 diversion, Footpath Golborne 27/10 underbridge and Windy Bank culvert, and the A573 Wigan Road realignment. Construction plant, earthworks and fencing, will be introduced into views of the rural landscape and will be visible across the majority of the view. Footpath Golborne 30/10 will be temporarily diverted and footpath users will experience sequential views of construction activity as they travel along the diverted footpath. For residents of Windy Bank Farm and Wigan Road Farm, views of construction activity will be partially screened by intervening farm buildings. For residents of the A573 Wigan Road, views of construction activity will be oblique and partially filtered through intervening garden and field boundary vegetation. Views of construction activity for residents off Lowton Road will be partially filtered through woodland along the dismantled railway line. Construction traffic using the A573 Wigan Road will introduce additional traffic movements into near-distance views. Vegetation will be removed from within the area required for construction, which will noticeably change the composition of views. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

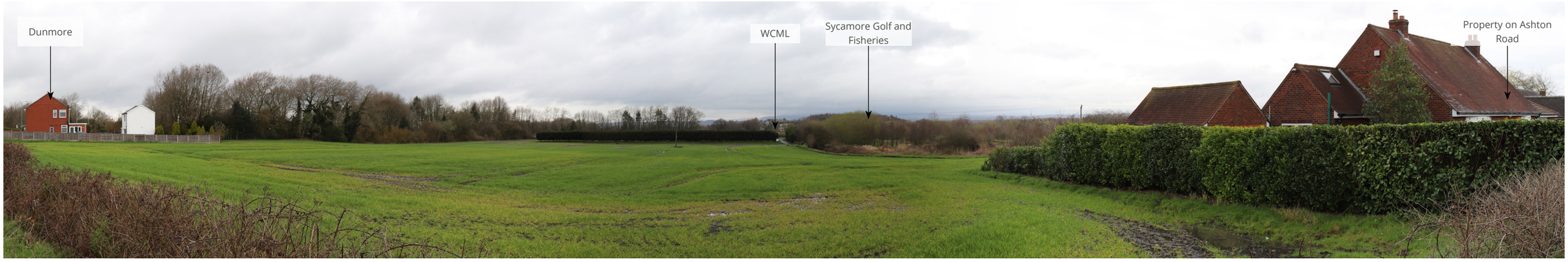
		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a noticeable change to middle-distance views. Lowton North embankment and Lightshaw Lane telecommunications site will be new large-scale elements introduced into views of the rural landscape of Lightshaw Meadows SSSI and will be visible across the majority of the view. Some views will be partially filtered through intervening vegetation. The raised form of the embankment will be an uncharacteristic landform within the gently undulating arable landscape. Overhead line equipment and train movements will be visible along the top of Lowton North embankment. Footpath Golborne 30/10 will have been permanently diverted and there will be sequential views of the Proposed Scheme for footpath users as they travel along the diverted footpath. For residents of the A573 Wigan Road, views of the Proposed Scheme will be oblique and partially filtered through intervening garden and field boundary vegetation. For residents off Lowton Road, views of the Proposed Scheme will be largely filtered through woodland along the dismantled railway line. The loss of vegetation during construction will noticeably change the composition of views and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the Proposed Scheme. However, there will continue to be glimpsed views of train movements and overhead line equipment above the line of mitigation planting. Footpath users will have sequential and sometimes near-distance views of the Proposed Scheme as they travel along the diverted Footpath Golborne 30/10. For residents of Wigan Road, views of the Proposed Scheme will be oblique and largely filtered through intervening vegetation. For residents off Lowton Road, views of the Proposed Scheme will be largely filtered through woodland along the dismantled railway line. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting in combination with intervening vegetation, will further filter views of the Proposed Scheme. There will continue to be sequential and sometimes near-distance views of the Proposed Scheme as footpath users travel along the diverted footpath. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not asessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 327-02-004: view north-east from the B5207 Ashton Road

This viewpoint is representative of views experienced by residents of Edge Green and visitors to Edge Green Common and Sycamore Golf Centre and Fisheries.

Winter view (baseline)

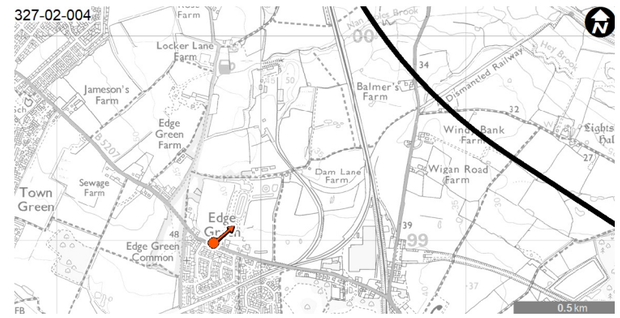
Date taken: 06/03/2019 (stitched panorama)



Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	359757.2884, 398984.6714	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as medium-scale arable fields with hedgerows and woodland blocks. It also includes road, residential properties and telegraph lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users and visitors to the golf centre and fisheries is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 327-02-004: view north-east from the B5207 Ashton Road

Visual baseline description

Winter	There are near-distance views of low-level roadside hedges along the B5207 Ashton Road which allow views beyond to a medium-scale arable field and properties on Ashton Road. Woodland around Sycamore Golf Centre and Fisheries partially filters views of overhead line equipment and train movements along WCML viewed against the backdrop of woodland at Viridor Wood. Detracting elements in the view include distant view to industrial buildings at Edge Green Colliery which are partially filtered through intervening vegetation. Woodland around properties on Ashton Road forms the skyline in views to the west. The outline of Winter Hill forms the skyline in views to the north.
Summer	Summer foliage further filters views of the WCML and buildings in the view.
Night-time	The night-time baseline is not described for this viewpoint, as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	The majority of construction activity in relation to the Proposed Scheme will lie to the east, beyond the WCML. Distant views of construction activity will be largely filtered through intervening vegetation and screened by existing railway infrastructure. The magnitude of change will be **negligible**.	Negligible (non-significant)
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Proposed Scheme will lie to the east beyond the WCML. Distant views of the Proposed Scheme in operation will be largely filtered through intervening vegetation and screened by intervening railway infrastructure. The magnitude of change will be **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	Distant views of the Proposed Scheme will continue to be filtered through intervening vegetation and screened by intervening railway infrastructure. The magnitude of change will remain **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The greater maturity of intervening vegetation will continue to filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	Not assessed

Viewpoint 327-03-005: view south-west from the Leeds and Liverpool Canal long distance footpath

This viewpoint is representative of views experienced by long distance footpath users and boaters on the canal.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	361245.7361, 400290.575	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including river meadows, wetland pasture, remnant hedgerows and woodland blocks. It also includes filtered views of road and railway elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users and boaters on the canal is focused on the landscape They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**

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Viewpoint 327-03-005: view south-west from the Leeds and Liverpool Canal long distance footpath

Visual baseline description

Winter	This viewpoint is located on the long-distance footpath of the Leeds and Liverpool Canal which is slightly elevated above the Hey Brook corridor. The surfaced towpath is bordered by a grass verge, trees and shrubs. As land falls away to the west and south-west, trees and shrubs lining the towpath, partially filter oblique views to the Abram Flashes SSSI and Hey Brook corridor in the middle distance. There are filtered views to traffic movements along the A573 Aye Bridge Road. Views of WCML, overhead lines and train movements are further filtered through intervening vegetation within the Hey Brook corridor and viewed against the backdrop of Viridor Wood which forms the skyline.
Summer	In the summer, trees and shrubs lining the towpath, largely filter views to the Abram Flashes SSSI and Hey Brook corridor in the middle distance**.**
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	Footpath users will experience a slight change to middle-distance views during construction of Lowton North embankment, Lightshaw Lane diversion and Footpath Golborne 27/10 underbridge and Windy Bank culvert. Construction activity including A573 Wigan Road satellite compound, construction plant, earthworks, temporary material stockpiles and fencing will be introduced into views of the Hey Brook corridor and Abram Flashes SSSI. Although construction activity will be present across much of the view, views will be oblique and largely filtered through intervening canal side vegetation. The magnitude of change will be **low**.	**Minor adverse (non-signficant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Footpath users will experience a slight change to middle-distance views. Lowton North embankment, boundary fencing, overhead line equipment and train movements will be introduced into oblique views of the Abram Flashes SSSI and Hey Brook corridor. The Proposed Scheme will be visible across a small proportion of the view. The Proposed Scheme on embankment will be seen in the context of WCML, however, it will be at a much larger scale and closer within the view. Intervening canalside vegetation, field boundary vegetation and woodland across the Hey Brook corridor will largely filter views of the Proposed Scheme from the footpath. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting in conjunction with canalside vegetation will continue to filter oblique views of the Proposed Scheme on embankment. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of the mitigation planting in conjunction with existing vegetation will further filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**No cumulative effect**

Viewpoint 327-02-006: view south from Footpath Ashton-in-Makerfield 25/20

This viewpoint is representative of views experienced by residents of Aye Bridge Farm, Balmer's Farm and footpath users.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 21/09/2020 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	360750.328, 400211.1227	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including river meadows, wetland pasture, remnant hedgerows and woodland blocks. It also includes railway elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 327-02-006: view south from Footpath Ashton-in-Makerfield 25/20

Visual baseline description

Winter	This viewpoint lies along the access track to Aye Bridge Farm within the low-lying riparian landscape of the Hey Brook. Mature trees along the line of the footpath frame near-distance views of a medium-scale field of grazing pasture. Land rises to the south and east and there are filtered views through vegetation along Nan Holes Brook to Balmers Farm, roadside lighting columns and woodland along Windy Bank Brook, all of which are viewed against the skyline. WCML runs on embankment to the west. Train movements and overhead line equipment are visible in the middle distance but are well filtered through intervening vegetation. Woodland at Viridor Wood beyond WCML and surrounding Edge Green Colliery, form the skyline in views to the west.
Summer	Summer foliage further filters views of the A573 Wigan Road and WCML.
Night-time	The A573 is currently lit at night. Otherwise there are few sources of light in this rural landscape.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, A573 Wigan Road realignment and viaducts and Hey Brook offline overbridge. Construction activity will be visible across a large proportion of the view. However, views will be partially filtered through intervening vegetation and screened by intervening buildings. The large-scale elements associated with construction, including construction plant, earthworks, temporary material stockpiles and fencing, will be uncharacteristic in views of the low-lying, river valley landscape. For residents of Aye Bridge Farm and Balmer's Farm, views across Hey Brook corridor will be foreshortened and replaced with views of A573 Wigan satellite compound. The removal of intervening vegetation will substantially change the composition of views and will open up views of construction activity and the emerging structures. Footpath users will have sequential and at times near-distance views of construction activity as they travel along the footpath. There will be views to construction activity in association with work to underground utilities. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Residents will have near-distance views of the lit A573 Wigan Road satellite compound. This will be a new area of illumination within a predominantly rural and unlit landscape and will increase the amount of artificial lighting within the view. However, views will be partially filtered through garden vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction cumulative assessment	There are no developments which will result in construction cumulative effects.	**Not assessed**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton North embankment will be a new, large-scale element introduced into views of the low lying Hey Brook corridor. Although viewed in the context of WCML, the Proposed Scheme will be much closer within the view and at a much greater height than WCML. The Proposed Scheme on embankment will feature prominently on the skyline across a large proportion of the view for residents. Train movements and overhead line equipment will be visible across the top of Lowton North embankment against the skyline. Realigned A573 Wigan Road will have brought traffic movements and roadside lighting further west within the view and into a previously unlit area of the Hey Brook Corridor. There will be near-distance views of the Proposed Scheme for residents of Aye Bridge Farm and Balmer's Farm, with some views screened by intervening buildings and partially filtered through intervening vegetation. The loss of vegetation during construction will substantially change the composition of views and will open up views of the Proposed Scheme. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Realigned A573 Wigan Road will have brought traffic movements and roadside lighting further west within the view compared to the baseline and will be a new area of illumination in the middle distance, within views of a largely unlit area of the Hey Brook corridor. The lights will be designed to reduce the visual impact of the lighting installation. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the Proposed Scheme. However, the Proposed Scheme on Lowton North embankment will continue to feature prominently on the skyline across a large proportion of the view, with overhead line equipment and train movements visible along the top of the embankment above the treeline. Views of realigned A573 Wigan Road from Aye Bridge Farm will be largely screened by intervening buildings and partially filtered through intervening vegetation. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Maturing mitigation planting will partially filter views of vehicle lights and roadside lighting along realigned A573 Wigan Road. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. However, Lowton North embankment will continue to feature prominently on skyline across a large proportion of the view. Train movements and overhead line equipment will be visible along the top of the embankment in the middle distance. The magnitude of change will remain **medium**.	**Moderate adverse (significant)**
	Night-time	The greater maturity of mitigation planting will further filter views of traffic movements and roadside lighting along realigned A573 Wigan Road. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
Operation cumulative assessment		There are no developments which will result in operational cumulative effects.	**Not assessed**

Viewpoint 327-03-008: view south-west from Footpath Golborne 27/10

This viewpoint is representative of views experienced by footpath users and residents of The Old Shippen, Lightshaw Barn and Lightshaw Hall (Grade II*).

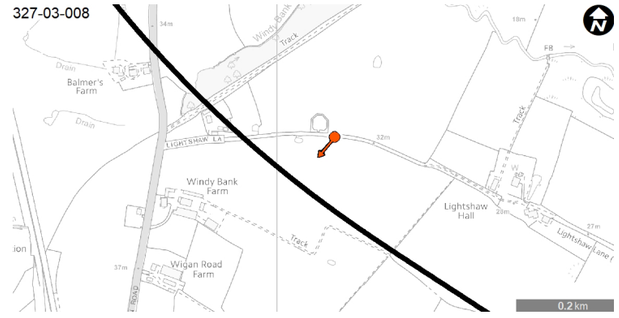
Winter view (baseline)

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

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	361116.997, 399634.34	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including paddocks and remnant or absent field boundary hedges and woodland blocks. It also includes railway infrastructure.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users is focused on the landscape and residents have a strong interest in their visual environment. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 327-03-008: view south-west from Footpath Golborne 27/10

Visual baseline description

Winter	The viewpoint is from Lightshaw Lane which is a single-track road and unlit at night. Views of properties along Lightshaw Lane are partially filtered through roadside vegetation. There are open views across relatively flat arable fields to Windy Bank Farm and Wigan Road Farm. Vegetation along the dismantled railway line partially filters views of WCML depot sheds and buildings on the A573 Wigan Road and B5207 Lowton Road in the middle distance. To the south, field boundary vegetation partially filters views across Lightshaw Meadows SSSI towards Byrom Wood, which forms the backdrop to the view.
Summer	Summer foliage further filters views of buildings.
Night-time	The night-time baseline is not described for this viewpoint, as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near-distance views during construction of Lowton North embankment, Lightshaw Lane diversion, Footpath Golborne 27/10 diversion and underbridge and Windy Bank culvert. The large-scale elements associated with construction, including construction plant, earthworks, temporary material stockpiles and fencing will be introduced into views of the farmed landscape and will be visible across the majority of the view. Removal of intervening vegetation and the demolition of properties on Lightshaw Lane will noticeably change the composition of views and will open up views of construction activity and the emerging structures. The footpath will be temporarily diverted, and construction elements will become more prominent in the view as footpath users travel along the footpath towards the emerging structures. However, views for footpath users will be mostly oblique. For residents of Lightshaw Hall (Grade II*), Lightshaw Barn and The Old Shippen views of the construction of the Proposed Scheme will be near distance but largely filtered through garden vegetation. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near-distance views. Lowton North embankment and Lightshaw Lane telecommunications site will be new, large-scale structures introduced into views of the low-lying rural landscape of Lightshaw Meadows. These new elements will be visible in the context of WCML, although the Proposed Scheme will be closer within views and at a greater scale than the existing rail infrastructure. The Proposed Scheme on Lowton North embankment will foreshorten near-distance views for these receptors and will feature prominently on the skyline across the majority of the view. There will be near-distance views of boundary fencing, overhead line equipment and train movements along the top of Lowton North embankment with some views partially filtered through intervening garden. Footpath Golborne 27/10 will have been permanently diverted and footpath users will have sequential and largely oblique views of the Proposed Scheme. There will be near-distance views of the Proposed Scheme as footpath users pass through Footpath Golborne 27/10 underbridge and Windy Bank culvert. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the lower slopes of Lowton North embankment and the associated boundary fencing. However, the embankment will continue to foreshorten views to the west and feature prominently on the skyline. Overhead line equipment and train movements will remain visible above the line of mitigation planting. Users of the diverted footpath will have near-distance views of the Proposed Scheme as they pass through Footpath Golborne 27/10 underbridge and Windy Bank culvert. The magnitude of change will reduce to **medium**.	**Moderate adveerse (significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme. The magnitude of change will reduce to **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 327-03-009: view west from Footpath Golborne 31/10

This viewpoint is representative of views experienced by footpath users and visitors to Byrom Wood.

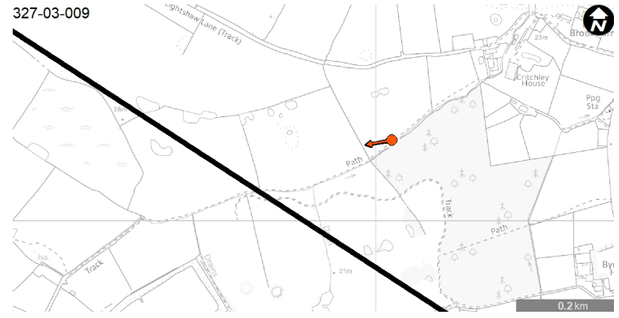
Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

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

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	362032.5775, 399164.0235	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including woodland within Byrom Wood and along field boundaries.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users and visitors to the wood is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**



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Viewpoint 327-03-009: view west from Footpath Golborne 31/10

Visual baseline description

Winter	There are near-distance views of mature oak trees on the edge of Byrom Wood, with views above the timber post and rail fence to a medium-scale field of semi improved pasture. Closely planted and coppiced trees within the woodland create the backdrop in views to the south. Woodland blocks and mature trees along field boundaries are visible across the view in the middle distance. Woodland forms the skyline in views to the north and east.
Summer	Summer foliage further encloses near-distance views compared to the winter.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	**Significance of effect**
Construction		There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, Footpath Golborne 31/10 realignment and underbridge and Critchley culvert. Large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of semi improved grassland and woodland and will be visible across the majority of the view. The removal of vegetation from field boundaries and Byrom Wood will substantially change the composition of views and will open up views of construction activity and the emerging structures. A section of Footpath Golborne 31/10 will be temporarily realigned and there will be near-distance views of construction activity as footpath users travel along the realigned footpath. Access to and through Byrom Wood will be restricted by construction activity. Work to underground utilities will result in the removal of additional vegetation from within Byrom Wood. The magnitude of change will be **high.**	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton North embankment and Footpath Golborne 31/10 underbridge and Critchley culvert will be new large-scale elements, introduced into views of semi improved grassland and woodland. The Proposed Scheme will be visible across the majority of the view, with some views partially filtered through woodland. The embankment will permanently foreshorten views to the west for footpath users and will feature prominently on the skyline. Train movements, overhead line equipment and noise fence barriers will be visible along the top of the embankment. The footpath will have been permanently realigned and there will be sequential views of the Proposed Scheme as footpath users pass through Footpath Golborne 31/10 underbridge and Critchley culvert. For visitors to Byrom Wood, Lowton North embankment will foreshorten views across the wood and views of the Proposed Scheme will be near distance at times as visitors walk through the wood. The loss of vegetation during construction will substantially change the composition of views and will open up views of the Proposed Scheme on embankment. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting and intervening field boundary vegetation will partially filter views of the lower slopes of Lowton North embankment. However, views across the wider rural landscape will continue to be foreshortened by the embankment which will feature prominently on the skyline in views to the west. Noise fence barriers, overhead line equipment and train movements will be visible along the top of the embankment, partially filtered through mitigation planting. There will continue to be near-distance views of the Lowton North embankment as users of the realigned footpath travel along the footpath and through the Footpath Golborne 31/10 underbridge and Critchley culvert. For visitors to Byrom Wood, the embankment will continue to foreshorten views across the wood with the majority of views partially filtered through intervening trees. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	Mature mitigation planting will further filter views of Lowton North embankment, noise fence barriers, overhead line equipment and train movements. However, views across the rural landscape and Byrom Wood will continue to be foreshortened by the embankment. Users of the realigned footpath and visitors to Byrom Wood will continue to have near-distance views of the Proposed Scheme as they walk through the wood and travel through Footpath Golborne 31/10 underbridge and Critchley culvert. The magnitude of change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 328-03-001: view south-west from the A573 Wigan Road

This viewpoint is representative of views experienced by visitors to the Leeds and Liverpool Canal and road users on the A573 Wigan Road and residents on the edge of Dover.

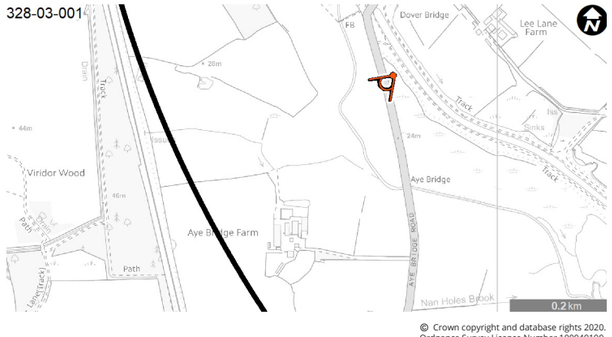
Winter view (baseline)

Date taken: 22/03/2018 Time taken: 14:39

Summer view (baseline)

Date taken: 09/09/2018 Time taken: 10:45

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
Approximate GPS co-ordinates ref.:	360765.789, 400568.606	
Elevation:	24.395m AOD	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including river meadows, wetland pasture, remnant hedgerows and woodland blocks. It also includes road and rail elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath and canal users is focused on the landscape and 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 a lower susceptibility as their attention is less focused on the landscape.	**High**



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Viewpoint 328-03-001: view south-west from the A573 Wigan Road

Visual baseline description

Winter	In the near distance, the A573 Wigan Road runs south towards Golborne and is lit by high level lighting columns. A public footway runs alongside the road to the west and intermittent roadside trees frame oblique views across the low-lying Hey Brook corridor. Medium-scale fields of pasture with remnant field boundaries are visible in the middle distance. Views of Aye Bridge Farm are partially filtered through intervening trees and hedgerows. The land gently rises from the valley floor towards the embankment of WCML to the west. Overhead line equipment and train movements along WCML are visible, viewed against the backdrop of Viridor Wood which forms the skyline. To the east, intermittent roadside vegetation allows glimpsed views through to wetland pasture and trees between the road and Leeds and Liverpool Canal. Views of the canal are largely filtered through a dense belt of canal side vegetation.
Summer	The summer view remains similar to that seen during winter, although dense summer foliage provides further screening to middle and far-distance views.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, A573 Wigan Road realignment and viaducts and Hey Brook offline overbridge. Some views will be partially filtered through intervening canal and roadside vegetation. Construction plant, earthworks, temporary material stockpiles and fencing will introduce new and uncharacteristic elements into views of the Hey Brook corridor and Abram Flashes SSSI and will be visible across the majority of the view. A573 Wigan Road satellite compound will be visible in the middle distance partially filtered through intervening vegetation. Construction traffic using the A573 Wigan Road will introduce additional traffic movements into views. Visitors to the Leeds and Liverpool Canal will have near-distance views of construction activity from the canal in the vicinity of Dover Bridge and on arrival/departure from the visitor car park. Further to the south-east, views of construction activity from the Leeds and Liverpool Canal long distance footpath will be largely filtered through canal side vegetation. Road users will have sequential views of construction activity as they travel along the A573 Wigan Road The removal of vegetation from within the Hey Brook corridor will substantially change the composition of views. Intervening vegetation and landform will largely screen views of construction activity for residents on the southern edge of Abram at Dover. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to middle-distance views. The Lowton North, Aye Bridge and Abram embankments, realigned A573 Wigan Road and overbridge, Hey Brook offline overbridge and WCML box structure, will be new, large-scale elements introduced into views of the low-lying, Hey Brook corridor and Abram Flashes SSSI. Although the Proposed Scheme will be viewed in the context of the WCML, it will be at a greater scale than the existing rail infrastructure and will be visible across the majority of the view. Realigned A573 Wigan Road will be elevated within the view and will be more urban in character with upgraded roadside lighting and the addition of roadside barriers. Open views across the Hey Brook corridor and Abram Flashes SSSI from the canal, will be replaced by views of the realigned road embankment, roadside barriers, signage, lighting columns and vehicle movements. However, the majority of views from the canal will be filtered through intervening canal side vegetation. Views of Aye Bridge Farm will be obscured by the realigned road on embankment. For road users travelling along realigned A573 Wigan Road, views will be re-orientated in a north/south direction and elevated views across the Hey Brook corridor will become available as motorists travel along the realigned road. However, the Proposed Scheme will be visible to motorists across the majority of the view. For residents of Dover, the majority of views will be screened by landform and filtered through intervening vegetation or screened by buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the lower slopes of realigned A573 Wigan Road on embankment. However, views across the rural landscape of the Hey Brook corridor for visitors to the Leeds and Liverpool Canal, will continue to be foreshortened by the presence of the realigned road on embankment. Road users travelling along the road, will continue to have elevated views across the Hey Brook corridor towards the Proposed Scheme, with some views partially filtered through maturing mitigation planting. The magnitude of change will reduce to **medium**.	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme for visitors to the canal and road users along the realigned road. However, views across the rural landscape of the Hey Brook corridor from the canal, will continue to be foreshortened by the realigned road on embankment. The magnitude of change will remain **medium**.	**Moderate adverse (signficant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 328-03-001: view south-west from the A573 Wigan Road

This viewpoint is representative of views experienced by visitors to the Leeds and Liverpool Canal and road users on the A573 Wigan Road and residents on the edge of Dover.

Current baseline - winter view

Date taken: 22/03/2018 Time taken: 14:39

Winter verifiable photomontage - operation year 1

Camera:	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
Approximate GPS co-ordinates ref.:	360765.789, 400568.606	**Direction of view:**	281.884°
Elevation:	24.395m AOD	**Height of camera:**	1.635m

The viewpoint has been taken approximately 466m away from the Proposed Scheme. Viewpoint location shown on Map LV-01-756. For full details of the visual assessment at viewpoint 328-**03**-001 refer to Volume 5: Appendix LV-001-0MA05, Part 3.

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

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

Map Number: LV-01-756

Map Name: Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 328-**03**-001

Community Area : MA05

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Date: Jan 2021

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Viewpoint 328-02-002: view east from White Lodge Drive, Ashton-in-Makerfield

This viewpoint is representative of views experienced by residents of Ashton-in-Makerfield.

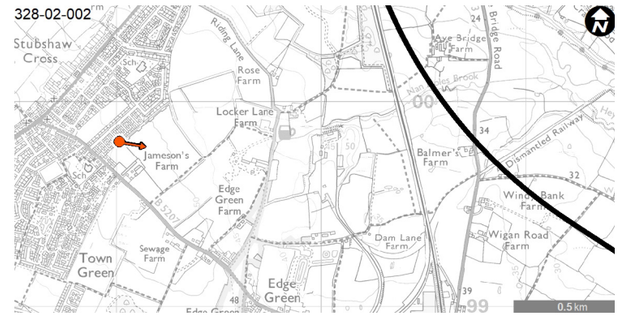
Winter view (baseline)

Date taken: 06/03/2019 (stitched panorama)

Summer view (baseline)

Date taken: 21/09/2020 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	359015.8673, 399805.1389	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as pastoral fields with hedgerows and woodland blocks. It also includes roads, residential properties and telegraph lines.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 328-02-002: view east from White Lodge Drive, Ashton-in-Makerfield

Visual baseline description

Winter	There are views of the boundary fence lines, a hedgerow and a tree at the end of the turning head of White Lodge Drive cul-de-sac. The outbuildings of Jameson's Farm and residential properties along the B5207 Golborne Road are visible in the middle distance across medium-scale fields of pasture and are partially filtered through intervening vegetation. To the east there are oblique and partially filtered views to buildings at Wildor Farm and the depot at the Haydock Branch Junction of the WCML which is seen against the skyline. Views of other rail elements including overhead line equipment and passing trains along the WCML, are heavily filtered through intervening vegetation, scattered farm buildings and taller industrial structures at Edge Green Colliery. As land falls away to the north-east there are oblique views across the gently undulating landscape of the Lancashire Coal Measures towards the South Pennines in the far distance.
Summer	In the summer the view is relatively unchanged compared to the winter, although the summer foliage further filters views to the middle-distance.
Night-time	The night-time visual baseline is not described as there is no requirement for continuous construction or additional operational lighting in this location.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		The majority of construction activity in relation to the Proposed Scheme will lie to the east of the WCML in the far distance. Views of construction work will be largely screened by intervening buildings and filtered through intervening vegetation. The magnitude of change will be **negligible**.	Negligible (non-significant)
Construction night-time		The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
Construction cumulative assessment		There are no developments which will result in cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Proposed Scheme will lie to the east of the WCML in the far distance. Views of the Proposed Scheme in operation will be largely filtered through intervening vegetation and screened by intervening buildings. The magnitude of change will be **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 15	**Summer**	Far-distance views of the Proposed Scheme will continue to be heavily filtered through intervening vegetation and screened by intervening buildings. The magnitude of change will remain **negligible**.	Negligble (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Year 30	**Summer**	The situation will remain as for year 15. The magnitude of change will remain **negligible**.	Negligible (non-significant)
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
Operation cumulative assessment		There are no developments which will result in cumulative effects.	No cumulative effect

Viewpoint 328-03-003: view south-west from Footpath Ashton-in-Makerfield 22/30

This viewpoint is representative of views experienced by footpath users and visitors to Viridor Wood.

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	360412.067, 400925.1095	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including river meadows, wetland pasture, remnant hedgerows and woodland blocks. It also includes filtered views of railway elements.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. The attention of footpath users and visitors to the wood is focused on the landscape. They are therefore highly susceptible to visual change arising from construction and operation of the Proposed Scheme.	**High**

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Viewpoint 328-03-003: view south-west from Footpath Ashton-in-Makerfield 22/30

Visual baseline description

Winter	This viewpoint is located within the low-lying landscape of the Hey Brook corridor on the edge of the Abram Flashes SSSI. There are near-distance views of areas of standing water and rough grazing meadow surround a large-scale arable field. The line of the unsurfaced footpath is visible along the northern boundary of the field, continuing to the west. To the south, traffic movements and high-level lighting columns along the A573 Wigan Road are visible through groups of scattered trees and shrubs in the middle distance. Land rises to the west and there are views of passing trains and overhead line equipment on the elevated WCML in the middle distance, set against the backdrop of Viridor Wood which forms the skyline.
Summer	The summer baseline remains similar to that seen during winter, although dense summer foliage further screens views of passing trains on the WCML.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		There will be a substantial change to near and middle-distance views during construction of Lowton North embankment, A573 Wigan Road realignment and viaducts, Hey Brook offline overbridge, WCML box structure, Aye Bridge and Abram embankments and retaining walls, and Footpath Ashton in Makerfield 22/30 accommodation underbridge. The large-scale elements associated with construction, including construction plant, earthworks, temporary material stockpiles and fencing will be introduced into rural views of Hey Brook corridor and Abram Flashes, and will be visible across the majority of the view. Removal of intervening vegetation will noticeably change the composition of views and will open up views of construction activity and the emerging structures. A573 Wigan Road satellite compound will be visible in the middle distance with views partially filtered through existing vegetation. Construction traffic using the A573 Wigan Road will introduce additional traffic movement into views. A section of Footpath Ashton-in-Makerfield 22/30 will be temporarily closed. The magnitude of change will be **high**.	**Major adverse (significant)**
Construction night-time		Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Construction cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a substantial change to near and middle-distance views. Lowton North, Aye Bride and Abram embankments and retaining walls, realigned A573 Wigan Road and viaducts, Hey Brook offline overbridge, WCML box structure and Footpath Ashton in Makerfield 22/30 accommodation underbridge will be new large-scale structures introduced into views of the low-lying landscape of the Hey Brook corridor and Abram Flashes SSSI. Although these new elements will be viewed in the context of the WCML, the Proposed Scheme will be much larger than the existing WCML rail infrastructure and will be visible across the majority of the view. Realigned A573 Wigan Road will cut across the river valley landscape, and open views across the Hey Brook corridor and Abram Flashes SSSI will be interrupted by views of the realigned road, signage, lighting columns and vehicle movements. The loss of intervening vegetation and woodland at Viridor Wood during construction will noticeably change the composition of views and will open up views of the Proposed Scheme in operation. Footpath Ashton-in-Makerfield 22/30 will have been permanently realigned and there will be near-distance views for footpath users as they travel through the Footpath Ashton-in-Makerfield 22/30 accommodation underbridge. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **high**.	**Major adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of realigned A573 Wigan Road and the lower slopes of Lowton North embankment. Mitigation planting will also assist in the integration of the Proposed Scheme into views of the Hey Brook corridor and Abram Flashes SSSI. However, realigned A573 Wigan Road will continue to be visible in wider views of the Hey Brook corridor. The magnitude of change will reduce to **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will continue to filter views of the Proposed Scheme. However, realigned A573 will remain prominent in views across the Hey Brook corridor and Abram Flashes SSSI. The magnitude of change will remain **medium.**	**Moderate adverse (significant)**
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 328-02-004: view south-west from St John's Church, Abram

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

Winter view (baseline)

Date taken: 18/11/2020 (stitched panorama)

Summer view (baseline)

Date taken: 21/09/2020 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	360668.4727, 401552.4406	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including river meadows, wetland pasture, remnant hedgerows and woodland blocks. Detracting elements including rail infrastructure, are present in a small part of the view.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 328-02-004: view south-west from St John's Church, Abram

Visual baseline description

Winter	This viewpoint is located on the western edge of the village of Abram which is elevated above the Hey Brook corridor. There are near-distance views above the boundary wall of the churchyard to small-scale fields of pasture separated by timber post and wire or post and rail fencing and intermittent lines of shrubs. As land falls away to the south-west, there are views across the Leeds and Liverpool Canal and Hey Brook corridor to the WCML and Viridor Wood which forms the skyline. Residential properties on the A58 Lily Lane/Bolton Road including Bamfurlong Hall Farm are visible to the north, partially filtered through intervening vegetation. Railway infrastructure, overhead line equipment and train movements along the WCML are partially filtered from view by intervening woodland vegetation. Telegraph lines and industrial units at South Lancashire Industrial Estate are detracting elements within views, and masts are visible in the far distance on elevated ground to the north-west set against the skyline.
Summer	During summer the visual baseline remains similar to that seen during winter, although the dense summer foliage provides further screening in views.
Night-time	The view is towards the largely unlit landscape of the Hey Brook corridor. However, there are light sources in Abram and at Ashton-in-Makerfield in the distance.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	**Significance of effect**
Construction	Residents of Abram will experience a noticeable change to middle and far-distance views during construction of A573 Wigan Road viaduct, Hey Brook offline overbridge, WCML junction box structure, Aye Bridge embankment, Abram embankment, Footpath Ashton-in-Makerfield 22/30 realignment and underbridge, and Abram cutting. The large-scale construction works, including Bamfurlong satellite compound, construction plant, earthworks, temporary material stockpiles and fencing, will be introduced into views across the low lying, rural landscape of the Leeds and Liverpool Canal and Hey Brook corridor. Construction activity will be visible across the majority of the view in the middle distance for residents on the western edge of Abram, partially filtered through intervening vegetation. For residents to the north and west of the A573 Wigan Road, views of construction activity will be largely screened by intervening buildings. However, construction traffic using the A573 Wigan Road will introduce additional traffic movements into views for these receptors. Removal of vegetation within the Hey Brook corridor to facilitate construction will noticeably change the composition of views. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have distant views of the lit Bamfurlong satellite compound and lighting to facilitate construction of WCML connection. These will be new areas of illumination but seen in the context of existing light sources. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	**Significance of effect**
Year 1	**Winter**	Residents of Abram will experience a slight change to middle-distance views. The Proposed Scheme will introduce new, large-scale infrastructure elements into views of the Hey Brook corridor. The Proposed Scheme will be at a greater scale than the existing WCML, however, it will be perceived in the context of wider views across the landscape. The loss of vegetation during construction will change the composition of the view compared to the baseline. For residents on the western edge of Abram, views of the Proposed Scheme will be partially filtered through intervening garden vegetation, and vegetation in the Hey Brook corridor. Views of the Proposed Scheme for residents to the north and west of realigned A573 Wigan Road, will be screened by intervening buildings. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	Lighting to realigned A573 Wigan Road will be an additional area of illumination in the middle distance and will be seen in the context of existing light sources. The magnitude of change will be **negligible**.	**Negligible (non-significant)**
Year 15	**Summer**	Views of the embankments and viaducts will be partially filtered through mitigation planting and intervening vegetation. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	Mitigation planting will partially filter views of lighting along realigned A573 Wigan Road. The magnitude of change will remain **negligible.**	**Negligible (non-significant)**
Year 30	**Summer**	The greater maturity of the mitigation planting will further screen views of the Proposed Scheme. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The greater maturity of mitigation planting will further filter views of lighting along realigned A573 Wigan Road. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 328-02-005: view south-west from Footpath Abram 01/10

This viewpoint is representative of views experienced by residents off Lily Lane including Furlong Close and Epsom Drive, visitors to Bamfurlong recreation ground, footpath users and staff pupils and visitors of Abram Bryn Gates Primary School.

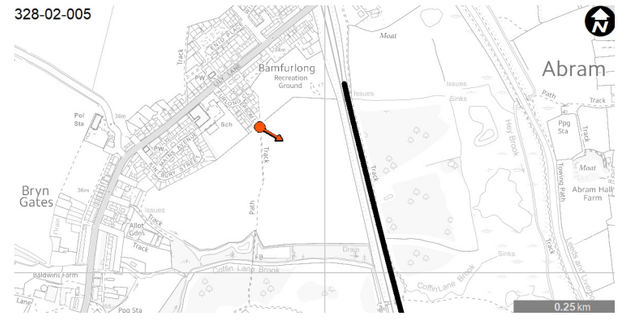
Winter view (baseline)

Date taken: 06/03/2019 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	359847.7736, 401337.4315	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape such as large-scale arable fields and woodland blocks. It also includes filtered views of railway infrastructure.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users and visitors to the recreation ground is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme. Staff, pupils and visitors of the school have a lower susceptibility as their attention is partially focused on the landscape.	**High**



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Viewpoint 328-02-005: view south-west from Footpath Abram 01/10

Visual baseline description

Winter	This viewpoint is located in a residential area off the A58 Lily Lane to the south of Wigan. There are near-distance views of a medium-scale arable field with the unsurfaced footpath crossing the field in a southerly direction. To the east, metal palisade fencing to Bamfurlong recreation ground and intermittent trees form the northern boundary of the field. To the west, residential properties along Epsom Drive and boundary vegetation at Abram Bryn Gates Primary School form the northern boundary of the field and foreshorten views. Woodland along Coffin Brook and at Viridor Wood form the skyline in views to the south and west respectively. To the east, there are oblique views of overhead line equipment and train movements along the WCML set against the backdrop of woodland within the Hey Brook corridor. In the far distance St Johns Church, Abram is visible at the top of the ridgeline through intervening vegetation.
Summer	During summer the visual baseline remains similar to that seen during winter, although the dense summer foliage provides further screening in views.
Night-time	The A58 Lily Lane is lit at night and light sources in Bamfurlong are visible within the view.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to near and middle-distance views during construction of Abram cutting. The majority of construction activity will be located to the east of the WCML. Views of construction activity will be mostly oblique, and some views will be partially filtered through intervening field boundary and garden vegetation. Bamfurlong satellite compound, large-scale earthworks, construction plant, temporary material stockpiles and fencing will be introduced into views of residential development, woodland, arable farmland and railway infrastructure, and will be visible across much of the view. Removal of intervening woodland vegetation along the WCML will noticeably change the composition of views and will open up views of construction activity and the emerging structures. However, woodland within the Hey Brook corridor will continue to provide the backdrop to oblique middle-distance views to the east. Footpath users and users of the recreation ground will have near-distance views of construction activity. For staff and pupils at Abram Bryn Gate Primary School, views of construction activity in the middle distance will be largely filtered through intervening vegetation along the school boundary. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have middle-distance views of the lit Bamfurlong satellite compound and lighting to facilitate construction of WCML connection. These will be new areas of illumination but seen in the context of existing light sources and partially filtered through intervening garden vegetation and railway infrastructure. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **low.**	**Minor adverse (non-significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	The Proposed Scheme will be located, for the most part, to the east of the WCML. However, residents, recreation ground and footpath users and staff and pupils at the school, will experience a slight change to near and middle-distance views across a small proportion of the view. Abram cutting and the A58 Lily Lane telecommunications site will be new elements in oblique views, largely filtered through intervening garden vegetation and screened by WCML railway infrastructure. Woodland within the Hey Brook corridor will continue to provide the backdrop to middle-distance views to the east. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 15	**Summer**	Views will continue to be filtered through intervening vegetation and WCML railway infrastructure. Maturing mitigation planting will partially integrate the A58 Lily Lane telecommunications site into oblique views. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting in conjunction with intervening vegetation, will further screen views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not asssessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

Viewpoint 328-02-006: view south from Leeds and Liverpool Canal long distance footpath

This viewpoint is representative of views experienced by residents of Platt Bridge and visitors to the Leeds and Liverpool Canal.

Winter view (baseline)

Date taken: 06/03/2019 (stitched panorama)

Summer view (baseline)

Date taken: 12/09/2018 (stitched panorama)

Camera:	Canon EOS 6D, 24mm lens	
Approximate GPS co-ordinates ref.:	360080.6015, 402030.7984	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including a towpath, bankside vegetation and the canal. It also includes residential development and railway infrastructure.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**

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Viewpoint 328-02-006: view south from Leeds and Liverpool Canal long distance footpath

Visual baseline description

Winter	The surfaced towpath runs along the north-east side of the Leeds and Liverpool Canal, lined by grass verges. Intermittent canal side trees and properties on Portland Close, Abram, including garden fences, vegetation and sheds, foreshorten views to the north-east. Bankside trees on the opposite side of the canal, filter views of a meadow, housing and a depot off Lily Lane in the middle distance. WCML runs at grade in the middle distance to the west, and views of overhead line equipment and train movements are filtered through intervening vegetation. To the north-west at the junction of WCML and the canal, there are clear views of train movements as they cross the Bamfurlong Junction railway bridge. In the middle distance to the south-east, there are clear views of traffic moving across Bamfurlong Bridge over the canal. Trees within Wigan Flashes SSSI and Hey Brook corridor form the skyline in views to the north-west and south-east respectively.
Summer	During summer the visual baseline remains similar to that seen during winter, although the dense summer foliage provides further screening of views.
Night-time	The canal corridor is unlit but there are light sources in adjacent the residential area and at Bamfurlong, visible within the view at night.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		Residents and footpath users will experience a slight change to middle-distance views during construction of the Proposed Scheme. Construction activity will be visible across a small proportion of the view and the majority of views will be partially filtered through intervening vegetation. Construction machinery and fencing will be largely confined to the WCML rail corridor and views will be partially filtered through intervening canal side vegetation. Views of Winstanley Road satellite compound will be heavily filtered through dense woodland vegetation to the west of WCML. Construction traffic using the A58 Lily Lane will introduce additional vehicle movements into middle-distance views to the south-east. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
Construction night-time		Residents will have middle-distance views of the lit Winstanley Road satellite compound. This will be a new area of illumination, but will be seen in the context of existing light sources. Views will be largely filtered through intervening vegetation. The controls on lightspill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **negligible.**	**Negligible (non-significant)**
Construction cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	Residents and footpath users will experience a slight change to middle-distance views. The Proposed Scheme will lie within the footprint of the WCML rail corridor and views of overhead line equipment and train movements will be partially filtered through intervening vegetation and the existing railway infrastructure. The magnitude of change will be **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**No assessed**
Year 15	**Summer**	Intervening vegetation will continue to filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of intervening vegetation will further filter views of the Proposed Scheme. The magnitude of change will remain **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effects**

Viewpoint 328-02-007: view south from the A58 Lily Lane

This viewpoint is representative of views experienced by residents of Lily Lane and Bamfurlong Hall Farm and users of Footpath Abram 02/10.

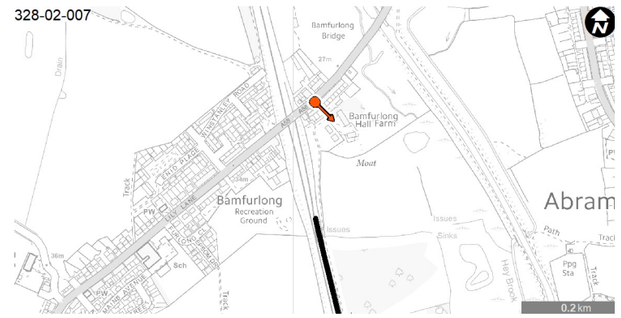
Winter view (baseline)

It has not been possible to capture winter photography.

Summer view (baseline)

It has not been possible to capture summer photography.

Camera:	n/a	
Approximate GPS co-ordinates ref.:	360080.6015, 402030.7984	
Value of the viewpoint:	This viewpoint has a **medium** value as it includes typical components of the local landscape including a road corridor, residential properties, garden vegetation and mature trees.	**Sensitivity of the receptor:**
Susceptibility of the receptor to the change arising from the Proposed Scheme:	The susceptibility of these receptors is **high**. Residents have a strong interest in their visual environment and the attention of footpath users is focused on the landscape. They are both therefore highly susceptible to visual change arising from the construction and operation of the Proposed Scheme.	**High**



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Viewpoint 328-02-007: view south from the A58 Lily Lane

Visual baseline description

Winter	There are near-distance views of two-storey, terraced houses along the A58 Lily Lane. The properties have front gardens enclosed by low level brick walls and some low growing, garden vegetation. A gravel driveway runs between the houses toward Bamfurlong Hall Farm. Parked cars, single storey portacabins and the roofline of a farm outbuilding are visible along the driveway, partially filtered through intervening trees and vegetation. Mature woodland vegetation surrounding Bamfurlong Hall Farm and along the boundary of the WCML, is visible in the far distance and forms the skyline.
Summer	During summer views of buildings at Bamfurlong Hall Farm are further filtered through intervening vegetation.
Night-time	The night-time view to the south is across the largely unlit landscape of the Hey Brook corridor. However, to the north, the A58 Lily Lane is well lit at night and there are light sources from adjacent properties.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2035)	There are no committed developments which will change the baseline.

Visual impact assessment

	Temporary effects during construction	Significance of effect
Construction	There will be a noticeable change to near and middle-distance views during construction of Footpath Abram 2/10 diversion, Abram cutting, Abram retaining wall and Hey Brook culvert. The large-scale construction works, including Bamfurlong satellite compound, construction plant, earthworks, temporary material stockpiles and fencing will be introduced into views of residential properties and woodland and will be visible across a small proportion of the view. The majority of views will be heavily filtered through intervening vegetation. However, the removal of woodland along the WCML will open up views of construction activity, the emerging structures and the WCML for residents and footpath users. The removal of some of the woodland surrounding Bamfurlong Hall Farm to accommodate the construction compound will noticeably change the composition of far-distance views. Construction traffic using the A58 Lily Lane will introduce additional traffic movement into views. Footpath Abram 02/10 will be temporarily closed. The magnitude of change will be **medium**.	**Moderate adverse (significant)**
Construction night-time	Residents will have near-distance views of the lit Bamfurlong satellite compound. This will be a new area of illumination in the largely unlit landscape of the Hey Brook corridor. However, views will be largely filtered through intervening vegetation. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider views. The magnitude of change will be **medium.**	**Moderate adverse (significant)**
Construction cumulative assessment	There are no developments which will result in cumulative effects.	**No cumulative effect**

		Permanent effects during operation	Significance of effect
Year 1	**Winter**	There will be a slight change to middle-distance views across a small proportion of the view. The Abram cutting, Abram cutting retaining wall and A58 Lily Lane telecommunication site view will be new large-scale structures introduced into views of residential properties, the A58 Lily Lane and woodland. Some views will be filtered through intervening vegetation. The loss of vegetation during construction will open up views of the Proposed Scheme and the WCML and will noticeably change the composition of far-distance views. There will be glimpsed views through intervening vegetation of train movements, overhead line equipment and boundary fencing. Footpath Ashton-in-Makerfield 02/10 will have been permanently diverted and footpath users will have views of the A58 Lily Lane telecommunications site as they travel along the footpath. Mitigation planting will not be sufficiently established to assist in filtering views or the visual integration of the Proposed Scheme into its landscape context. The magnitude of change will be **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**No assessed**
Year 15	**Summer**	Maturing mitigation planting will partially filter views of the Proposed Scheme in the middle distance. Near-distance views of the A58 Lily Lane telecommunications site for footpath users, will be partially filtered through maturing mitigation planting. The magnitude of change will remain **low**.	**Minor adverse (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Year 30	**Summer**	The greater maturity of mitigation planting will further filter views of the Proposed Scheme in the middle distance for residents and footpath users. The magnitude of change will reduce to **negligible**.	**Negligible (non-significant)**
	Night-time	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	**Not assessed**
Operation cumulative assessment		There are no developments which will result in cumulative effects.	**No cumulative effects**

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
322-**03**-002	Minor adverse	Not assessed	No cumulative effect	Distant views to construction works will be largely filtered through intervening vegetation. Taller construction elements such as cranes, will be visble above the line of intervening vegetation.
326-**03**-002	Negligible	Not assessed	No cumulative effect	Distant views to construction works will be largely filtered through intervening vegetation and screened by intervening buildings. Construction works will be a small element within the wider view.
326-**03**-007	Minor adverse	Not assessed	No cumulative effect	Distant views to construction works will be partially filtered through intervening vegetation. Construction works will be a small element within the wider view.
327-**02**-004	Negligible	Not assessed	No cumulative effect	Distant views to construction works will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
327-**03**-005	Minor adverse	Not assessed	No cumulative effect	Oblique views to construction works will be visible across only a small proportion of the view. Views will be heavily filtered through intervening canalside vegetation and vegetation within the Hey Brook corridor.
328-**02**-002	Negligible	Not assessed	No cumulative effect	Distant views to construction works will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
328-**02**-006	Minor adverse	Negligible	No cumulative effect	Construction works will be visible across only a small proportion of the view. Views will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.

Non-significantly affected viewpoints: operation phase

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

Viewpoint number	Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative	Justification
	Winter	Night-time	Summer	Night-time	Summer	Night-time		
322-**03**-002	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views to the Proposed Scheme will be largely filtered through intervening vegetation.
324-**03**-001	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views to the Proposed Scheme will be largely filtered through intervening vegetation and will be seen in the context of existing detracting elements within the view.
325-**03**-001	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views to the Proposed Scheme will be largely screened by woodland at Culcheth Linear Park.
326-**02**-001	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect	Views to the Proposed Scheme will be in the context of the existing A580 East Lancashire Road corridor. Lowton cutting will be largely screened by landscape earthworks.
326-**03**-002	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The Proposed Scheme will be a small element within the wider view. Views will be largely filtered through intervening vegetation and screened by intervening buildings.
326-**03**-007	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	The Proposed Scheme will be a small element within the wider view. Views will be largely filtered through intervening vegetation.
326-**02**-011	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	Views to the Proposed Scheme will be in the context of the existing A572 Newton Road corridor and will largely be screened by intervening buildings.
327-**02**-004	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views to the Proposed Scheme will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
327-**03**-005	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Oblique views to the Proposed Scheme will be heavily filtered through intervening canalside vegetation and vegetation within the Hey Brook corridor.
328-**02**-002	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Distant views to the Proposed Scheme will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
328-**02**-004	Minor adverse	Negligible	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect	The Proposed Scheme will be a small element within the wider view. Views will be in the context of the existing WCML and largely filtered through intervening vegetation.
328-**02**-005	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views to the Proposed Scheme will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
328-**02**-006	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect	Views to the Proposed Scheme will be largely screened by intervening WCML infrastructure and filtered through intervening vegetation.
328-**02**-007	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect	The Proposed Scheme will be visible across a small proportion of the view and seen in the context of existing WCML infrastructure. Views will be largely filtered through intervening vegetation.

Part 4: Assessment matrices

4.1 Landscape assessment matrix

4.1.1 Table 4 below summarises the assessment of significance for all of the LCA identified in the Risley to Bamfurlong 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: Risley to Bamfurlong area, Section 11.

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

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Holcroft and Glazebrook Moss Mossland	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Birchwood (Warrington Suburban)	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
Culcheth Suburban	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Culcheth Undulating Enclosed Farmland	Minor adverse	No cumulative effect	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
East Lancashire Road Corridor Lowton Heath to Lately Common Undulating Enclosed Farmland	Minor adverse	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Golborne Suburban	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
Hey Brook to Aspull Common Farmland and Flashes	Moderate adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Pennington Flash and Bickershaw Wetlands and Flashes	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Edge Green to Land Gate Undulating Enclosed Farmland	Minor adverse	No cumulative effect	Minor adverse	Negligible	Negligible	No cumulative effect
Hindley to Crankwood Undulating Enclosed Farmland	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Ashton-in-Makerfield (Wigan Suburban)	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Abram (Wigan Suburban)	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Wigan Flashes Wetlands and Flashes	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 Risley to Bamfurlong 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: Risley to Bamfurlong, Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, light spill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

Table 5: Visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Risley to Bamfurlong 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	
322-**03**-002	View east from adjacent to the former site of Risley Moss observation tower	Minor adverse	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
322-**02**-003	View north-east from Footpath Birchwood 25	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
323-**02**-001	View south from Footpath Culcheth and Glazebury 148	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
323-**02**-002	View south from Footpath Croft 27	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
323-**03**-003	View north-east from Footpath Croft 14a	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
324-**03**-001	View east from Footpath Croft 20	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
324-**03**-002	View west from Footpath Croft 19	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
324-**02**-003	View south-west from Robins Lane, Wigshaw	Major adverse	Not assessed	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
324-**02**-004	View east from Newchurch Old Refectory (also known as Newchurch Old Rectory)	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Minor adverse	Moderate adverse	Minor adverse	Negligible	Negligible	No cumulative effect
324-**02**-005	View east along the existing A574 Warrington Road	Major adverse	Minor adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
325-**03**-001	View south-west from Footpath Culcheth and Glazebury 108	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
325-**03**-002	View east from Footpath Golborne 105/10	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
325-**03**-003	View west from Footpath Golborne 72/10	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
325-**02**-004	View north-east from Footpath Golborne 79/10	Moderate adverse	Minor adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
325-**02**-005	View east from Footpath Golborne 80/10	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	Negligible	Minor adverse	Negligible	No cumulative effect
326-**02**-001	View east from Golborne Footpath 76/10	Major adverse	Moderate adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
326-**03**-002	View east from Footpath Golborne 92/10	Negligible	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
326-**02**-003	View west from Newton Gardens	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
326-**03**-004	View south-west from Footpath Golborne Footpath 63/10	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect

Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
326-**02**-005	View east from Golborne Footpath 45/10	Major adverse	Minor adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
326-**03**-007	View south-west from Pennington Flash Country Park	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
326-**02**-008	View south-west from Brancaster Drive	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
326-**02**-009	View west from Saddletree Fold Farm	Major adverse	Major adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
326-**02**-010	View east from Cabbala Gardens	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
326-**02**-011	View east from the A572 Newton Road	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
326-**02**-012	View west from Slag Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Minor adverse	Major adverse	Negligible	Moderate adverse	Negligible	No cumulative effect
327-**02**-001	View south-east from Golborne Footpath 33/10	Major adverse	Minor adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
327-**03**-002	View west from Footpath Golborne 28/10	Major adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
327-**03**-003	View north-east from Footpath Golborne 30/10	Major adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
327-**02**-004	View north-east from the B5207 Ashton Road	Negligible	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
327-**03**-005	View south-west from the Leeds and Liverpool Canal long distance footpath	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
327-**02**-006	View south from Footpath Ashton-in-Makerfield 25/20	Major adverse	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
327-**03**-008	View south-west from Footpath Golborne 27/10	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
327-**03**-009	View west from Footpath Golborne 31/10	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
328-**03**-001	View south-west from the A573 Wigan Road	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
328-**02**-002	View east from White Lodge Drive, Ashton-in-Makerfield	Negligible	Not assessed	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
328-**03**-003	View south-west from Footpath Ashton-in-Makerfield 22/30	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
328-**02**-004	View south-west from St John's Church, Abram	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect
328-**02**-005	View south-west from Footpath Abram 01/10	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
328-**02**-006	View south from Leeds and Liverpool Canal long distance footpath	Minor adverse	Negligible	No cumulative effect	Negligible	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
328-**02**-007	View south from the A58 Lily Lane	Moderate adverse	Moderate adverse	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect