

## **High Speed Rail (Crewe – Manchester)**

### **Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

#### **Volume 5: Appendix LV-001-0MA06**

#### **Landscape and visual**

Landscape and visual impact assessment and photomontages

MA06: Hulseheath to Manchester Airport

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MA06: Hulseheath to Manchester Airport



Department  
for Transport

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

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# Contents

<b>Part 1: Introduction</b>	<b>3</b>		
1.1 Structure of this appendix	3		
1.2 Landscape character assessment	4		
1.3 Approach to landscape characterisation	4		
1.4 Visual assessment	5		
1.5 Visual receptors	5		
<b>Part 2: Engagement with technical stakeholders</b>	<b>6</b>		
2.1 Introduction			
<b>Part 3: Supplementary Environmental Statement 2</b>	<b>7</b>		
3.1 Visual assessment	9		
332-02-006 view east from the A538 Hale Road	10		
332-02-008 view south-east from Brooks Drive	12		
3.2 SES2 scheme assessment matrices	14		
<b>Part 4: Additional Provision 2 Environmental Statement</b>	<b>15</b>		
4.1 Landscape character assessment	17		
Tatton and Rostherne Wooded Estates and Meres LCA	18		
Ringway Lower Wooded Farmland LCA	22		
River Bollin Broad Urban Fringe Valley LCA	26		
Manchester Airport LCA	30		
Altrincham and Hale Urban Fringe Farmland LCA	34		
4.2 Visual assessment	39		
329-02-002 view north from Footpath Millington 6/2	40		
329-02-007 view north from Cherry Tree Lane	42		
329-02-008 view south-west from Rycroft Farm and Footpath Ashley 1/2	44		
330-02-002 view north from Footpath Rostherne 5/1	46		
330-03-003 view south-west from Footpath Rostherne 5/1	48		
330-02-006 view north from Ashley Road at Birkin Farm	50		
330-02-007 view south-east from Ashley Road at Stock Farm	52		
330-02-009 view south from Ashley Road bridge over the Mid-Cheshire Line	56		
		330-02-011 view south-west from Ashley Road at Ashey Hall	58
		331-02-003 view south from Tanyard Lane	60
		331-02-007 view north from Castle Mill Lane	62
		331-02-013 view north from Castle Mill Lane, west of Thorns Green	64
		331-03-014 view south from Footpath Hale 10	66
		331-03-015 view north-east from Footpath Hale 10	68
		332-03-001 view north-west from Footpath Ringway 13, near Pigleystair Bridge	70
		332-02-003 view west by Yew Tree House on Sunbank Lane	72
		332-02-005 view east from Burnside, Warburton Green	76
		332-02-006 view east from the A538 Hale Road	80
		332-05-007 view west from Runger Lane	84
		332-02-008 view south-east from Brooks Drive	88
		332-02-009 view south from Chapel Lane	94
		332-02-010 view south-east from Bankside	96
		332-04-012 view north from Sunbank Lane	98
		332-02-014 view south-east from Mobberley Road	100
		332-03-015 view east from Footpath Hale 17	102
		332-03-016 view south-west from Footpath Hale 19, to the rear of Shay Lane	104
		332-02-017 view north from Rose Cottage	106
		333-02-001 view east from Davenport Green Hall on Brooks Drive	108
		333-02-003 view south-east from Footpath Hale 26	112
		333-03-009 view south from Davenport Green	116
		333-02-011 view south-east from Shay Lane and Davenport Green	118
		333-02-012 view north-west from Keepers' Cottage, Runger Lane	120
		4.3 AP2 revised scheme assessment matrices	124
		<b>Tables</b>	
		Table 1: SES2 scheme visual assessment matrix summarising the assessment of significance for the viewpoints affected by the SES2 scheme identified in the Hulseheath to Manchester Airport (MA06) community area.	
		Table 2: AP2 revised scheme landscape assessment matrix summarising the assessment of significance for the LCA affected by the AP2 revised scheme identified in the Hulseheath to Manchester Airport (MA06) community area.	
		Table 3: AP2 revised scheme visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Hulseheath to Manchester Airport (MA06) community area.	

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# Part 1: Introduction

## 1.1 Structure of this appendix

- 1.1.1 This document is an appendix to the landscape and visual assessment (LVIA) which forms part of Volume 5 of the Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES) for the Hulseheath to Manchester Airport (MA06) community area.
- 1.1.2 This appendix provides details of changes to the LVIA since the production of the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement (ES)<sup>1</sup> published in 2022 (the main ES) and Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)<sup>2</sup> also published in 2022.
- 1.1.3 This document is comprised of four parts:
- Part 1: introduction;
  - Part 2: a summary of engagement with technical stakeholders;
  - Part 3: the Supplementary Environmental Statement 2; and
  - Part 4: the Additional Provision 2 Environmental Statement.
- 1.1.4 This report should be read in conjunction with the main ES Volume 5, Appendix: LV-001-0MA06 and/or the SES1 and AP1 ES Volume 5, Appendix: LV-001-0MA06.
- 1.1.5 Maps referred to in this appendix are contained in the SES2 and AP2 ES Volume 5, Landscape and visual Map Book. These include:
- Map Series LV-00 – Route-wide Landscape Character Areas (LCA) and National Character Areas;
  - Map Series LV-02 – Landscape Character Areas;
  - Map Series LV-07 – Construction Phase Zone of Theoretical Visibility (ZTV) and Viewpoints;
  - Map Series LV-08 – Operational Phase Zone of Theoretical Visibility (ZTV) and Viewpoints; and
  - Map Series LV-17 – Route-wide Landscape Context.
- 1.1.6 The need for a number of corrections to the contents of the main ES and SES1 and AP1 ES have been identified. These are set out in report: Corrections to Volume 5 of the January 2022 Environmental Statement and the July 2022 Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, see SES2 and AP2 ES Volume 5, Appendix: CT-009-00000.
- 1.1.7 In order to differentiate between the original scheme and the subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in 2022, which was assessed in the main ES;
  - ‘the SES1 scheme’ – the original scheme with any changes described in SES1 that are within the existing powers of the Bill;
  - ‘the AP1 revised scheme’ – the original scheme as amended by SES1 changes and AP1 amendments;
  - ‘the SES2 scheme’ – the original scheme with any changes described in SES1 (submitted in July 2022) and the SES2; and
  - ‘the AP2 revised scheme’ – the original scheme as amended by SES1 and SES2 changes (as relevant) and AP2 amendments.

<sup>1</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Environmental Statement. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

<sup>2</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

## 1.2 Landscape character assessment

1.2.1 This section describes the landscape baseline and assesses the effects on landscape, with reference to the LCA defined for the Hulseheath to Manchester Airport (MA06) community area. A summary of the landscape baseline and significant landscape effects is provided in the SES2 and AP2 ES Volume 2, Hulseheath to Manchester Airport report (MA06). The SES2 and AP2 ES 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.

1.2.2 This section is organised as follows:

- information on each LCA within the area including a description of the landscape (with Ordnance Survey (OS) maps and photography to help illustrate character and patterns of land uses and vegetation of the area), as well as an analysis of the value, susceptibility and sensitivity of each LCA. These are ordered from south to north along the route of the AP2 revised scheme;
- description of future baseline conditions, where relevant; and
- assessment of the effects of the SES2 scheme and/or AP2 revised scheme on the landscape at construction, and at year 1, year 15 and year 30 of operation.

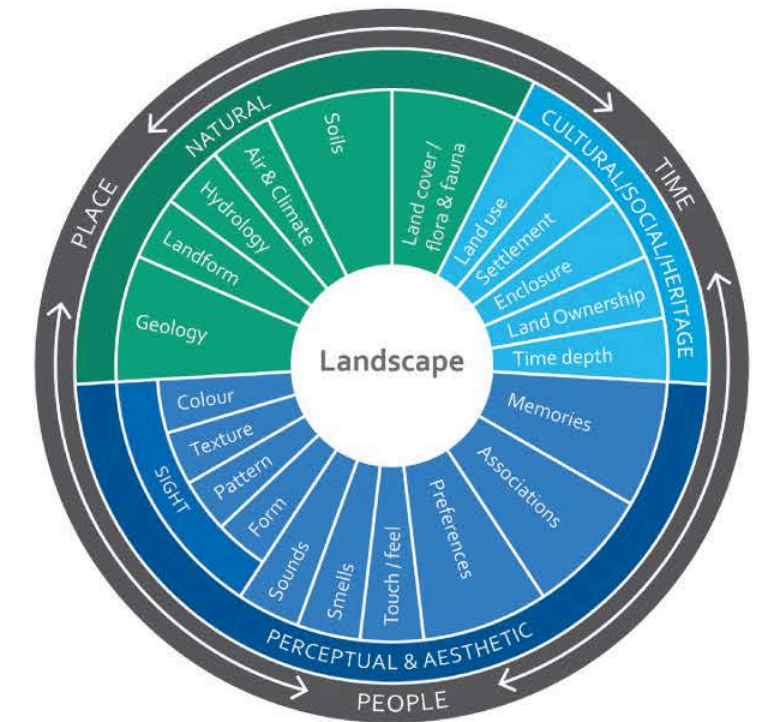
## 1.3 Approach to landscape characterisation

1.3.1 The LCA have been determined as part of an integrated approach to environmental characterisation in collaboration with other environmental topics including historic environment and ecology and biodiversity, with reference to a number of published studies at the national, county and district level. A wide variety of spatially referenced data were also reviewed in developing the landscape characterisation, including existing landscape/townscape characterisations, historic landscape characterisation, Phase 1 Habitat Survey, geological and hydrological data and aerial photography. Such data have also been used, along with field survey, to consider sub-divisions to existing published LCA, where appropriate. These sub-divisions have been made on the basis of scale and for appropriate recording of specific landscape variations and susceptibilities to change resulting from the SES2 scheme and/or AP2 revised scheme.

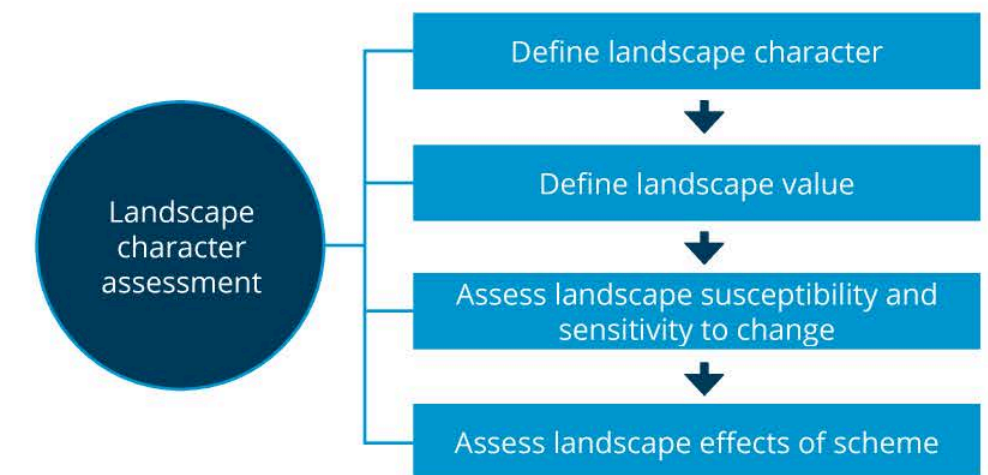
1.3.2 The national landscape character context is illustrated on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-00. The district landscape character types (LCT) of relevance to the Hulseheath to Manchester Airport (MA06) community area are summarised below:

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

1.3.3 Descriptions of the LCA affected by the SES2 scheme and/or AP2 revised scheme identified within the Hulseheath to Manchester Airport (MA06) community area are provided in Part 3 and Part 4. The LCA are shown on the SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-02. A summary description of the LCA most likely to be affected is included in the SES2 and AP2 ES Volume 2, Hulseheath to Manchester Airport report (MA06). The routewide landscape context is presented on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-17, providing an overview of the SES2 scheme/AP2 revised scheme in the context of the LCA.



Above: The elements of landscape. Diagram is based on 'An Approach to Landscape Character Assessment' Natural England, 2014<sup>3</sup>

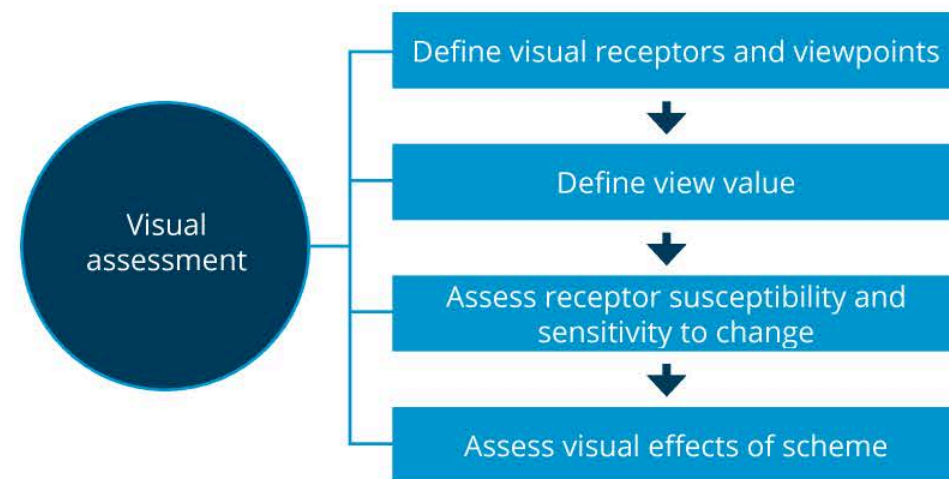


Above: The landscape assessment process

<sup>3</sup> Natural England (2014), *An Approach to Landscape Character Assessment*. Available on line at: <https://www.gov.uk/government/publications/landscape-character-assessments-identify-and-describe-landscape-types>.

## 1.4 Visual assessment

- 1.4.1 Descriptions of the identified viewpoints are provided in this section. The viewpoints are shown on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-07 (construction) and Map Series 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.
- 1.4.2 The assessment considers the value of the view and the susceptibility of the viewer to the SES2 scheme and/or AP2 revised scheme, and the overall sensitivity of the visual receptors.

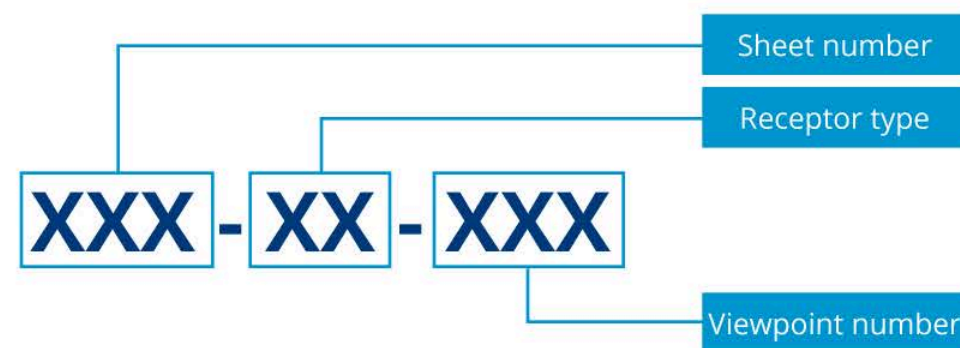


Above: The visual assessment process

- 1.4.3 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 SES2 and AP2 ES Volume 2, Hulseheath to Manchester Airport report (MA06).
- 1.4.4 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors no appropriate or accessible location from which to capture representative photographs of the view was available, therefore no photograph has been included and the assessment has been undertaken based on professional judgement.
- 1.4.5 All photography included within this document has been taken in accordance with the methodology set out within the Technical Note - Approach to photography contained within the Environmental Impact Assessment Scope and Methodology Report (SMR)<sup>4</sup> (see Volume 5, Appendix: CT-001-00001 of the main ES).
- 1.4.6 Photomontages have also been included for relevant viewpoints. All photography associated with photomontages is verifiable and has been taken in accordance with the Technical Note - Approach to verifiable photomontages, contained within the SMR (see Volume 5, Appendix: CT-001-00001 in the main ES). All verifiable photography includes additional image specification and data information.

## 1.5 Visual receptors

- 1.5.1 The number on each viewpoint identifies the viewpoint locations which are shown on SES2 and AP2 ES Volume 5, Landscape and visual Map Book: Map Series LV-07 (construction) and Map Series LV-08 (operation). The following numbering convention is used:



Above: Viewpoint numbering convention used for HS2 Phase 2b

- 1.5.2 In each case, the middle number (xxx.xx.xxx) identifies the type of receptor represented, as described below (with more detail in the SMR of the main ES):
01. Protected views – these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities, county councils or other relevant stakeholders. People enjoying protected views have a high susceptibility to change;
02. Residential views – residents have a high susceptibility to changes in their views, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas);
03. Recreational views – these receptors generally have a high susceptibility to changes in their views, as attention is focused on the enjoyment of the landscape. Receptors engaged in activities whereby attention is focused on the surrounding landscape also have a high susceptibility to changes in their views;
04. Transport views – travel through an area is often the means by which the greatest number of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people traveling through an area on main roads have a low susceptibility to changes in their views, while those on scenic routes have a medium susceptibility. People travelling through urban areas in vehicles have a low susceptibility to changes in their views although in residential areas this increases to medium;
05. Hotels and healthcare institutions – people staying in hotels or healthcare institutions and schools have periods of time where their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium susceptibility to changes in their views; and
06. Employment – people at work and within educational institutions (other than residential educational facilities) are the least susceptible receptors, as their attention is likely to be focused on their work activity. These receptors have a low susceptibility to changes in their views.
- 1.5.3 Night-time visual survey and assessments have only been undertaken where continuous working during construction or additional lighting in operation has the potential to result in significant effects on residential and certain recreational receptors. Further detail is set out within the Technical Note - Approach to night-time assessment, contained within the SMR of the main ES.

<sup>4</sup> High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Environmental Statement, Environmental Impact Assessment Scope and Methodology Report, Volume 5, Appendix: CT-001-00001: <https://www.gov.uk/government/collections/cross-topic-technical-appendices-for-high-speed-rail-crewe-manchester-environmental-statement>.



## Part 2: Engagement with technical stakeholders

### 2.1 Introduction

- 2.1.1 It has not been possible to discuss relevant LCA and viewpoints with local authorities. However, there will be further engagement with local authorities regarding this matter during the passage of the Bill.

## **Part 3: Supplementary Environmental Statement 2**

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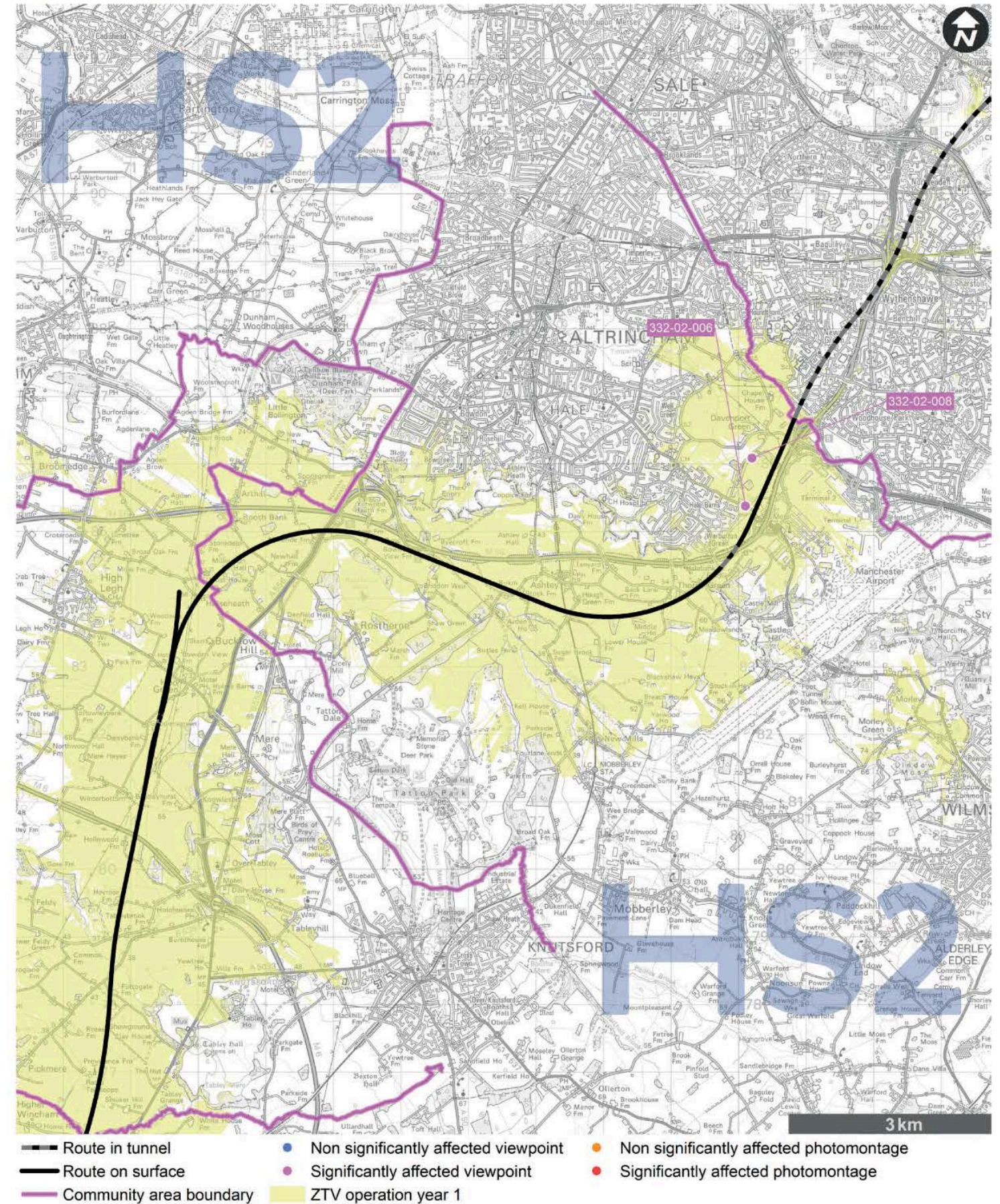
### 3.1 Visual assessment

## Overview of viewpoints and photomontages in the community area affected by SES2 changes

### Construction phase

Construction phase not assessed for SES2

### Operation phase



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

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

## Winter view (baseline)

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

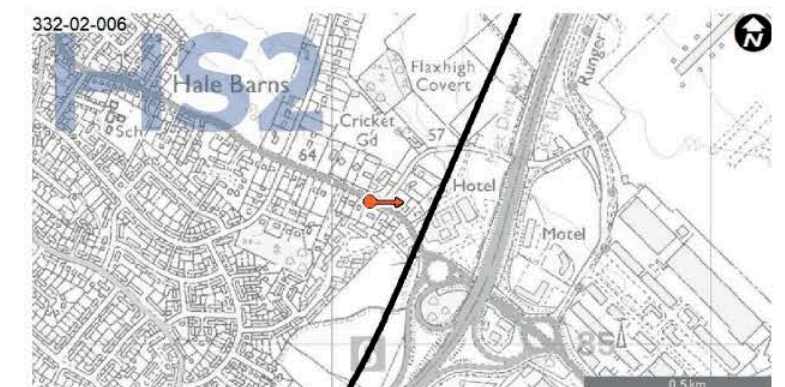


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380100.76, 385376.91	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including a tree-lined, suburban road and housing.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the SES2 scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the SES2 scheme. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	Viewpoint not assessed at SES2 during construction.	Not assessed
	<b>Construction night-time</b>	Viewpoint not assessed at SES2 during construction.	Not assessed
	<b>Construction cumulative</b>	Viewpoint not assessed at SES2 during construction.	Not assessed
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to uninterrupted, near-distance views of the A538 Hale Road service roads (north and south) and A538 Hale Road realignment due to the loss of garden and roadside vegetation. In addition, the demolition of houses would allow open views of the A538 Hale Road overbridge (south) and the car parks at the southern end of Manchester Airport High Speed station. At year 1, the design change Modifications to car park roofs and forecourts at Manchester Airport High Speed Station (SES2-006-002), will slightly change the visual effect at this viewpoint as the overall height of the Manchester Airport High Speed station west and east car parks will have been raised to accommodate an additional level of car parking on the roof for the car park. However, the scale of the change will be barely perceptible when viewed in the context of other large-scale infrastructure elements associated with the HS2 route. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess the continuous operational lighting associated with the station building and car parking as this would be largely screened from view. At night-time, the additional lighting to the roof car parking as a result of the design change, will contribute to background skyglow but will be barely discernible in the context of existing light sources within the near and middle distance of the view. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The design change will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the continued visibility of traffic using the A538 Hale Road service roads (north and south) and A538 Hale Road realignment partly filtered by mitigation planting, but the full screening effect of the trees and mature garden vegetation removed from residential gardens during construction would not be restored. At year 15, the design change will slightly alter the visual effect at this viewpoint as the increased height of the Manchester Airport High Speed station west and east car parks, will remain visible in much of the view from A538 Hale Road, above the line of intervening mitigation planting. However, the scale of the change will be barely perceptible when viewed in the context of other large-scale infrastructure elements associated with the HS2 route. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess the continuous operational lighting associated with the station building and car parking as this would be largely screened from view. At night-time, the additional lighting to the roof car parking as a result of the design change, will contribute to background skyglow but will be barely discernible in the context of existing light sources within the near and middle distance of the view. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The design change will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to effects remaining similar to those reported at year 15. At year 30, the design change will slightly change the visual effect at this viewpoint, however, the increase in the height of the car park buildings will be barely perceptible when viewed in the context of other large-scale infrastructure elements associated with the HS2 route. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess the continuous operational lighting associated with the station building and car parking as this would be largely screened from view. At night-time, the additional lighting to the roof car parking as a result of the design change, will contribute to background skyglow but will be barely discernible in the context of existing light sources within the near and middle distance of the view. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The design change will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

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

This viewpoint is representative of views experienced by residents of Brooks Drive and users of Footpath Hale 16.

## Winter view (baseline)

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

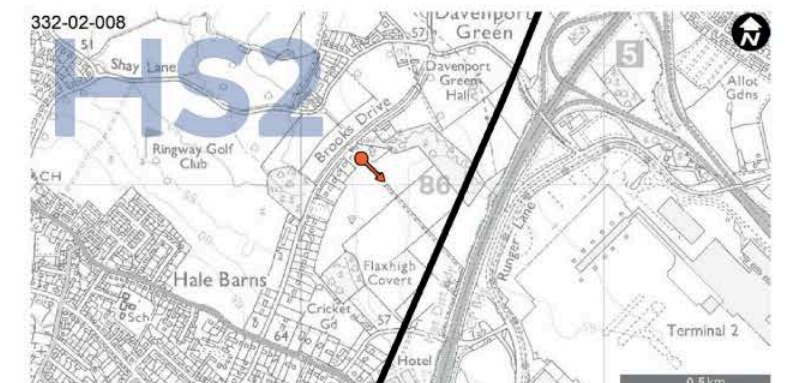


## Summer view (baseline)

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



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens
<b>Approximate GPS co-ordinates ref.</b>	380199.58, 386086.42
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including pasture, hedgerows, woodland, a gantry on the M56 and airport hotels.
<b>Susceptibility of the receptor to the change arising from the SES2 scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents and footpath users 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 SES2 scheme.
	<b>Sensitivity of the receptor:</b> <b>High</b>



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		Viewpoint not assessed at SES2 during construction.	Not assessed
	<b>Construction night-time</b>	Viewpoint not assessed at SES2 during construction.	Not assessed
	<b>Construction cumulative</b>	Viewpoint not assessed at SES2 during construction.	Not assessed
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to changes to views as a result of the introduction of Manchester Airport High Speed station car parks and access road (west), cars and buses at the transport interchange and Manchester Airport High Speed station which would be visible in the middle-distance in views from dwellings on Brooks Drive beyond the intervening woodland habitat creation. At year 1, the design change Modifications to car park roofs and forecourts at Manchester Airport High Speed Station (SES2-006-002), will slightly change the visual effect at this viewpoint as the height of the Manchester Airport High Speed station west and east car parks will increase to accommodate an additional level of car parking on the roof. However, the scale of the change will be barely perceptible when viewed in the context of other large-scale infrastructure elements associated with the HS2 route. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the presence of lighting along the elevated Manchester Airport High Speed station access road (west), on the western forecourt and within the station building and car parks which would introduce a wide area of illumination across a currently relatively dark middle distance. At year 1, the design change will slightly change the night-time effect at this viewpoint due to the introduction of external downlighting associated with the provision of open car parking on the roof of the Manchester Airport High Speed station west and east car parks. This will increase the amount of lighting visible at night from Brooks Drive, with potential views of the luminaires through the louvered external cladding and the addition of skyglow generated from the open car parking deck. These new light sources would be viewed in the context of lighting associated with the HS2 route. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect as a result of the presence of maturing woodland habitat creation providing an effective visual screen for residents along Brookes Drive and from the PRow. However, views from some properties, where existing views are open, will change from views of farmland to woodland. At year 15, the design change will slightly change the visual effect at this viewpoint. Maturing woodland habitat creation will partially filter views of the increased height of the car park. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing woodland habitat creation which would partially screen the lighting along the elevated access road to the Manchester Airport High Speed station and on the station forecourt. However, lighting within the elevated station and car parks would remain visible across the relatively dark middle distance. At year 15, lighting associated with the design change will be partially filtered through intervening and maturing mitigation planting. The design change will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect due to further growth of woodland mitigation planting which would largely screen views of the original scheme. At year 30, the design change will not change the visual effect at this viewpoint. Maturing woodland habitat creation will effectively screen the increased height of car park. The design change will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. The would be due to the further maturing of mitigation planting which would largely screen the lighting along the elevated access road and station forecourt and in Manchester Airport High Speed station, and car parks roof lighting. At year 30, lighting associated with the design change will largely be screened by intervening and maturing mitigation planting. The design change will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.		No cumulative effect



## 3.2 SES2 scheme assessment matrices

### SES2 scheme visual assessment matrix

3.2.1 Table 1 below summarises the assessment of significance for all the representative viewpoints assessed as part of SES2 scheme in the Hulseheath to Manchester Airport area report (MA06). These are ordered from south to north along the route of the SES2 scheme. The assessment of significant effects is presented in SES2 and AP2 ES Volume 2, Hulseheath to Manchester Airport report (MA06), Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

**Table 1: SES2 scheme visual assessment matrix summarising the assessment of significance for the viewpoints affected by the SES2 scheme identified in the Hulseheath to Manchester Airport (MA06) community area.**

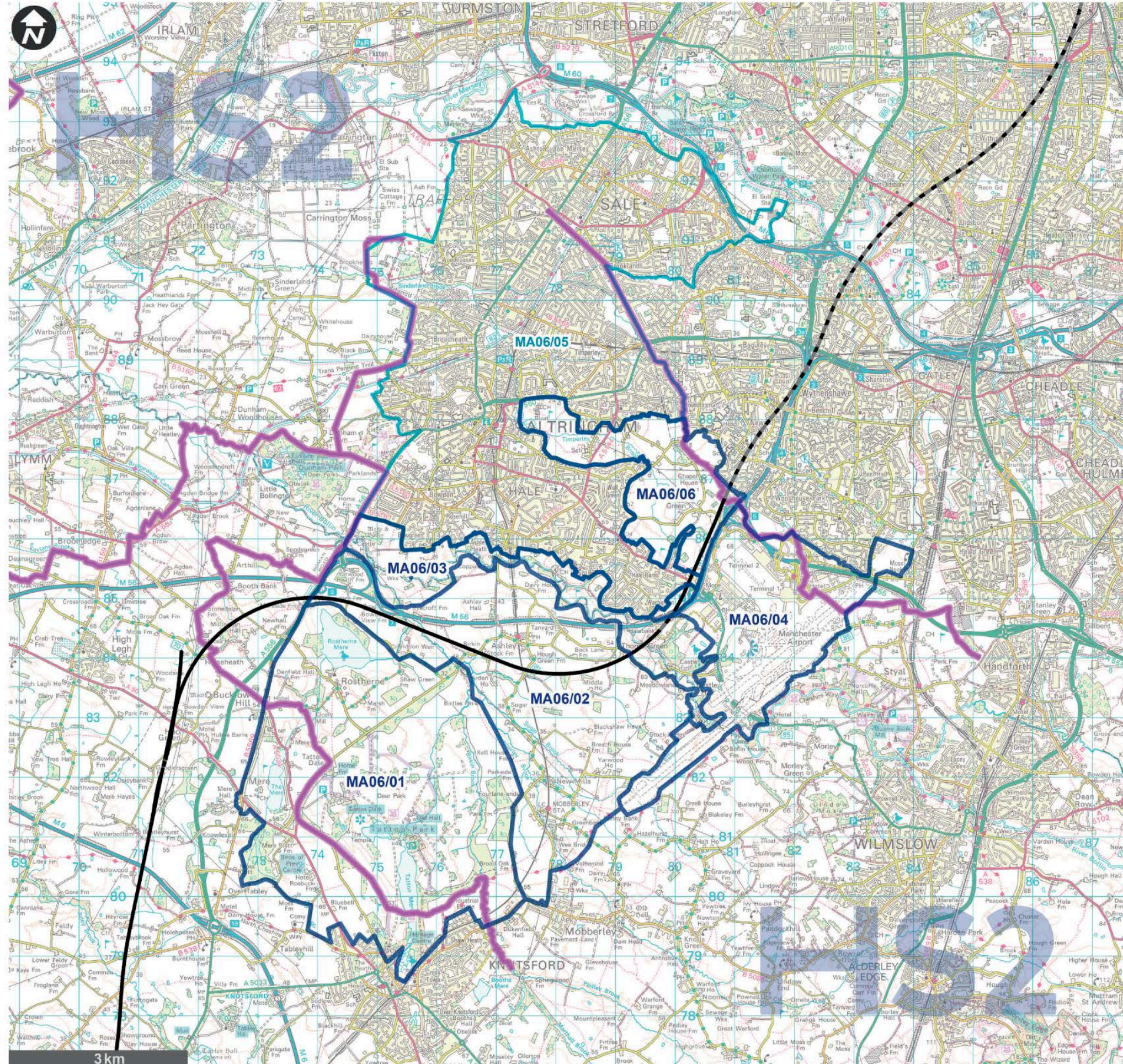
Viewpoints		Construction			Operation year 1 (2038)		Operation year 15 (2053)		Operation year 30 (2068)		Operation cumulative
		Winter	Night-time	Cumulative	Winter	Night-time	Summer	Night-time	Summer	Night-time	
332-02-006	View east from the A538 Hale Road	Not assessed	Not assessed	Not assessed	Major adverse	Negligible	Major adverse	Negligible	Major adverse	Negligible	No cumulative effect
332-02-008	View south-east from Brooks Drive	Not assessed	Not assessed	Not assessed	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	No cumulative effect

## **Part 4: Additional Provision 2 Environmental Statement**

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## 4.1 Landscape character assessment

### Overview of landscape character areas within MA06 affected by AP2 amendments



- Landscape character areas assessed as part of AP2 and in the main ES
- MA06/01 - Tatton and Rostherne Wooded Estates and Meres
  - MA06/02 - Ringway Lower Wooded Farmland
  - MA06/03 - River Bollin Broad Urban Fringe Valley
  - MA06/04 - Manchester Airport
  - MA06/06 - Altrincham and Hale Urban Fringe Farmland
- Landscape character areas assessed in the main ES only
- MA06/05 - Altrincham and Hale Suburban

# Tatton and Rostherne Wooded Estates and Meres LCA

## Landscape character baseline description

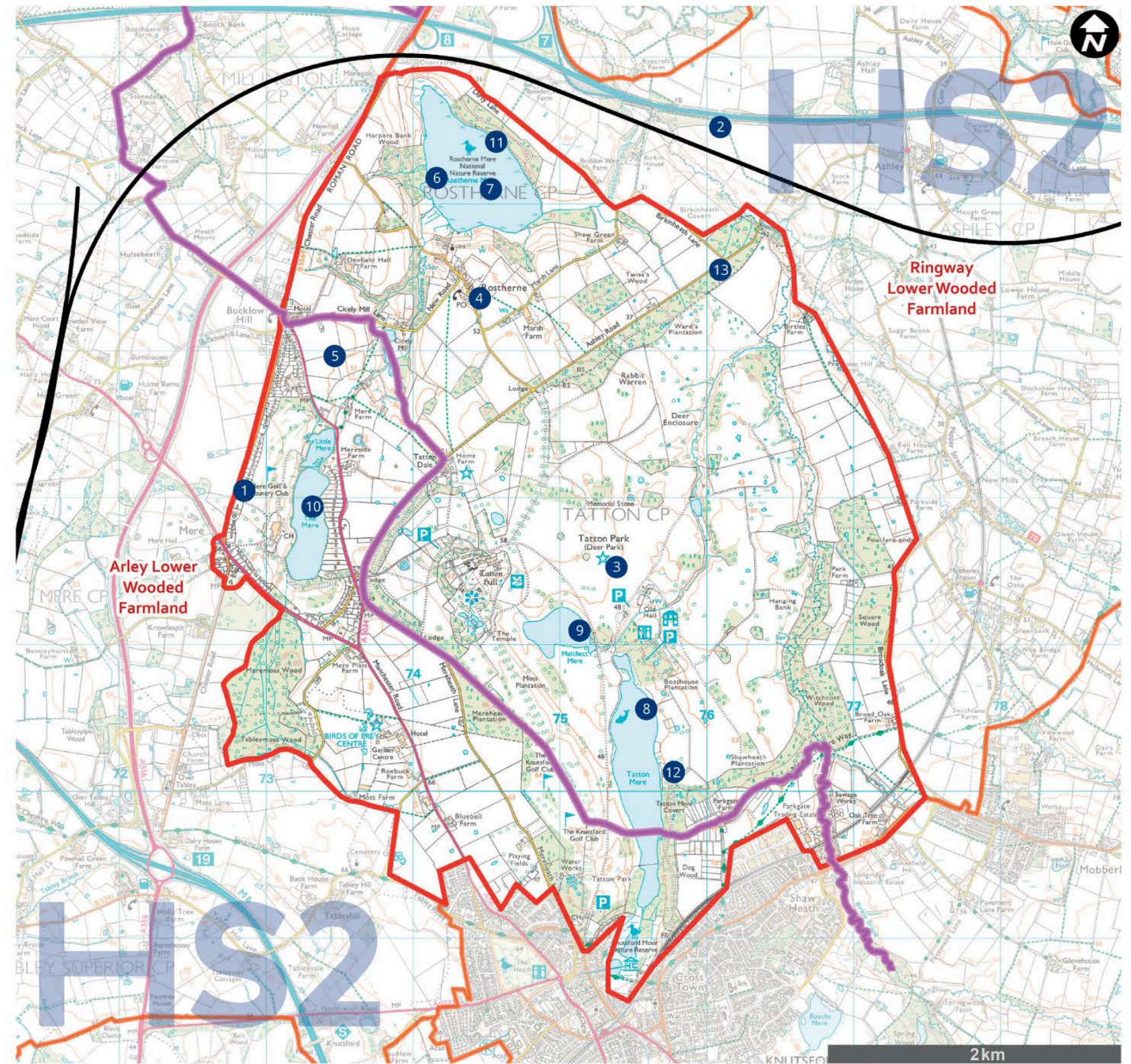
This LCA lies between Knutsford in the south, the B5569 Chester Road in the west, the M56 in the north and Mobberley in the east.

The Tatton and Rostherne Wooded Estates and Meres LCA comprises the Tatton Park estate, the settlements of Rostherne, Mere and Bucklow Hill, and the Rostherne Mere National Nature Reserve. The defining characteristics of the LCA are the 18th century wooded parkland and gardens of Tatton Park and the many meres including Rostherne Mere and Tatton Mere, all important habitats for wintering wildfowl. Tatton Park has been a deer park since 1290 and designers such as Humphry Repton and Joseph Paxton worked on the designed landscape. Extensive woodland in and around Tatton Park and Rostherne creates a sense of enclosure, but there are long-distance views from the high point in the deer park towards Manchester Airport and the Peak District. Much of the area is farmland, with small-medium sized fields bordered by hedgerows with mature trees. There is ancient woodland at Harper's Bank Wood, Mere Covert, Shaw Green Wood and Birkinheath Covert. The estate village of Rostherne, a conservation area, has a secluded feel due to the surrounding undulating topography and woodland. The PRow network is fragmented, but there are recreational routes within Tatton Park open to visitors. National cycle route 70 runs through the area, linking Bucklow Hill and Ashley. The area feels fairly tranquil, with few through roads, but these can be busy at times. Noise from the M56 and A556 Chester Road and planes using Manchester Airport is evident in parts of the LCA. The night sky is not dark, due to street lighting in Knutsford and Greater Manchester but the LCA is largely unlit.



### Key landscape characteristics

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



- AP2 revised scheme
- LCA boundary
- Community Area Boundary
- 1 B5569 Chester Road
- 2 M56
- 3 Tatton Park
- 4 Rostherne
- 5 Bucklow Hill
- 6 Rostherne Mere National Nature Reserve
- 7 Rostherne Mere
- 8 Tatton Mere
- 9 Melchett Mere
- 10 The Mere
- 11 Harper's Bank Wood
- 12 Tatton Mere Covert
- 13 Birkinheath Covert

## Key landscape value attributes

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



### Landcover, flora and fauna

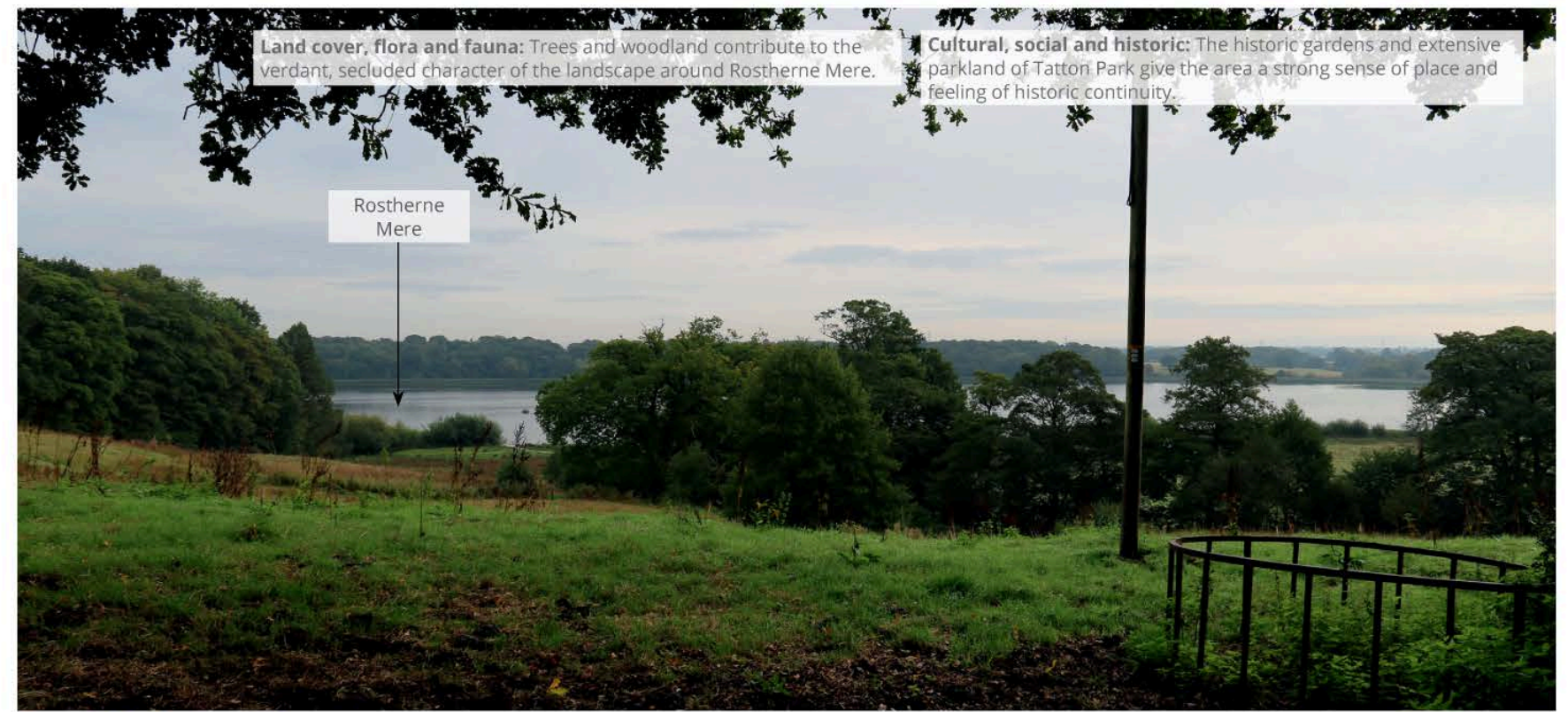
The LCA provides a rich habitat for wildlife with extensive bodies of open water, the Tatton Park deer park and substantial areas of pasture and woodland. The formal gardens include a walled kitchen garden, Japanese garden, maze and glasshouses which give visitors an impression of how the gardens would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



### Cultural, social and historic

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

## Key landscape characteristics susceptible to the AP2 revised scheme



### Overall landscape value

The landscape history of Tatton Park and its extensive avenues, woodland belts and pastures contribute to overall cultural and scenic value. The Tatton Mere SSSI, Rostherne Mere National Nature Reserve and the wooded landscape around the village of Rostherne contribute to the high land cover values. The noise of traffic on the M56 and A556 Chester Road and planes using Manchester Airport detract from the tranquillity of the area. The value of this LCA is **high** given the above.

### Overall landscape susceptibility

The predominance of woodland (some ancient) throughout the LCA and the historic landscape and buildings of Tatton Park and Rostherne give the area a secluded, verdant and strong sense of history. The landscape has a **high** susceptibility to change resulting from the AP2 revised scheme.

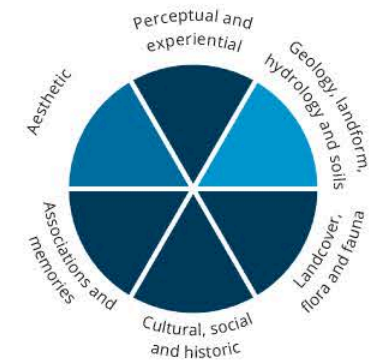
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the AP2 revised scheme.

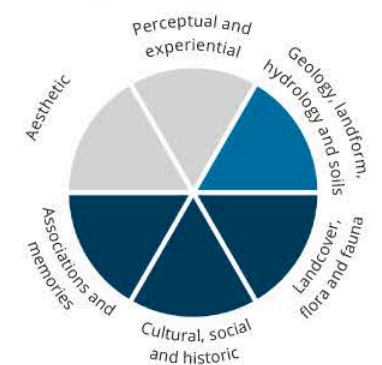
### Overall landscape sensitivity

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

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The main ES reported a **minor** adverse (non-significant) effect. This would be due to the indirect effects resulting from the presence of construction activity, machinery and satellite compounds in the rural landscape outside the LCA, but close to Rostherne Mere and the northern boundary of Tatton Park. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Rycroft Covert LWS (AP2-006-006), will change the landscape effect on this LCA, as it will result in a direct impact on Tatton Park which is a Grade II\* registered park and garden. An area of woodland habitat creation will be planted on farmland, at the northern end of the park to compensate for the loss of woodland at Birkin Brook Lodge. The activity required for the implementation of the planting scheme will not be untypical of the type of activity that takes place in the rural landscape and will be screened from the majority of Tatton Park by intervening tree belts. The amendment will therefore give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 1

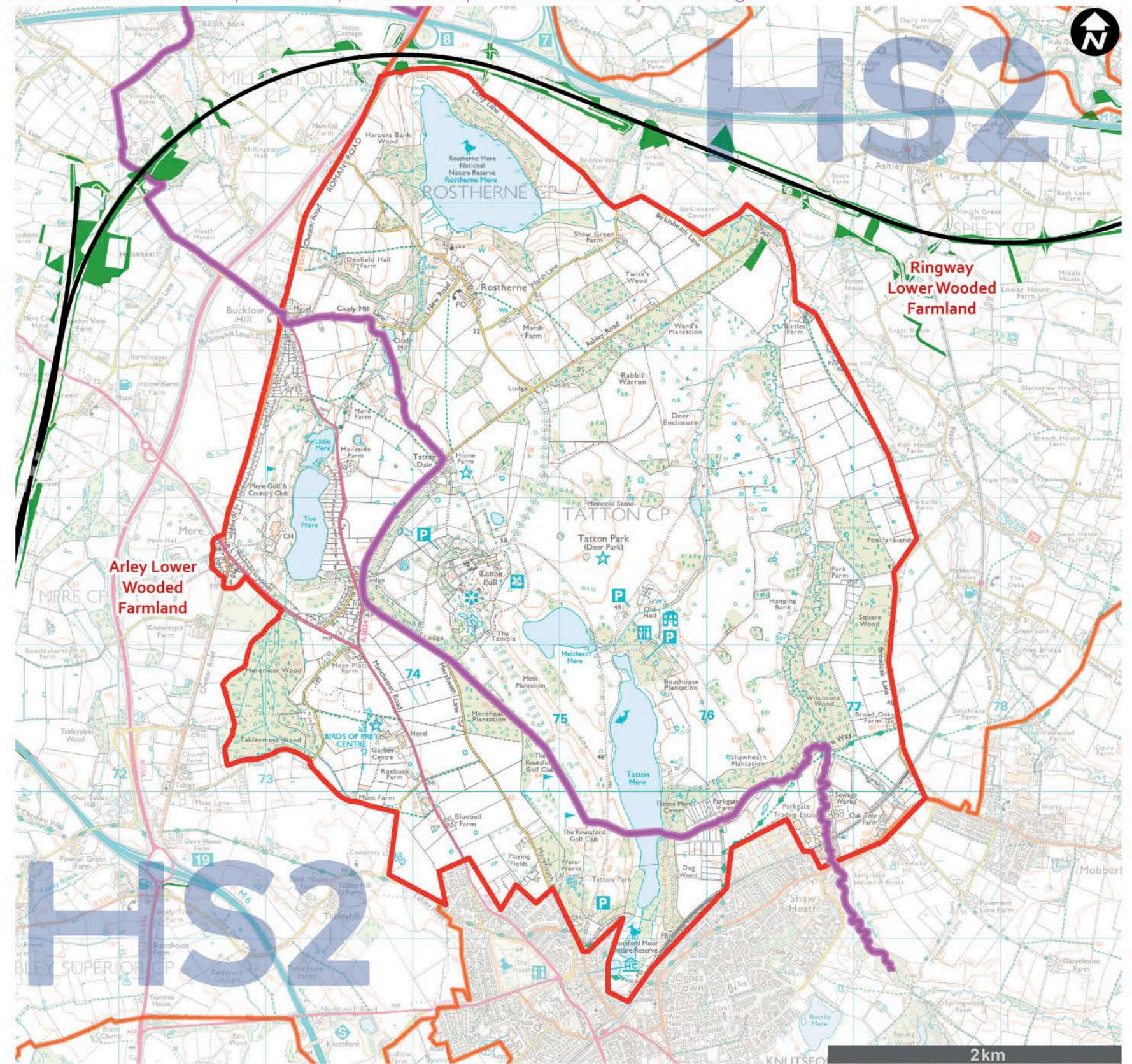
The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to the introduction of moving trains and overhead line equipment on embankments and viaduct and the Rostherne box structure into the rural landscape north of the LCA. Views of the HS2 route from Tatton Park would be filtered by intervening vegetation. At year 1, the amendment, will change the landscape effect on this LCA as it will result in a direct impact on Tatton Park, with the introduction of a new woodland belt into the farmed landscape adjacent to Ward's Plantation, which runs along the north-western boundary of the park. The new woodland belt is arranged in a rectangular shape which is not characteristic of the historic pattern of the Tatton Park landscape where over the last 300 years, the parkland has been planted with irregularly shaped tree clumps and woodland belts in pasture. The amendment will diminish one of the defining characteristics of the LCA, the 18<sup>th</sup> century wooded parkland and gardens of Tatton Park. The immature planting and associated fencing, stakes and ties will be screened from the majority of Tatton Park by intervening tree belts. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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

### Operation year 15

The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to the continued indirect effects on the landscape setting of the northern boundary of the LCA. Maturing woodland habitat creation and landscape mitigation planting (partly on landscape earthworks) along the HS2 route would strengthen the existing wooded character of the area and assist in the integration of the original scheme into the landscape but train movements and overhead line equipment would remain apparent in the northern part of the LCA. At year 15, the amendment will change the landscape effect on this LCA, as the growth of the rectangular-shaped woodland belt will make it a more noticeable and increasingly uncharacteristic feature in the Tatton Park landscape. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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



### Operation year 30

The main ES reported a **negligible** magnitude of change and **negligible** (non-significant) effect. This would be due to the further maturing of the woodland habitat creation and landscape mitigation planting along the HS2 route largely screening the original scheme from the LCA. At year 30, the amendment will change the landscape effect on this LCA, as further growth will soften the outline of the woodland belt but it will remain an uncharacteristic addition to the historic parkland landscape. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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

### Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.



# Ringway Lower Wooded Farmland LCA

## Landscape character baseline description

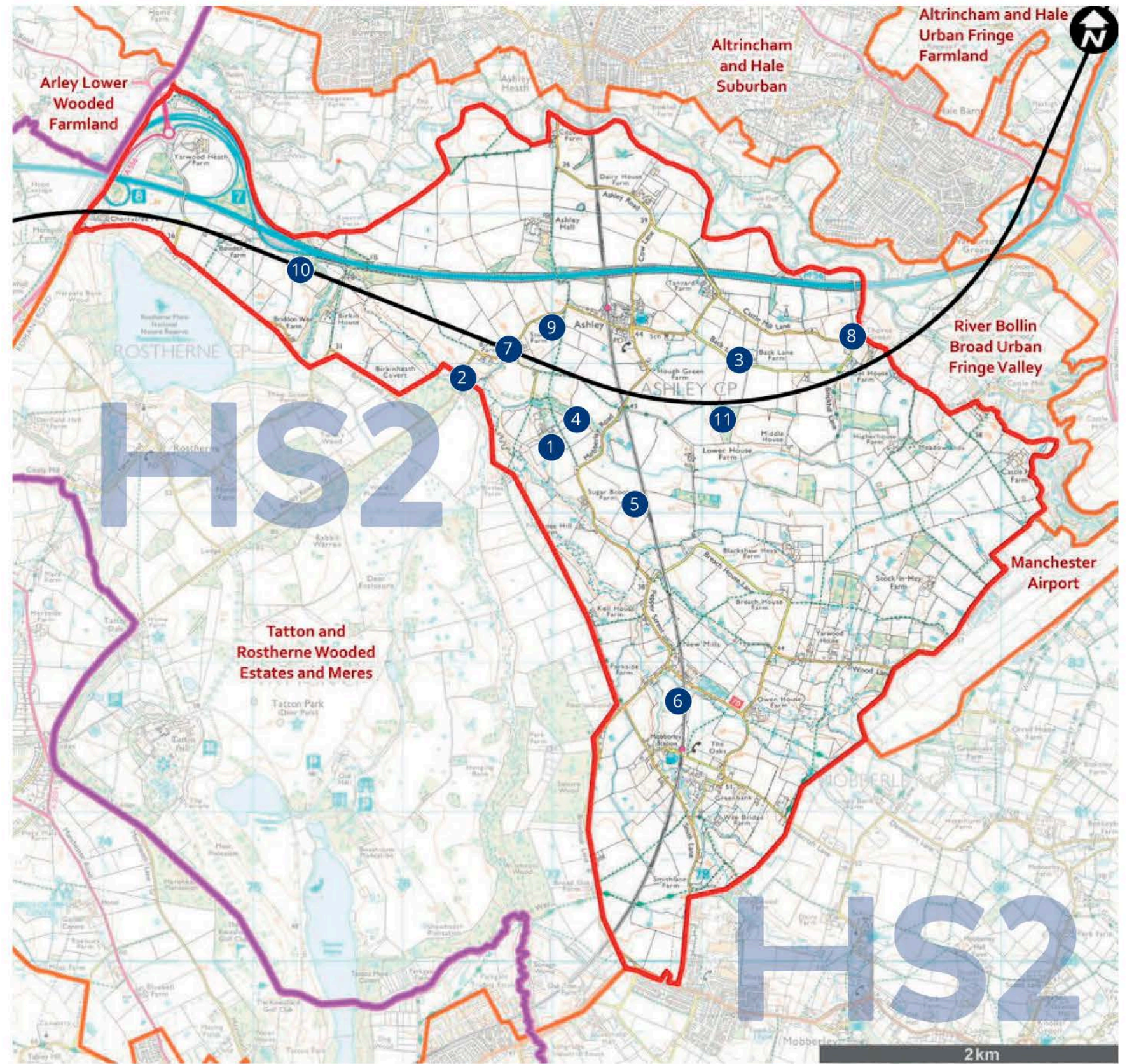
This LCA lies between Tatton Park, the River Bollin and Manchester Airport. It has retained its rural character, despite the presence of transport infrastructure including Manchester Airport, the Mid-Cheshire Railway Line and the M56.

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



### Key landscape characteristics

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



- AP2 revised scheme
- LCA boundary
- Community area boundary
- 1 Arden House
- 2 Birkinheath Lane
- 3 Back Lane
- 4 Woodland at Arden House
- 5 Mid-Cheshire Line railway
- 6 New Mills
- 7 Stock Farm
- 8 Thorns Green
- 9 Ashley Cricket Club
- 10 Ryecroft Covert
- 11 Ecclesfield Wood

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## Key landscape value attributes

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



### Landcover, flora and fauna

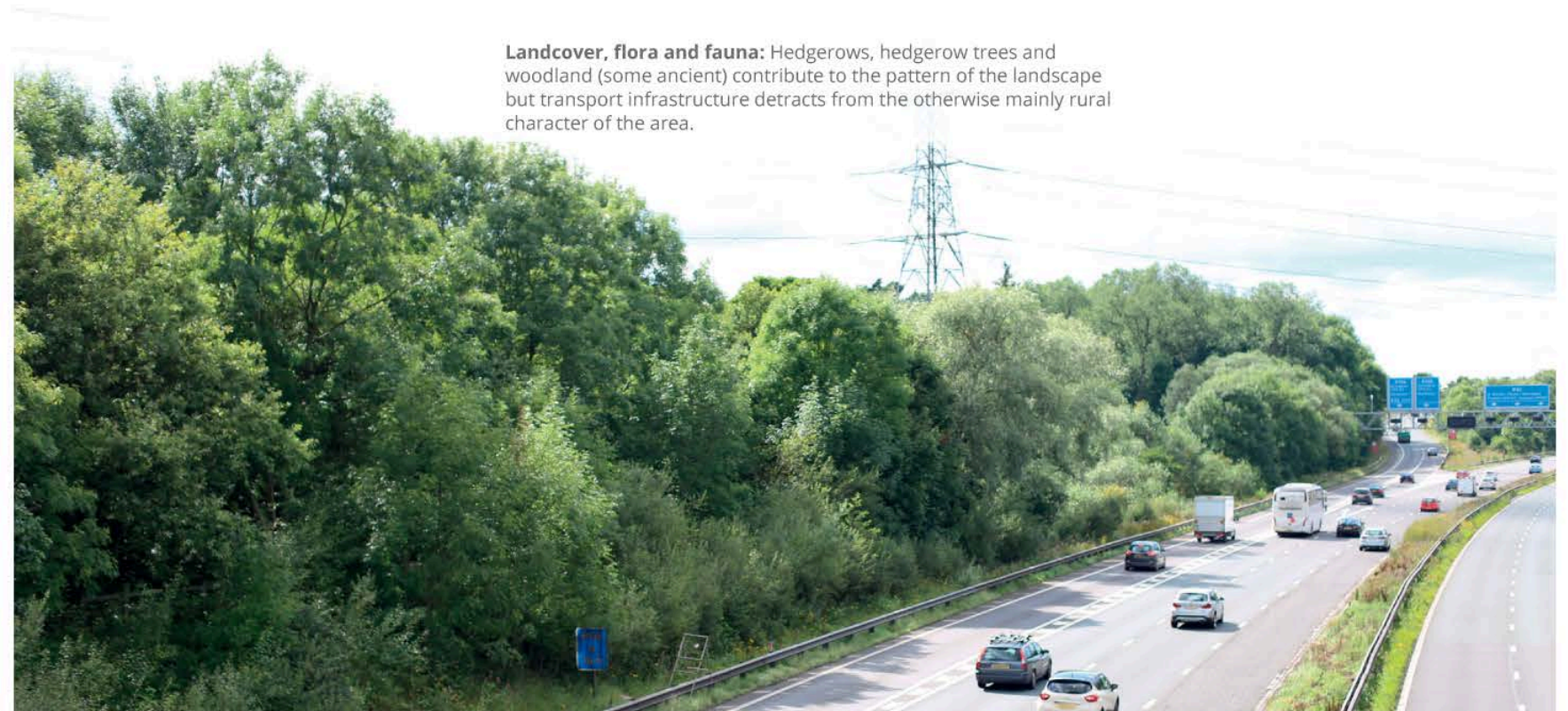
The predominant land use is agricultural, with a mix of arable and pastureland, divided into medium-scale fields, although in the northern part of the LCA, hedgerow removal has resulted in larger fields. Fields are primarily divided by hedgerows, but in places these have been replaced with post and wire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



### Perceptual and experiential

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

## Key landscape characteristics susceptible to the AP2 revised scheme



**Landcover, flora and fauna:** Hedgerows, hedgerow trees and woodland (some ancient) contribute to the pattern of the landscape but transport infrastructure detracts from the otherwise mainly rural character of the area.

### Overall landscape value

The farmland, woodland, hedgerows and tree-lined streams contribute to the rural and secluded character of much of the LCA. However, the M56 and nearby Manchester Airport detract from this character in the northern part. Ancient woodland and pockets of woodland throughout the LCA provide important habitats. There is fragmentation of the historic landscape pattern however due to agricultural intensification, which has resulted in the loss of hedgerows, and from the severance caused by the M56 including its junctions 7 and 8. There is an extensive footpath network in the LCA and the local roads, although busy, are popular with cyclists travelling to the countryside from Greater Manchester. The value of this LCA is **medium** given the above.

### Overall landscape susceptibility

The gently undulating terrain, secluded feel, largely intact pattern of hedgerows, tree-lined watercourses and detracting transport infrastructure impart a **medium - high** susceptibility to change arising from the AP2 revised scheme.

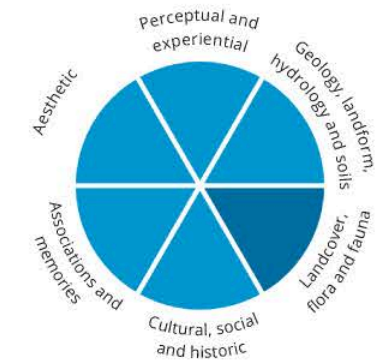
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the AP2 revised scheme.

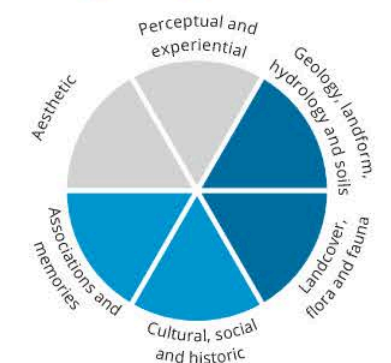
### Overall landscape sensitivity

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

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The main ES reported a **major** adverse (significant) effect. This would be due to the introduction of construction activity, machinery and satellite compounds into a predominantly rural landscape, diversions and closures of the PRoW network and a reduction in tranquillity throughout the LCA. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the landscape effect on this LCA because the amendment will result in an increase in the area required for construction in the LCA. There will also be a substantial increase in the area required for construction in the adjoining River Bollin Broad Urban Fringe Valley LCA and Manchester Airport LCA. The direct effects of the amendment will arise from the construction of the Thorns Green Farm accommodation offline overbridge and construction activity along the M56 corridor. However, the amendment will be inconspicuous in the context of the large-scale construction works taking place in the LCA associated with the HS2 route. The LCA will also be indirectly affected by the widening of the M56 River Bollin underbridge and the construction of the M56 junction 6 northbound exit slip road and M56 junction 6 westbound access slip road which will further reduce tranquillity in a small part of this LCA. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 1

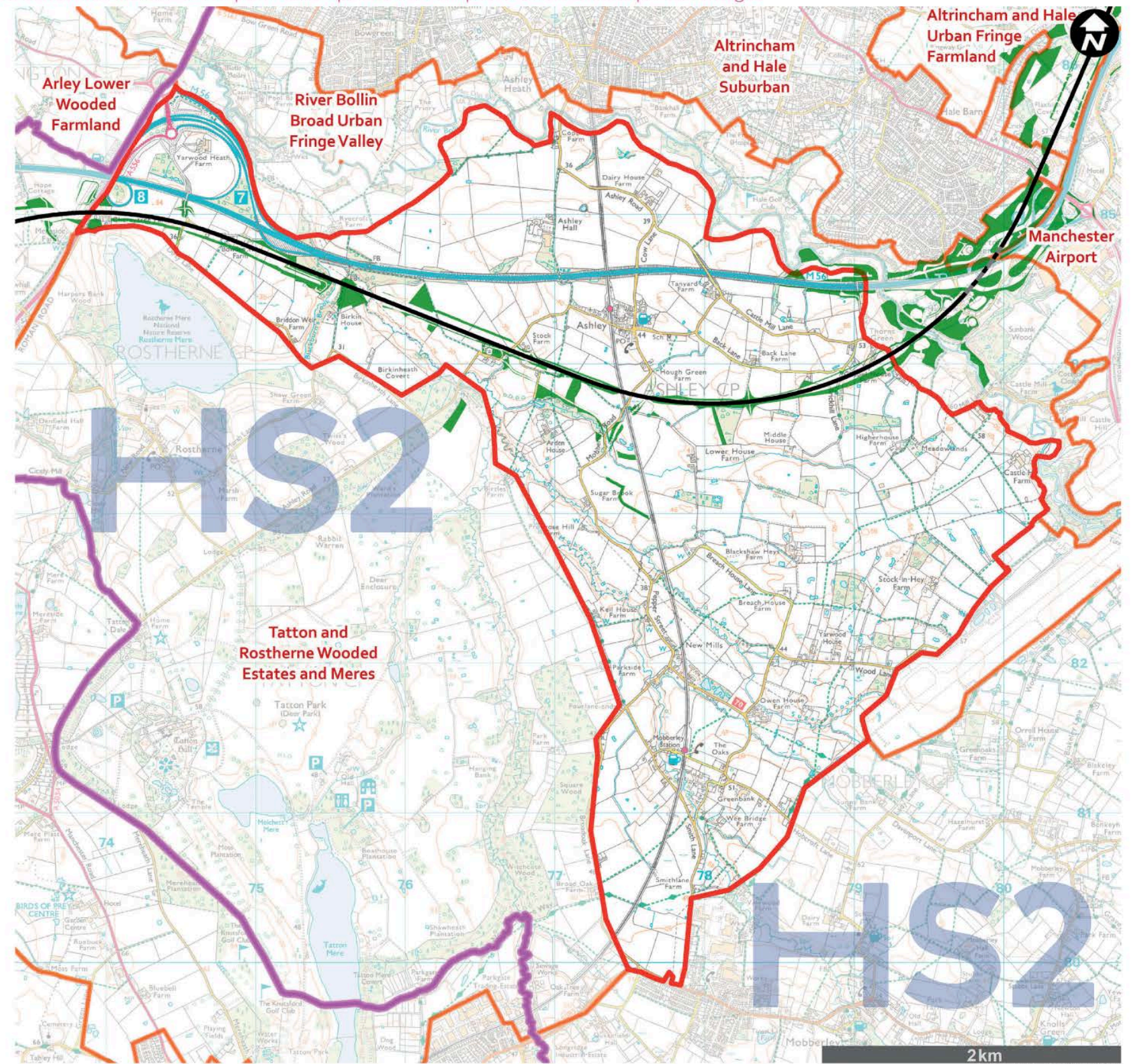
The main ES reported a **major** adverse (significant) effect. This would be due to the introduction of large-scale infrastructure including the Rostherne embankment and box structure, Blackburn's Brook North Viaduct, Mid-Cheshire (Railway) and Mobberley Road Viaduct, Mobberley Road offline overbridge, Thorns Green embankment, Castle Mill Lane overbridge and Brickhill Lane diversion into the rural landscape and a loss of characteristic landscape features including farmland, trees and hedgerows. At year 1, the amendment will slightly change the landscape effect on this LCA. The Thorns Green Farm accommodation offline overbridge will be a new structure in the landscape, but not uncharacteristic of the LCA where farm overbridges are a common feature. The loss of vegetation along the M56 corridor during construction, as a result of the amendment, will increase the prominence of the M56 and open up views of the widened M56 River Bollin underbridge, the M56 junction 6 northbound exit slip road and M56 junction 6 westbound access slip road in the adjoining River Bollin Broad Urban Fringe Valley LCA. A small proportion of the Ringway Lower Wooded Farmland LCA will also be affected. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 15

The main ES reported a **major** adverse (significant) effect. This would be due to the continued presence of large-scale infrastructure in the LCA, despite maturing mitigation planting partly integrating the original scheme into the landscape. At year 15, the amendment will slightly change the landscape effect on this LCA. Maturing landscape mitigation planting along both sides of the M56 and woodland habitat creation along the northern side of the motorway will restore the tree-lined character of the road corridor and reduce its prominence in the landscape. Landscape mitigation planting and new hedgerow will help integrate the Thorns Green Farm accommodation offline overbridge into its landscape setting but it will remain apparent above the vegetation. The amendment will give rise to a different significant effect, however, the level of significance of the effect will remain as reported in the main ES.

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



### Operation year 30

The main ES reported a **moderate** adverse (significant) effect. This would be due to the further maturity of landscape mitigation planting which would screen the majority of the original scheme. However, the Mid-Cheshire (Railway) and Mobberley Road Viaduct and offline overbridge south of Ashley would remain prominent in the landscape. At year 30, the amendment will not change the landscape effect on this LCA. Landscape mitigation planting and new hedgerow will largely integrate the Thorns Green Farm accommodation offline overbridge into its landscape setting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.

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

### Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

# River Bollin Broad Urban Fringe Valley LCA

## Landscape character baseline description

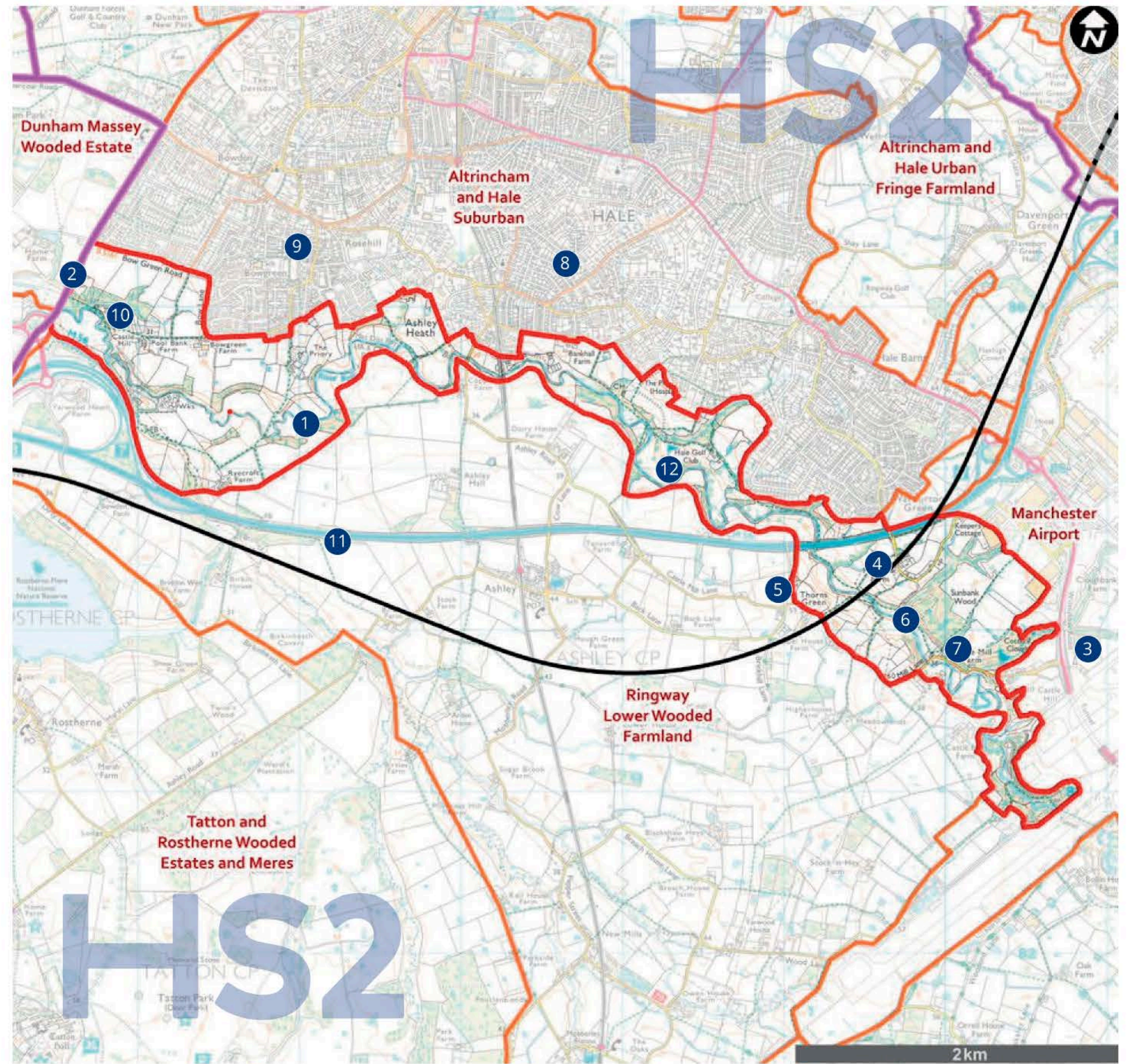
This LCA runs along the River Bollin valley between the A56 Dunham Road in the west and Manchester Airport in the east.

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



### Key landscape characteristics

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



- AP2 revised scheme
- LCA boundary
- Community area boundary
- AP2 Scheme in tunnel
- 1 River Bollin
- 2 A56 Dunham Road
- 3 Manchester Road
- 4 Sunbank Lane
- 5 Thorns Green
- 6 Sunbank Wood
- 7 Cotternill Clough
- 8 Hale
- 9 Bowden
- 10 Watch Hill Castle
- 11 M56
- 12 Hale Golf Course

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## Key landscape value attributes

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



### Landcover, flora and fauna

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



### Cultural, social and historic

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

## Key landscape characteristics susceptible to the AP2 revised scheme



### Overall landscape value

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

### Overall landscape susceptibility

The tree-lined river valley, woodland and farmland give much of the area a secluded, rural character. However, the M56, A56 Dunham Road, Manchester Airport and the urban edge of Greater Manchester are detracting influences along the boundaries of the area. The landscape has a **medium** susceptibility to change resulting from the AP2 revised scheme.

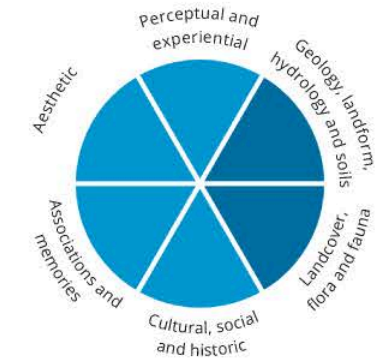
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the AP2 revised scheme.

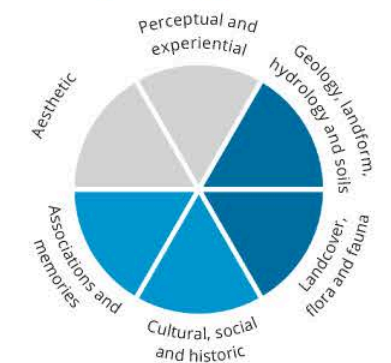
### Overall landscape sensitivity

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

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to the introduction of construction activity, machinery and satellite compounds into a wooded river valley, close to the M56 and the removal of vegetation along the River Bollin and PRoW. A small proportion of the LCA would be affected, with the majority of the area screened from construction by intervening vegetation and variations in the landform. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the landscape effect on this LCA. The construction of the M56 River Bollin underbridge widening, the M56 junction 6 northbound exit slip road, the M56 junction 6 westbound access slip road, the Sunbank Lane offline overbridge and M56 junction 6 gyratory will affect land along River Bollin Valley, north and south of the M56. The amendment will result in a noticeable change to the character of a relatively small proportion of the LCA to the east, as a result of large-scale earthworks, temporary PRoW diversions and a reduction in tranquillity. However, a relatively small proportion of the LCA will be affected as existing woodland, outside the area required for construction, and variations in the landform will screen construction activity from the wider LCA. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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

### Operation year 1

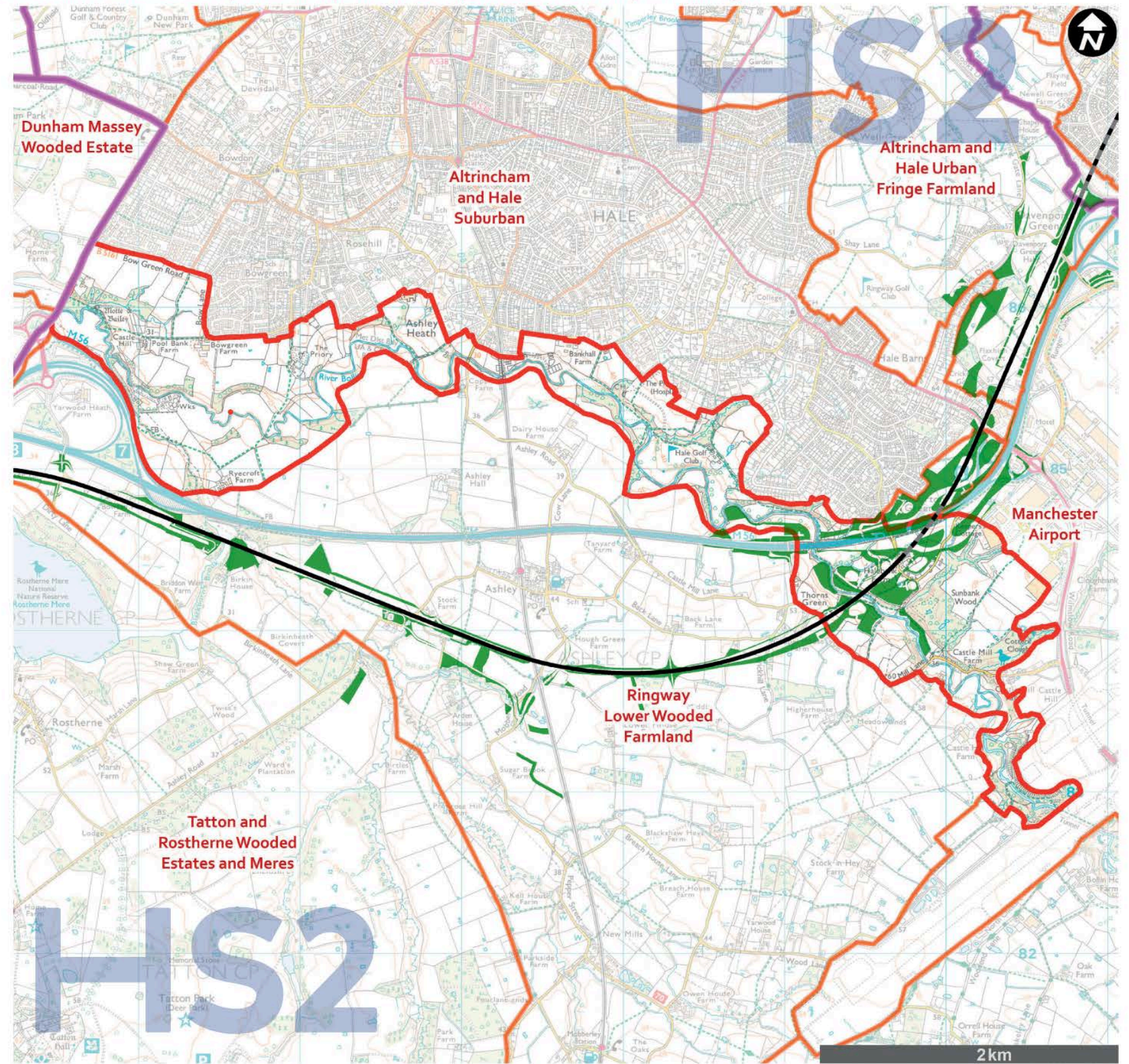
The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to the loss of trees and woodland along the M56 and River Bollin during construction, reducing the verdant character of the LCA and increasing the influence of the M56. Large-scale infrastructure including the River Bollin South embankment, River Bollin North embankment, River Bollin East Viaduct and Ringway cutting would be uncharacteristic of the wooded River Bollin valley landscape. A small proportion of the LCA would be affected, with the majority of the area screened from the original scheme by intervening vegetation and variations in landform. At year 1, the amendment will change the landscape effect on this LCA. Large-scale infrastructure including the widened M56 River Bollin underbridge, the M56 junction 6 northbound exit slip road, the M56 junction 6 westbound access slip road, the Sunbank Lane offline overbridge and M56 junction 6 gyratory will be prominent and uncharacteristic additions to the eastern end of the LCA. The loss of vegetation along the river and the M56 during construction, including from Sunbank Wood, will result in a noticeable change to the character of this area, making it less wooded and more open and increasing the prominence of the AP2 revised scheme including the M56, traffic on the elevated Sunbank Lane offline overbridge and M56 junction 6 gyratory. There will be a **medium** magnitude of change and a **moderate** adverse (significant). The amendment will therefore give rise to a new significant effect.

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

### Operation year 15

The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to landscape mitigation planting partly screening River Bollin South embankment, River Bollin North embankment and River Bollin East Viaduct and fully screening the Ringway cutting from the LCA. The above-ground structures would be large-scale elements, uncharacteristic of the wooded River Bollin Valley landscape. At year 15, the amendment will change the landscape effect on this LCA. Maturing mitigation planting will partially screen the road infrastructure and begin to restore some of the wooded character of the LCA. However, the elevated Sunbank Lane offline overbridge, M56 junction 6 gyratory and traffic using the new roads will remain apparent in the eastern end of the LCA. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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



### Operation year 30

The main ES reported a **low** magnitude of change and a **minor** adverse (non-significant) effect. This would be due to landscape mitigation planting largely screening River Bollin South embankment, River Bollin North embankment and River Bollin East Viaduct. Trains crossing the viaduct would continue to reduce tranquillity in a small area of the LCA. At year 30, the amendment will change the landscape effect on this LCA. The further maturing of mitigation planting will screen much of the road infrastructure and associated traffic and will restore the wooded character of sections of the River Bollin valley. The elevated Sunbank Lane offline overbridge and M56 junction 6 gyratory will continue to be prominent structures in the landscape. There will be a **medium** magnitude of change and a **moderate** adverse (significant) effect. The amendment will therefore give rise to a new significant effect.

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

### Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.



# Manchester Airport LCA

## Landscape character baseline description

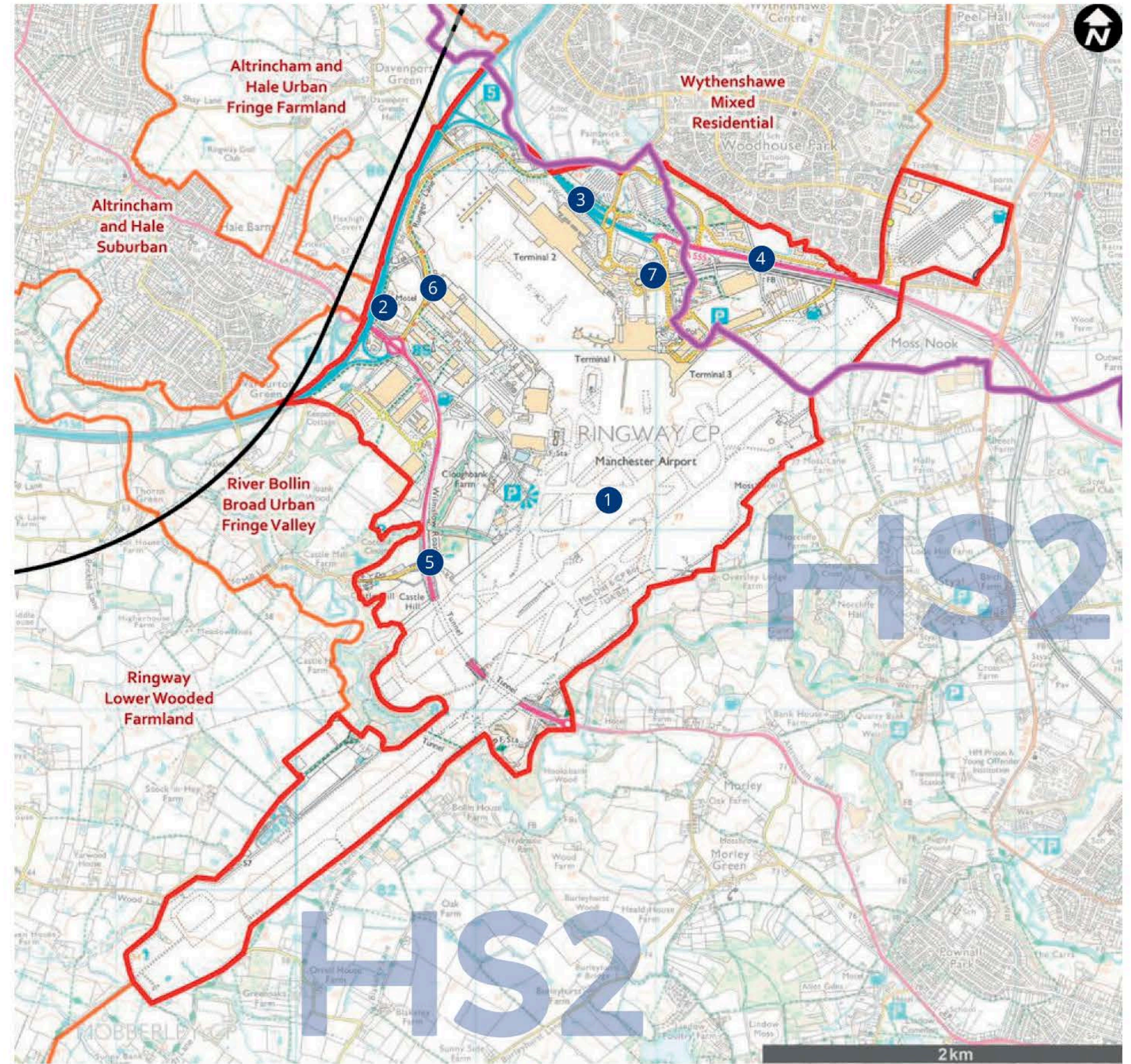
This LCA includes Manchester Airport and its associated logistics, maintenance and commercial zones.

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



### Key landscape characteristics

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



- AP2 revised scheme
- LCA boundary
- Community area boundary
- AP2 Scheme in tunnel
- 1** Manchester Airport
- 2** M56
- 3** M56 Airport Spur
- 4** A555 Manchester Airport Relief Road
- 5** A538 Wilmslow Road
- 6** Runger Lane
- 7** Manchester Airport Station

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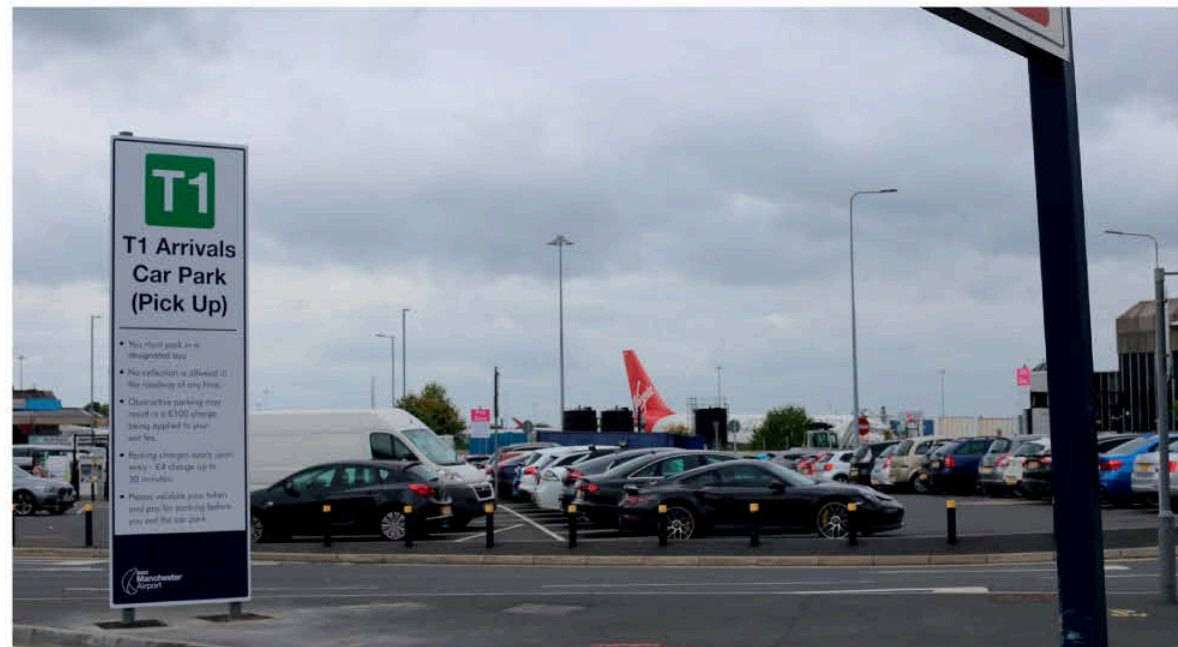
## Key landscape value attributes

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



### Landcover, flora and fauna

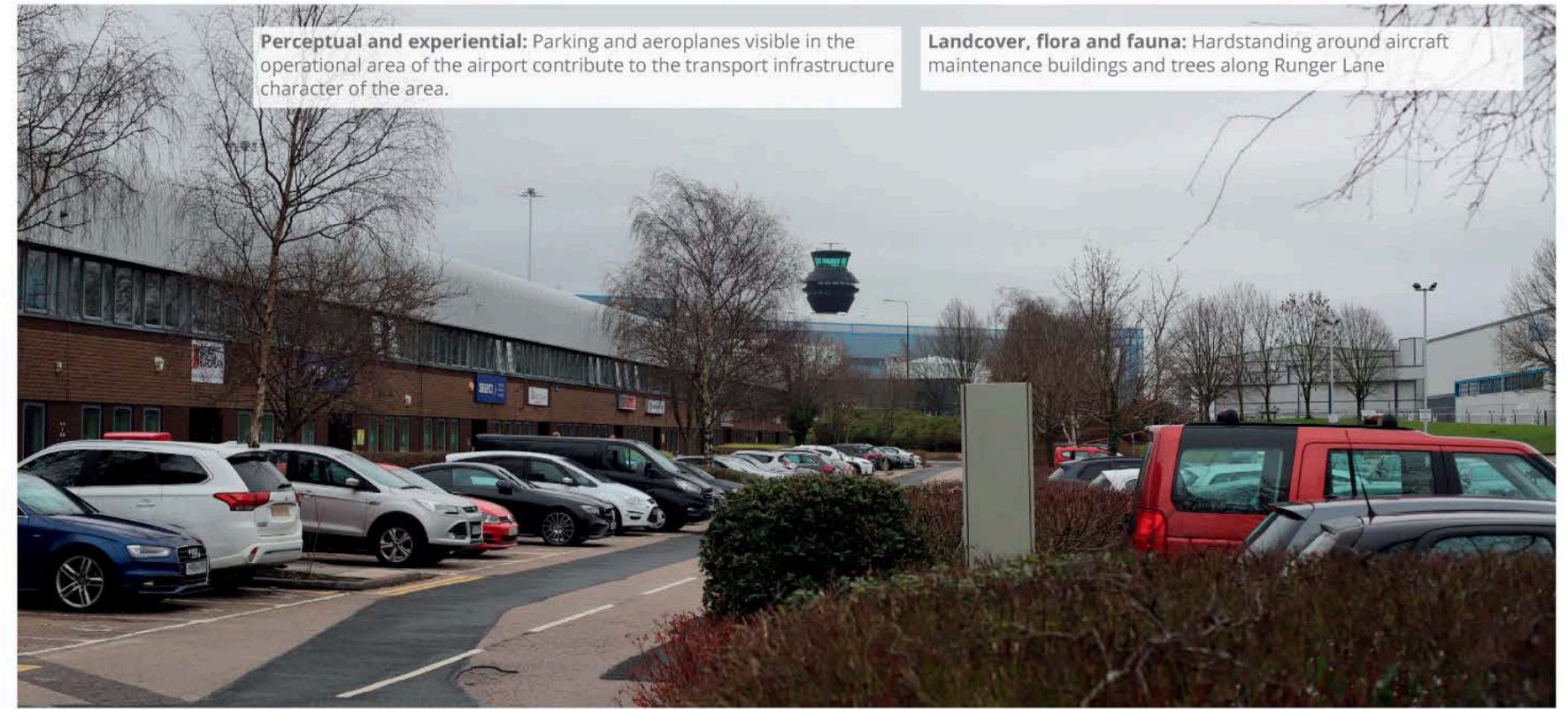
The LCA is almost completely developed, with buildings, roads, car parks and areas of hardstanding for the storage of materials. Runger Lane is tree lined, but otherwise there is little vegetation, apart from grassland due to the need to discourage birds in the area for operational safety reasons.



### Perceptual and experiential

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

## Key landscape characteristics susceptible to the AP2 scheme



### Overall landscape value

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

### Overall landscape susceptibility

The LCA is dominated by buildings and transport infrastructure. It is brightly lit at night and tranquillity is low. The area lacks cultural, historic or aesthetic features of interest. The landscape has a **low** susceptibility to change resulting from the AP2 revised scheme.

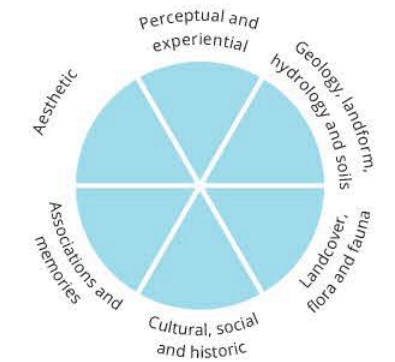
### Future baseline

There are no committed developments that will affect the landscape susceptibility to the AP2 revised scheme.

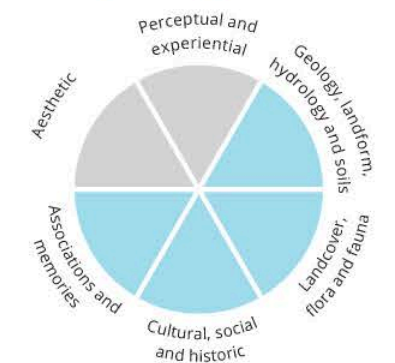
### Overall landscape sensitivity

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

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The main ES reported a **negligible** (non-significant) effect. This would be due to the existing vegetation lining Runger Lane, the M56 and junctions 5 and 6 largely screening the construction of the Manchester Airport High Speed station and eastern access road, Thorley Lane overbridge and Manchester tunnel south portal and auto-transformer station activity from the majority of the LCA. The amendment Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will result in a slight change in the landscape effect on this LCA. The construction of the M56 junction 6 Wilmslow Road link road, the M56 junction 6 westbound access slip road, A538 Wilmslow Road/Runger Lane junction, realignment of Runger Lane and modifications to the Runger Lane/Avro Way will be within the setting of the M56 corridor, Manchester airport and commercial buildings. Removal of vegetation along the M56 corridor, Sunbank Lane, the A538 Wilmslow Road and Runger Lane will increase the prominence of construction activity in the LCA but the substantial industrial and commercial buildings will screen construction activity from the majority of the wider area. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 1

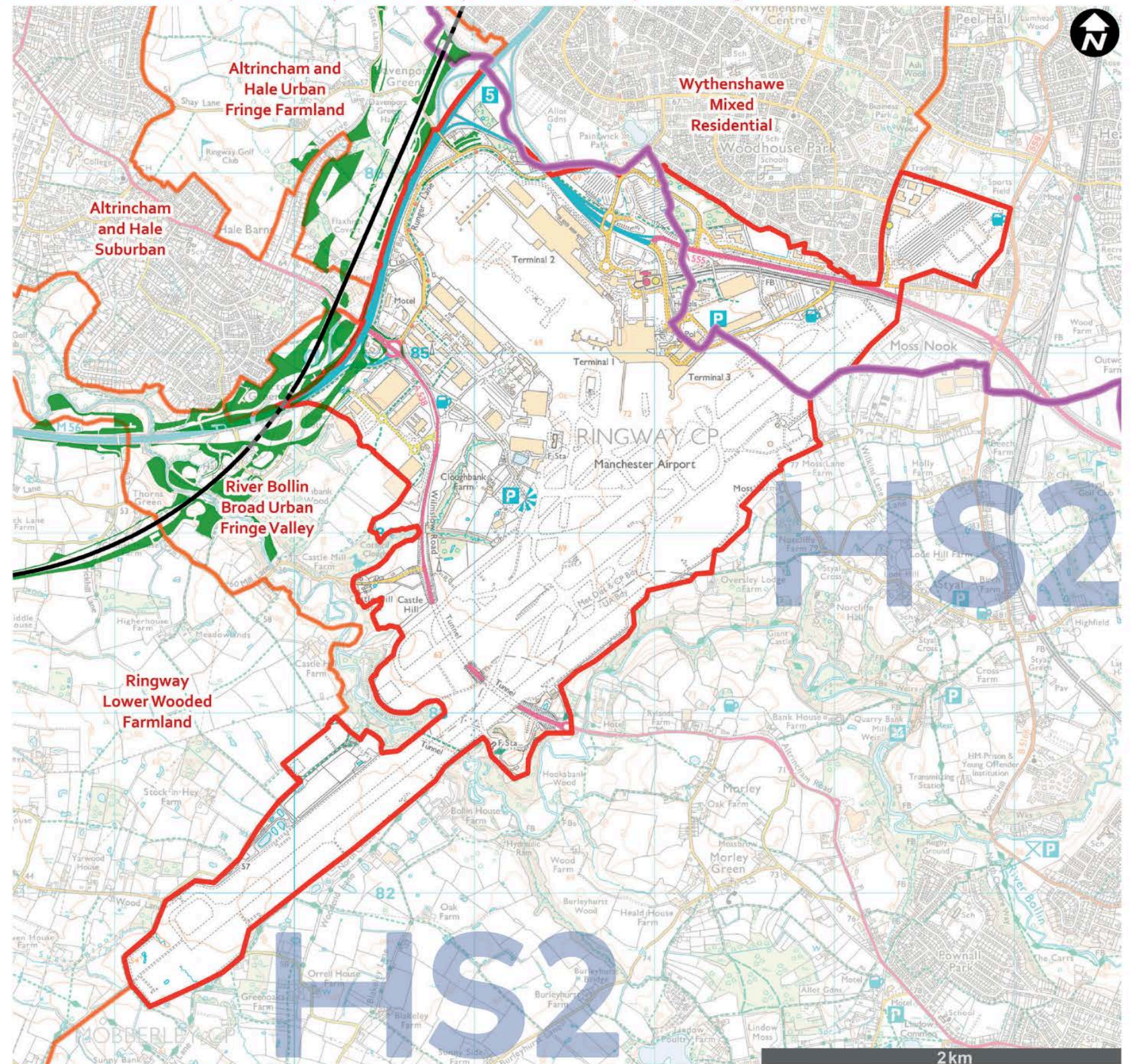
The main ES reported a **negligible** (non-significant) effect. This would be due to the introduction of the Manchester Airport High Speed station, associated car parks, the A538 Hale Road overbridge (south), A538 Hale Road overbridge (north), Thorley Lane overbridge, and Manchester tunnel south portal into the landscape west of the station. The new structures would be similar in scale and function to those already present in Manchester Airport LCA and therefore would not be uncharacteristic of the area. At year 1, the amendment will slightly change the landscape effect on this LCA because loss of vegetation along the M56 corridor, A538 Wilmslow Road and Runger Lane during construction will increase the prominence of the HS2 route in the LCA. In addition, the M56 and existing hotels and industrial buildings, which were previously surrounded by mature vegetation, will become more apparent. A new foot/cycle path will be created between Sunbank Lane and the A538 Wilmslow Road, replacing Footpaths Ringway 10 and 11 which will be permanently closed. The new path will maintain connectivity for pedestrians and improve connectivity for other non-motorised users between Hale, Ringway and the cycle path along the A538 Wilmslow Road. The M56 junction 6 Wilmslow Road link road, the M56 junction 6 westbound access slip road, A538 Wilmslow Road/Runger Lane junction, realignment of Runger Lane and modifications to the Runger Lane/Avro Way will increase the land occupied by roads but overall, only a small part of the LCA will be affected as the existing buildings east of the amendment will screen the changes from much of the area and will be within the setting of the M56 corridor, Manchester airport and commercial buildings. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 15

The main ES reported a **negligible** (non-significant) effect. This would be due to maturing mitigation planting integrating the lower parts of Manchester Airport High Speed station, associated car parks and Manchester tunnel south portal into the landscape. The A538 Hale Road overbridge (south) and the A538 Hale Road overbridge (north) would remain apparent above intervening existing vegetation. At year 15, the amendment will slightly change the landscape effect on this LCA. Maturing landscape mitigation planting and replacement planting along the M56, Runger Lane and the A538 Wilmslow Road will create a tree-lined setting for the enlarged road network and partially screen the new infrastructure from the LCA. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.

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



### Operation year 30

The main ES reported a **negligible** (non-significant) effect. This would be due to the continued growth of landscape mitigation planting further screening the structures of the station and integrating them into the landscape. At year 30, the amendment will not change the landscape effect on this LCA. The further growth of landscape mitigation planting and replacement planting along the M56, Runger Lane and the A538 Wilmslow Road will largely screen the station and carparks from the LCA and integrate the enlarged road network into its setting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.

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

### Cumulative assessment (construction and operation)

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

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

No cumulative effects during construction and operation.

# Altrincham and Hale Urban Fringe Farmland LCA

## Landscape character baseline description

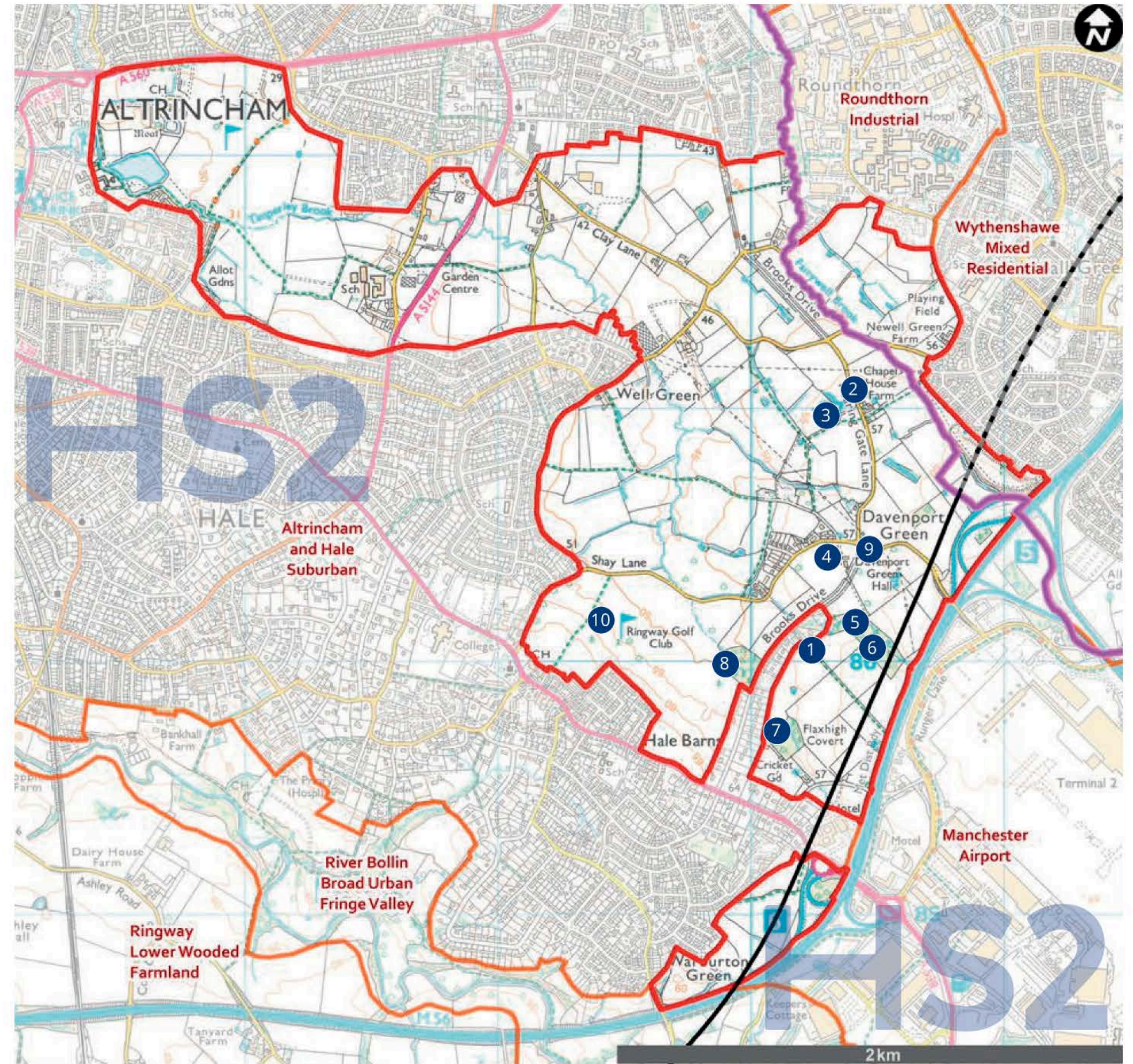
This LCA occupies an area of wooded farmland between Timperley, Hale, Wythenshawe and the M65.

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



### Key landscape characteristics

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



- AP2 revised scheme
- LCA boundary
- Community area boundary
- AP2 Scheme in tunnel
- 1 Footpath Hale 16
- 2 Chapel House Farm
- 3 Roding Gate Farm
- 4 Davenport Green Hall
- 5 Timperley Brook
- 6 Davenport Green Wood
- 7 Flaxhigh Covert
- 8 Humphreys Wood
- 9 Thorley Lane
- 10 Ringway Golf Club

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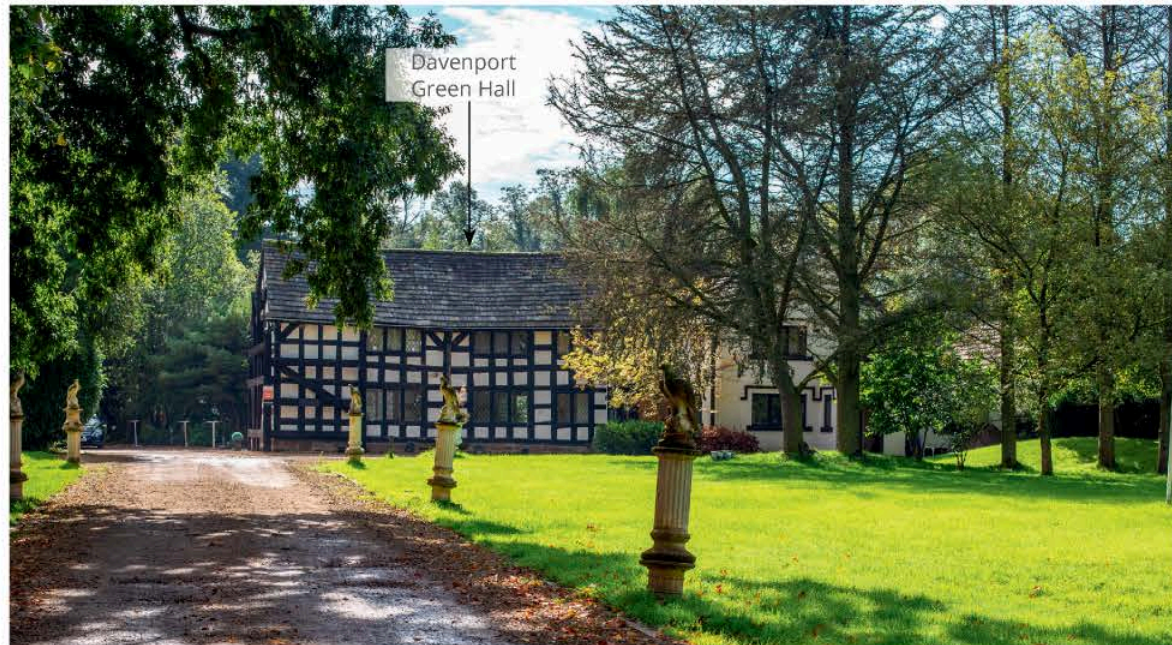
## Key landscape value attributes

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



### Landcover, flora and fauna

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



### Perceptual and experiential

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

## Key landscape characteristics susceptible to the AP2 revised scheme



**Landcover, flora and fauna:** Farmland with pony grazing.

**Perceptual and experiential:** The M56, just outside the boundary of the LCA which reduces the susceptibility of the landscape to noise and movement.

### Overall landscape value

The farmland, woodland and watercourses contribute to the rural and secluded character of parts of the LCA. The M56, surrounding development and nearby Manchester Airport detract from this character around the boundaries of the LCA where the character is more typical of the urban fringe. Woodland (including Davenport Green Ancient Woodland) and watercourses are important habitats. Culverts, boundary fencing, lighting, busy roads and activity detract from habitat value around the edges of the LCA. The footpath network north of Davenport Green, the cricket pitch and golf course provide recreational opportunities, although heavy traffic on the narrow country lanes discourages walking and cycling along these roads. The value of this LCA is **medium** given the above.

### Overall landscape susceptibility

The farmland, woodland, watercourses and isolated buildings of historic interest impart a secluded, rural character to the area and provide a variety of wildlife habitats. The transport infrastructure and urban development beyond, but close to, the LCA reduce tranquillity in the area. The landscape has a **medium – high** susceptibility to change resulting from the AP2 revised scheme.

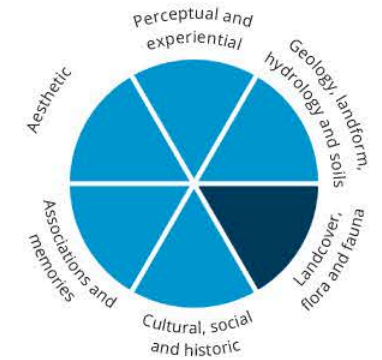
### Future baseline

The Places for Everyone Joint Development Plan for Greater Manchester (submitted to the Secretary of State in February 2022) includes the Timperley Wedge allocation (JPA 3.2) which lies within this LCA. The Timperley Wedge allocation will comprise a partly residential and partly mixed-use development of 2,500 homes, 6.0ha of employment land, community facilities, enhanced green infrastructure and new PRoW. A new local centre, with 0.3ha of retail space, will be provided close to Manchester Airport High Speed station and Metrolink Davenport Green station. The residential development density around the stations will be higher than in the northern part of the allocation area. The Timperley Wedge allocation will diminish the rural character of the LCA with the introduction of development on what is currently farmland. The noise and activity generated by the new development will reduce tranquillity and increase the level of street lighting in the area. Taking into account the allocation, the susceptibility of the landscape to change resulting from the AP2 revised scheme will reduce to **medium**.

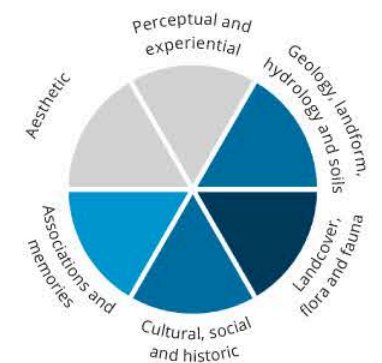
### Overall landscape sensitivity

The farmland, woodland, watercourses and recreational facilities of the area, the detracting influence of nearby transport infrastructure and the development of the Timperley Wedge allocation, which will reduce overall susceptibility; the sensitivity of this LCA will reduce to **medium**.

### Value



### Susceptibility



### Value and susceptibility key



## Magnitude of change and level of effect

### Construction

The main ES reported a **high** magnitude of change and a **major** adverse (significant) effect. This would be due to the introduction of large-scale construction activity for the Manchester Airport High Speed station, car parks and cutting, Manchester tunnel south portal (in the adjoining Davenport Green to Ardwick (MA07) area) and Thorley Lane overbridge, into a partly rural, wooded landscape. Tranquillity, already low due to the noise and activity generated by Manchester Airport and the M56, would be further reduced. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the landscape effect on this LCA. Changes will result from the construction of the M56 junction 6 gyratory, M56 junction 6 Hale Road link road and M56 junction 6 Hale Road overbridge. The construction of the new structures will largely take place within the land already required for the construction of the original scheme but additional construction activity will be apparent in the area south of Warburton Green, where there will be construction activity on farmland previously unaffected by the original scheme, increasing the proportion of the LCA affected. In addition, the Airport High Speed station south satellite compound will be moved north-west, enlarging the area of land required for construction. Therefore, the amendment will give rise to a **high** magnitude of change. Despite the reduction in the sensitivity of the LCA as a result of the inclusion of the Timperley Wedge allocation in the future baseline, the large scale of the construction activity taking place and the enlargement of the area required for construction in the LCA will result in a **major** adverse (significant) effect. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 1

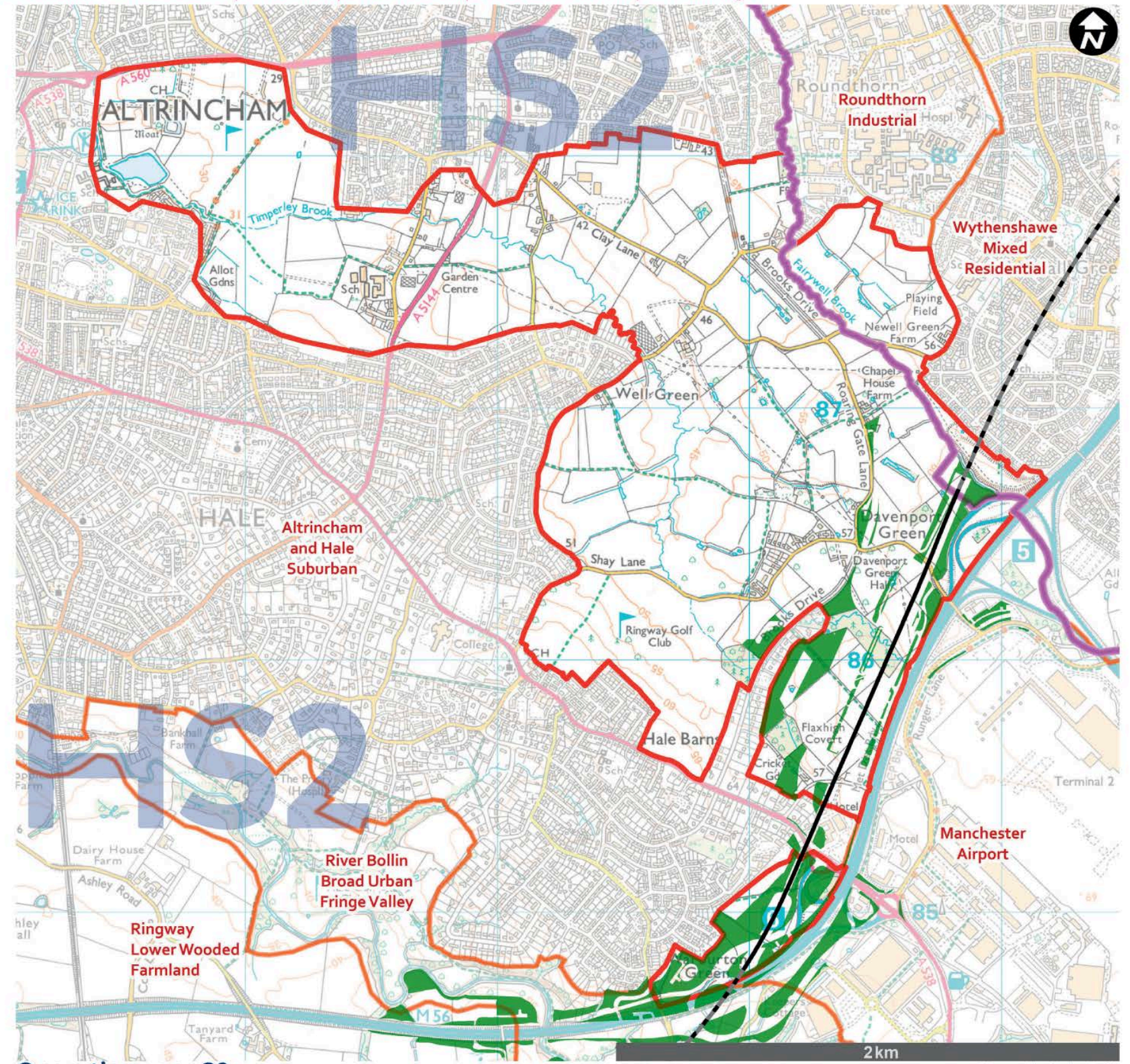
The main ES reported a **medium** magnitude of change and **moderate** adverse (significant) effect. This would be due to the loss of farmland, woodland, trees and hedgerows during construction and the introduction of substantial new structures, including Manchester Airport High Speed station and car parks, Thorley Lane overbridge and Manchester tunnel south portal, into a rural landscape of predominantly two and three storey residential properties and narrow country lanes. At year 1, the amendment will change the landscape effect on this LCA. The elevated M56 junction 6 gyratory and M56 junction 6 Hale Road link road will be apparent to the south of Warburton Green, replacing pasture fields bordered by hedgerows. The amendment will remove the need to widen Hasty Lane at the junction with the A538 Hale Road, but overall, the amendment will increase the proportion of the LCA affected. The amendment will give rise to a different significant effect. Despite the reduction in the sensitivity of the LCA as a result of the inclusion of the Timperley Wedge allocation in the future baseline, the level of significance of the effect will remain as reported in the main ES.

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

### Operation year 15

The main ES reported a **medium** magnitude of change and **moderate** adverse (significant) effect. This would be due to maturing mitigation planting and woodland habitat creation which would provide some integration of the station, car parks, access roads, bridges and tunnel portal building into the landscape. However, the new large-scale structures would remain uncharacteristic elements in the landscape. At year 15, the amendment will slightly change the effect on this LCA. Landscape mitigation planting and woodland habitat creation south of Warburton Green will partially screen the new elevated M56 junction 6 gyratory and M56 junction 6 Hale Road link road, but traffic using the roads will remain apparent in the area. The woodland habitat creation east of the Hale Barns Cricket Club will partly restore the wooded character of the LCA. The amendment will give rise to a different significant effect. Despite the reduction in the sensitivity of the LCA as a result of the inclusion of the Timperley Wedge allocation in the future baseline, the level of significance of the effect will remain as reported in the main ES.

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



### Operation year 30

The main ES reported a **medium** magnitude of change and **moderate** adverse (significant) effect. This would be due to maturing landscape mitigation planting and woodland habitat creation providing further integration and screening of the station, car parks, access roads, bridges and tunnel portal building into the landscape. At year 30, the amendment will slightly change the effect on this LCA. The further maturing of the woodland habitat creation and landscape mitigation planting will largely screen the new road infrastructure of the amendment from the wider LCA, but it will change the character of the area south of Warburton Green to one that is more wooded and less open. The amendment will give rise to a different significant effect. Despite the reduction in the sensitivity of the LCA as a result of the inclusion of the Timperley Wedge allocation in the future baseline, the level of significance of the effect will remain as reported in the main ES.

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

## Cumulative assessment (construction and operation)

**Construction:** Due to insufficient information regarding phased delivery for Timperley Wedge allocation it has not been possible to assess cumulative effects. Therefore, there are no developments which will result in cumulative effects.

**Operation:** Due to insufficient information regarding phased delivery for Timperley Wedge allocation it has not been possible to assess cumulative effects. Therefore, there are no developments which will result in cumulative effects.

No cumulative effects during construction and operation.

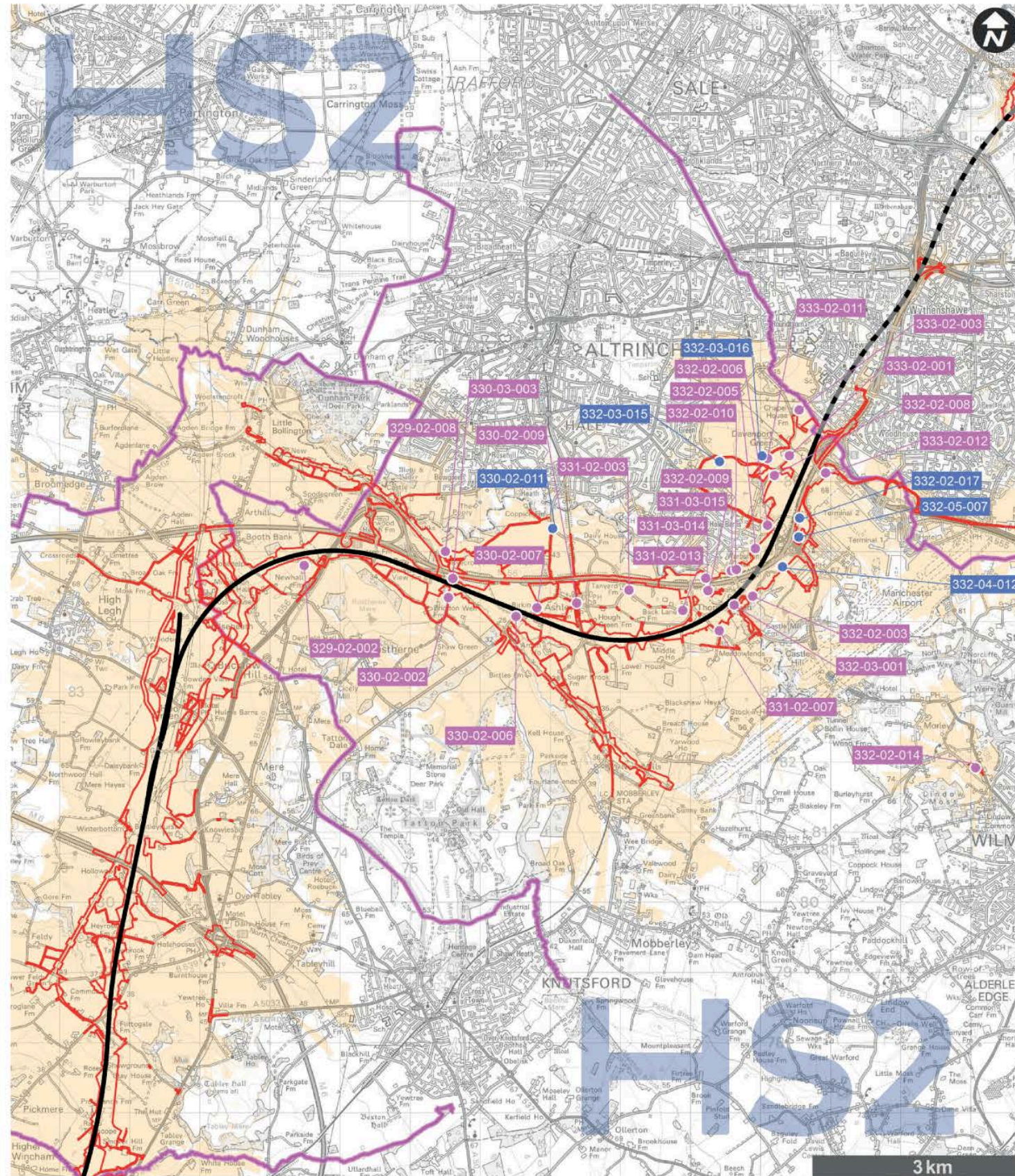


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## 4.2 Visual assessment

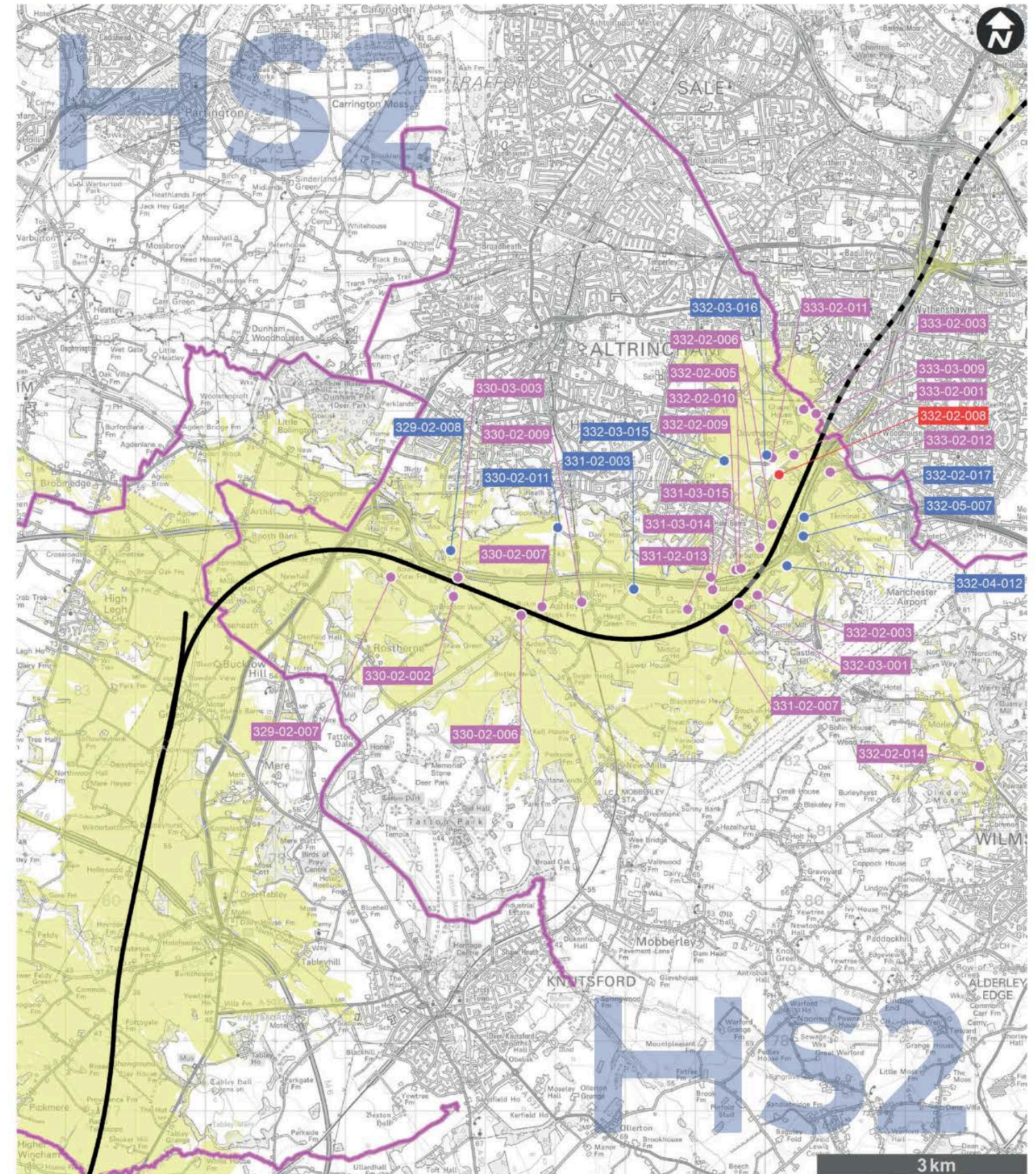
### Overview of viewpoints and photomontages in the community area affected by AP2 amendments

#### Construction phase



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

#### Operation phase



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

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

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

## Winter view (baseline)

Date taken: 26/02/2019 (stitched panorama)

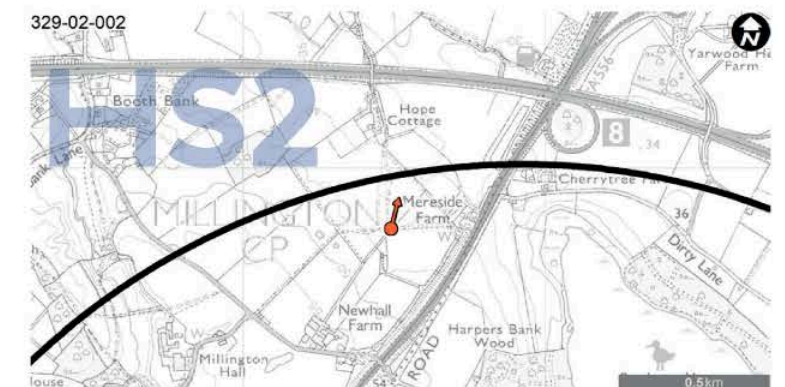


## Summer view (baseline)

Date taken: 15/08/2018 (stitched panorama)



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.</b>	373490.06, 384800.88	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including open farmland, low hedgerows and woodland blocks.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	



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

## Visual baseline description

<b>Winter</b>	The expansive and open view is over farmland with large fields bordered by low hedgerows to the east and west in the near and middle distance. In the far distance, the land rises to Rushy-pits Covert on the skyline in the north-west. Hope Cottage is visible, though partially screened by garden vegetation, in the north and the wooded Dunham Park and the tree-lined streets of Bowdon can be seen on higher ground in the north and north-east. Vehicles on the M56 can be discerned in the distance. Views from Newhall Cottages and Mereside Farm north are screened or filtered by the rolling landform and intervening vegetation. Views from Newhall Farm and properties fronting directly onto on Millington Lane have limited intervening garden vegetation.
<b>Summer</b>	In summer, vegetation in leaf further screens views of Hope Cottage but the openness of the landscape means that the summer view is similar to the winter view.
<b>Night-time</b>	In the near and middle distance, the farmland is unlit but the lit urban edge of Bowdon and the lights around junction 8 of the M56 can be seen in the far distance.

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the presence of large-scale construction works for Millington cutting, Millington North cutting, Manchester to Liverpool junction, Millington Footpath 7/4 diversion and accommodation overbridge and the A556 Chester Road overbridge, which would be out of character with existing views over the rural landscape. There would be more distant views of construction over open farmland from Newhall Farm and other residential properties at the southern end of Millington Lane. The amendment, Additional land temporarily required for the provision of a maintenance access road to the Chester Road satellite compound from the A556 (AP2-006-002), will slightly change the visual effect at this viewpoint. This is because the introduction of the temporary junction along the A556 Chester Road will introduce visibility of additional infrastructure and construction traffic in views south from Newhall Cottages, Mereside Farm and Footpaths Millington 6/1, 6/2 and 8/1. For residents at Newhall Farm and other residential properties at the southern end of Millington Lane, the amendment will bring construction activity closer in the view. However, when considered in the context of the large-scale construction works associated with the HS2 route, the amendment will only slightly change the visual effect at this viewpoint. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the presence of lighting required for the A556 Chester Road satellite compound which would create an area of brightness in the far distance and a slight change to the existing view from Newhall Cottages, as the lit area would be apparent in views filtered or partly screened by intervening vegetation and the rolling landform. The amendment will not introduce any additional lighting, therefore there will be no change to the visual effect at this viewpoint. The level of effect will remain as effect reported in the main ES.	<b>Minor adverse (non-significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
	<b>Night-time</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
	<b>Night-time</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
	<b>Night-time</b>	Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>
<b>Operation cumulative</b>		Viewpoint not assessed at AP2 during operation.	<b>Not assessed</b>

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

This viewpoint is representative of views experienced by residents at Covert Cottage and users of Cherry Tree Lane.

## Winter view (baseline)

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

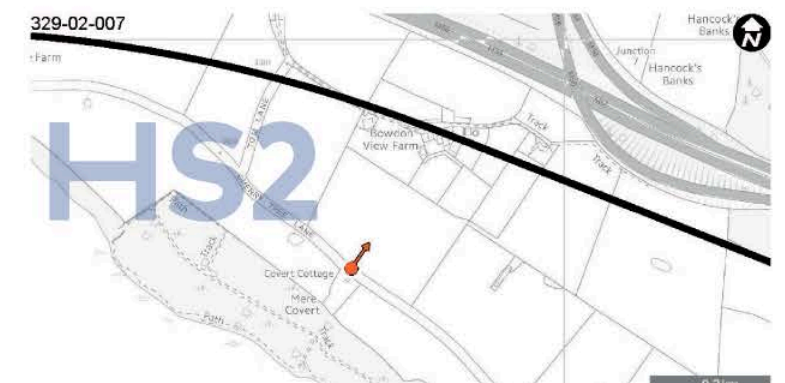


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	374640.16, 384631.28	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including open farmland, farm buildings and overhead power line.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment, and they are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility, as their attention is less focused on the landscape.	



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

## Visual baseline description

<b>Winter</b>	The expansive view is over open farmland. A hedgerow bordering the field and Cherry Tree Lane screens views north-west. In the middle distance, the land gently slopes down towards the wooded valley of Blackburn's Brook in the east. In the far distance, the buildings of Bowden view Farm can be seen against the backdrop of woodland lining the M56 and the slip roads of junctions 7 and 8. A power line north of the M56 can be seen in the distance. Planes landing at and taking off from Manchester Airport are frequently visible in the sky to the east.
<b>Summer</b>	In summer, vegetation in leaf further screens views of Hope Cottage but the openness of the landscape means that the summer view is similar to the winter view.
<b>Night-time</b>	The area is rural and relatively dark at night. Cherry Tree Lane is not lit. There is skyglow from street lighting in Greater Manchester and around junction 7 of the M56.

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	Viewpoint not assessed at AP2 during construction.	Not assessed
<b>Construction night-time</b>	Viewpoint not assessed at AP2 during construction.	Not assessed
<b>Construction cumulative</b>	Viewpoint not assessed at AP2 during construction.	Not assessed

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to noticeable changes to middle-distance views as a result of the introduction of Rostherne West embankment and Rostherne East box structure, pumping station, Tom Lane telecommunications site and overhead line equipment which would be uncharacteristic of existing views over farmland. Landscape earthworks along the southern side of Rostherne cutting would partially screen Rostherne West embankment and Rostherne East box structure. The amendment, Additional land permanently required to relocate Rostherne Mere groundwater recharge trenches north of Cherry Tree Lane (AP2-006-003) will not change the visual effect at this viewpoint. Groundwater recharge trenches will have been introduced to the west of Covert Cottage. The mature hedgerow to the south of Cherry Tree Lane will have been retained and the hedgerow to the north will have been lost during construction. Although the reinstated roadside hedgerow to the north will not be sufficiently mature to fully restore the vegetated character of the road, views of the amendment for residents at Covert Cottage will be screened by existing garden vegetation. Views for both residents and road users, will be barely perceptible in the context of the large-scale elements associated with the HS2 route which will be visible across the majority of the view to the north. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the growth of landscape mitigation planting, partly on landscape earthworks, which would screen the Tom Lane auto-transformer station and the overhead line equipment and train movements in cutting. Landscape mitigation planting and woodland habitat creation in the middle-distance would partially screen Rostherne East box structure in more distant views. At year 15, the amendment will not change the visual effect at this viewpoint. The reinstated hedgerow along Cherry Tree Lane will be established and will largely screen the recharge trenches, which will appear as typical features of the agricultural landscape. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the further growth of landscape mitigation planting which would screen the majority of the original scheme. Landscape and ecological mitigation planting would appear to merge with existing vegetation in the far distance. At year 30, the amendment will not change the visual effect at this viewpoint. The further maturity of the reinstated hedgerow along Cherry Tree Lane will provide greater screening of the recharge trenches and the original scheme in the middle-distance. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.		No cumulative effect

# Viewpoint 329-02-008: view south-west from Ryecroft Farm and Footpath Ashley 1/2

This viewpoint is representative of views experienced by residents of Ryecroft Farm and users of Footpaths Ashley 1/2, Ashley 2/4 and Restricted Byway Ashley 21/1.

## Winter view (baseline)

It has not been possible to capture winter photography.



## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	n/a	
<b>Approximate GPS co-ordinates ref.</b>	375506.39, 385002.67	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including open farmland, hedgerows, power lines and the Pennines in the distance.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	<b>High</b>



# Viewpoint 329-02-008: view south-west from Ryecroft Farm and Footpath Ashley 1/2

## Visual baseline description

<b>Winter</b>	Views from the farm, over open farmland to the south-west, are framed or partially screened by intervening garden and woodland belts. Traffic movements are visible, although partially screened by the M56 in cutting. The top of gantries on the M56 are visible from the footpath in front of the wooded backdrop of Hancock's Bank on the southern side of the motorway, that limits views south of the M56. The National Grid 400kV overhead power line and pylons cross the view. There are long views over open farmland, divided by low hedgerows, towards the Pennines in the east.
<b>Summer</b>	In summer, vegetation in leaf provides further screening of the view south-west, reinforcing the screening capacity of woodland forming Hancock's Bank to the south of the M56.
<b>Night-time</b>	The night-time visual baseline was not assessed as there is no requirement for continuous construction or operational lighting in this location.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. This would be due to the clear views of the temporary works to the existing overhead power line in the middle distance to the south. Construction works associated with the formation of Rostherne East box structure would be screened by existing planting along the M56, although cranes would be occasionally visible above the intermediate tree line. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will change the visual effect at this viewpoint due to the realignment of the existing overhead power line to the north of Ryecroft Farm. Construction activity associated with the utilities works, will be closer to the viewpoint and visible across the majority of the view for users of Footpath Ashley 1/2, Footpath Ashley 2/4 and Restricted Byway Ashley 21/1, sections of which will be subject to temporary diversions. For residents at Ryecroft Farm the construction activities associated with amendment will be partially screened by intervening farm buildings. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	<b>Not assessed</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect as the appearance and location of the power line and pylons in the middle distance would be restored to their original condition with no awareness of the original scheme beyond the M56 corridor. At year 1, the amendment, Change to a utility diversion (AP2-006-006), will change the visual effect at this viewpoint. For residents at Ryecroft Farm, the power line and pylons will have been removed from views to the south and diverted to the north which will be slightly closer to the property, but views will be partially screened by intervening buildings and vegetation. For users of Footpaths Ashley 1/2 and 2/4 and Restricted Byway Ashley 21/1, the diverted overhead power line will be brought closer and will be visible across a greater proportion of the view as it will cross the route of the footpath. The realigned power line will be largely characteristic of the existing view. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a different non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect as there would be no awareness of the original scheme beyond the M56 corridor. The amendment will remain visible in much of the view for users of Footpath Ashley 1/2 and 2/4 and Restricted Byway Ashley 21/1 due to the lack of intervening vegetation and will be largely characteristic of the existing view. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a different non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect as there would be no awareness of the original scheme beyond the M56 corridor. The amendment will remain visible in much of the view for users of Footpath Ashley 1/2 and 2/4 and Restricted Byway Ashley 21/1 due to the lack of intervening vegetation and will be largely characteristic of the existing view. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a different non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>



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

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

## Winter view (baseline)

Date taken: 27/02/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 19/09/2019 (stitched panorama)



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens
<b>Approximate GPS co-ordinates ref.</b>	375548.17, 384344.13
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including paddocks, woodland and power lines.
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.
<b>Sensitivity of the receptor:</b>	
<b>High</b>	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to substantial changes to near and middle-distance views as a result of the construction of Blackburn's Brook North Viaduct, Birkin Brook embankment, Manchester to Liverpool junction provision, Ashley IMB-R and the diversion of an overhead power line. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will slightly change the visual effect at this viewpoint. The route of the overhead power line will be moved further away from the viewpoint to an area beyond Ryecroft Covert and the M56. There will also be a reduction in the area of woodland to be removed at Ryecroft Covert. The majority of construction activity associated with the amendment will be screened by woodland at Ryecroft Covert and other large-scale construction activity associated with the HS2 route, in the near and middle-distance of the view. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to lighting associated with Blackburn's Brook Viaduct satellite compound and Birkin Brook Viaduct satellite compound visible in the middle distance through existing vegetation in a predominantly rural and unlit area. The amendment will not introduce any additional lighting during construction. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be as a result of the removal of woodland and vegetation, during construction, which would allow views to Rostherne East Box structure and embankment, Blackburn's Brook North Viaduct, Birkin Brook embankment and Ashley IMB-R. There would be a substantial change to near distance views for footpath users and a noticeable change for residents in the middle distance. At year 1, the amendment will slightly change the visual effect at this viewpoint due to the change in location of the diverted overhead power line and pylons, and retention of a greater area of woodland at Ryecroft Covert. The overhead power line in the middle distance will have been removed from the view and replaced with the diverted overhead power line visible in the far distance beyond Ryecroft Covert and the M56. The amendment will be viewed in the context of other large-scale elements associated with the HS2 route. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to growth of landscape mitigation planting and woodland habitat creation further screening lower levels of Rostherne West embankment, Rostherne East box structure, Blackburn's Brook North Viaduct, Birkin Brook embankment and Ashley IMB-R. At year 15, the amendment will slightly change the visual effect at this viewpoint. The diverted overhead power line and pylons will be visible across a small proportion of the view, in the far distance and will be partially screened by maturing mitigation planting associated with the HS2 route. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to growth of landscape mitigation planting screening the original scheme, with only the upper parts of Rostherne East box structure and train movements, Birkin Brook embankment and Ashley IMB-R still visible. At year 30, the amendment will slightly change the visual effect at this viewpoint. The diverted overhead power line and pylons will be visible in the far distance and largely screened by mature mitigation planting associated with the HS2 route. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

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

## Winter view (baseline)

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



## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	375609.52, 384617.58	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including paddocks, an undulating landform, woodland and power lines.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of footpath users is focused on the landscape and they are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	<b>High</b>



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

## Visual baseline description

<b>Winter</b>	Footpath Rostherne 5/1 passes a series of small paddocks in the near distance which is bordered by an electric fence. Scrub vegetation on the edge of Ryecroft Covert screens views to the east. In the middle distance, the undulating landform rises from the Birkin Brook valley. The footpath continues past paddocks, reaching a steel gate next to closeboard fencing which screens the view further south. A power line is a prominent feature in the near distance, punctuating the skyline. In the far distance, woodland on Hancock's Banks and along Blackburn's Brook filters views of the M56 and associated gantries, which are discernible through the tree cover. Footpaths Ashley 2/3 and 3/1 pass through Ryecroft Covert.
<b>Summer</b>	In summer, the trees and hedgerows in leaf have a greater screening effect but overall, the summer view is similar to the winter view.
<b>Night-time</b>	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties, residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to substantial changes to near and middle-distance views during construction of Rostherne East box structure, Blackburn's Brook North Viaduct, Birkin Brook embankment and Ashley IMB-R and the diversion of an overhead power line. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will slightly change the visual effect at this viewpoint. The diversion of the overhead power line from south of Ryecroft Covert (in the original scheme) to north of Ryecroft Covert and the M56 (in the amendment) will allow for the retention of a greater area of woodland at Ryecroft Covert, increasing the screening provided by this woodland of views from Footpaths Ashley 2/3 and 3/1. The amendment, Change in Bill powers for the retention and realignment of Footpath Ashley 3/1 (AP2-006-007), will not change the visual effect at this viewpoint because Footpath Ashley 3/1 will now remain open through Ryecroft Covert during construction however, views of construction will be screened. However, views of construction activity from the retained footpath at this location will be largely screened by Ryecroft Covert. The amendments will result in a slight change to the view but this will not be noticeable when seen in the context of other large-scale construction activity associated with the HS2 route. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the removal of woodland and intervening vegetation during construction which would open up views towards Rostherne East box structure, Blackburn's Brook North Viaduct, Birkin Brook embankment and Ashley IMB-R. At year 1, the amendment, Change to a utility diversion (AP2-006-006), will result in a slight change to the view as the overhead power line will no longer be visible from Ashley 5/1 and a short stretch of Footpath Ashley 2/3. An area of woodland retained by the amendment in Ryecroft Covert, will provide additional screening of views from Footpaths Ashley 2/3 and 3/1. However, large-scale elements associated with the HS2 route will be prominent in the view from Footpath Ashley 5/1 and a short stretch of Ashley 2/3. At year 1, due to the amendment, Realignment of a footpath (AP2-006-007) will not change the view from the retained Footpath Ashley 3/1. Footpath Ashley 3/1 will remain open where it passes through Ryecroft Covert but views of the AP2 revised scheme from the retained footpath will be screened by dense woodland. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the growth of the landscape mitigation planting and woodland habitat creation filtering views of the lower levels of Rostherne East box structure, Blackburn's Brook North Viaduct, Birkin Brook embankment and Ashley IMB-R from much of the PRoW. At year 15, the amendment, Change to a utility diversion (AP2-006-006), will change the effect as the overhead power line will no longer form part of the view from Footpaths Ashley 5/1 and 2/3 and the maturing mitigation planting of the AP2 revised scheme will filter or partially screen views of the structures such as the Blackburn's Brook North Viaduct from the PRoW. At year 15, the amendment Realignment of a footpath (AP2-006-007), will not change the view from the retained Footpath Ashley 3/1 as the AP2 revised scheme will be largely screened by dense woodland at Ryecroft Covert. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the further growth of the mitigation planting and woodland habitat creation screening the original scheme from the majority of Footpath Ashley 5/1. At year 30, the amendment, Change to a utility diversion (AP2-006-006), will change the effect as the overhead power line will no longer form part of the view and the further maturing of mitigation planting of the AP2 revised scheme will screen views of structures such as the Blackburn's Brook North Viaduct. At year 30, the amendment Realignment of footpath (AP2-006-007), will not change the view from the retained Footpath Ashley 3/1 as the AP2 revised scheme will be largely screened by dense woodland at Ryecroft Covert. Combined, the amendments will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 330-02-006: view north from Ashley Road at Birkin Farm

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

## Winter view (baseline)

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

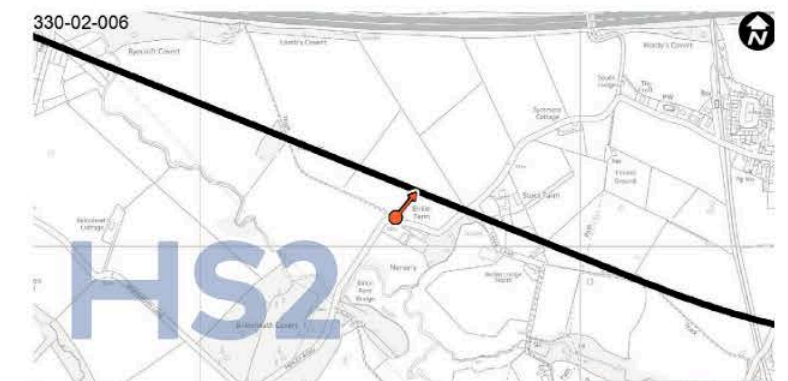


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	376504.37, 384058.16	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including farmland, woodland and hedgerows.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised Scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	



# Viewpoint 330-02-006: view north from Ashley Road at Birkin Farm

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to clear views of construction works associated with Birkin Brook embankment, Ashley IMB-R and Ashley Road diversion, Ashley embankment and the diversion of an overhead power line. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Rycroft Covert LWS (AP2-006-006), will slightly change the visual effect at this viewpoint as the route of the diversion will bring the power line slightly closer to Birkin Farm and continue further north into the distance. Construction of the overhead power line diversion will be visible across a slightly greater proportion of the view. However, the amendment will be viewed in the context of large-scale construction activity associated with construction of the HS2 route, in the near and middle-distance of the view. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to lighting associated with Ashley IMB-R satellite compound will be visible within a predominantly unlit landscape. The amendment will not change the night-time visual effect at this viewpoint. This is because the location of the satellite compound will not change as a result of the amendment. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to substantial changes to near and middle-distance views with clear views of Birkin Brook embankment, Ashley IMB-R, Ashley Road diversion and the start of Ashley embankment and the diversion of an overhead power line. At year 1, the amendment will slightly change the visual effect at this viewpoint as the route will bring the power line slightly closer to Birkin Farm and will be visible across a greater proportion of the view. The amendment will be partly viewed in the context of the large-scale elements associated with the HS2 route in the near and middle distance. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the growth of the landscape mitigation planting and woodland habitat creation largely screening Birkin Brook embankment, Ashley IMB-R, Ashley Road diversion and part of Ashley embankment but which will change existing views over open farmland to close views of woodland. At year 15, the amendment will slightly change the visual effect at this viewpoint as the diverted overhead power line and pylons will remain visible, partly above the maturing landscape mitigation planting along the Birkin Brook embankment. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the growth of the landscape mitigation planting and woodland habitat creation largely screening the original scheme and limiting existing views over the open landscape. At year 30, the amendment will slightly change the visual effect at this viewpoint as the diverted overhead power line and pylons will remain visible, partly screened by the further maturing landscape mitigation planting along the Birkin Brook embankment. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

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

This viewpoint is representative of views experienced by residents and guests at Stock Farm, residents at Sycamore Cottage, users of Footpaths Ashley 6/5 and 3/1 and players and spectators at Ashley Cricket Club.

## Winter view (baseline)

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

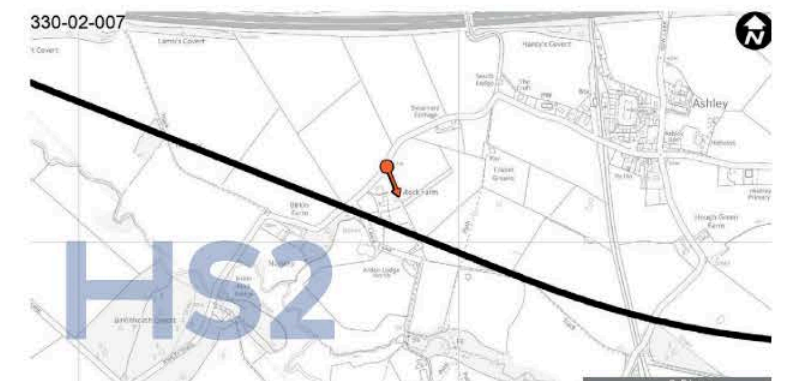


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	376816.90, 384218.60	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including arable farmland, trees and hedgerows.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents and footpath users 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 AP2 revised scheme. Guests at events venues and players and spectators at sports grounds, have a lower susceptibility as their attention is less focused on the landscape.	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to clear views of the construction of Birkin Brook embankment, Ashley embankment, Ashley IMB-R and the diversion of overhead power lines. The amendment, Change in Bill powers for the retention and realignment of Footpath Ashley 3/1 (AP2-006-007), will change the visual effect at this viewpoint as it will result in the retention of a stretch of Footpath Ashley 3/1 between Birkin Brook and the Birkin Brook embankment, assumed to be closed in the main ES, and the construction of a new section of Footpath Ashley 3/1 along the northern side of the HS2 route between the retained stretch of the PRoW and Ashley Road. The amendment will affect users of Footpath Ashley 3/1 who were not assessed in the main ES, from this viewpoint, due to the closure of the PRoW. During construction, part of the retained stretch of the footpath will be diverted around the perimeter of the area required for construction. Footpath users on the diverted PRoW will have close views of construction activity, across the majority of the view. The construction of the new section of footpath will not be noticeable in views from Stock Farm, Sycamore Cottage or Ashley Cricket Club because it will be seen in the context of the large-scale construction activity associated with the HS2 route. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will slightly change the visual effect at this viewpoint as construction works for the diversion of the overhead power line will be visible across a large proportion of the view and will result in the removal of a section of woodland at Lamb's Covert which will open up views north to a short section of the M56. However, the amendment will be viewed in the context of large-scale construction activity associated with construction of the HS2 route, in the near and middle-distance of the view. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to lighting associated with Ashley IMB-R satellite compound and Ashley railhead which would be visible within a rural and relatively dark landscape. The amendment will not change the night-time visual effect at this viewpoint because no additional lighting will be required for the construction and the location of the satellite compound and railhead will not change. Combined, the amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

	Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b> The main ES reported a <b>major</b> adverse (significant) effect. This would be due to Ashley IMB-R and Ashley embankment forming a large-scale linear feature, highly visible and uncharacteristic of views over the existing farmed landscape. At year 1, the amendment, Realignment of a footpath (AP2-006-007), will change the visual effect at this viewpoint as it will result in the retention of a stretch of Footpath Ashley 3/1 and the provision of a new section of Footpath Ashley 3/1 between the retained stretch of the PRoW and Ashley Road. The amendment will affect users of Footpath Ashley 3/1 who were not assessed in the main ES from this viewpoint, due to the closure of the PRoW. There will be clear views of the Ashley IMB-R and Birkin Brook embankment, partially screened by an intervening linear landscape earthwork, from the stretch of the retained PRoW south of Ryecroft Covert. The new section of unsurfaced footpath will not be visible from Stock Farm, Sycamore Cottage or Ashley Cricket Club. Landscape mitigation planting and woodland habitat creation will not be sufficiently mature to provide any visual integration or screening. The amendment, Change to a utility diversion (AP2-006-006), will slightly change the visual effect at this viewpoint due to the diverted overhead power line being closer to the viewpoint and visible on the skyline across a large proportion of the view. The loss of a section of woodland at Lamb's Covert, removed during construction, will be perceptible. However, the amendment Change to a utility diversion (AP2-006-006), will be viewed in the context of other large-scale elements associated with the HS2 route, introduced into near and middle-distance views. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b> The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b> The main ES reported a <b>major</b> adverse (significant) effect. This would be due to growth of landscape mitigation planting on landscape earthworks, screening Birkin Brook embankment, Ashley IMB-R and Ashley embankment but replacing existing views over open farmland with near-distance views of woodland. At year 15, the amendment, Realignment of a footpath (AP2-006-007), will change the visual effect at this viewpoint. PRoW users on the section of retained footpath will see train movements and overhead line equipment above the maturing landscape mitigation planting on the landscape earthwork, but the Birkin Brook embankment and Ashley IMB-R will be screened from view. Existing views from the PRoW over the open landscape will be foreshortened by the planting. The amendment, Change to a utility diversion (AP2-006-006), will slightly change the visual effect at this viewpoint as the diverted overhead power line and pylons will remain visible on the skyline across a large proportion of the view. The amendment Change to a utility diversion (AP2-006-006), will be seen in the context of other large-scale elements associated with the HS2 route in near and middle-distance views. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b> The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed



<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse effect. This would be due to the continued growth of the landscape mitigation planting largely screening the original scheme and limiting existing views over the open landscape. At year 30, the amendment, Realignment of a footpath (AP2-006-007), will change the visual effect at this viewpoint. Train movements and overhead line equipment in the Ashley IMB-R will be largely screened from the section of retained footpath by the further maturing of the landscape mitigation planting. The amendment, Change to a utility diversion (AP2-006-006), will slightly change the visual effect at this viewpoint as the diverted overhead power line and pylons will remain visible above the horizon across a larger proportion of the view. The amendment will be seen in the context of the elements associated with the HS2 route and maturing mitigation woodland, in near and middle-distance views. Combined, the amendments will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.		<b>No cumulative effect</b>

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

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

## Winter view (baseline)

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

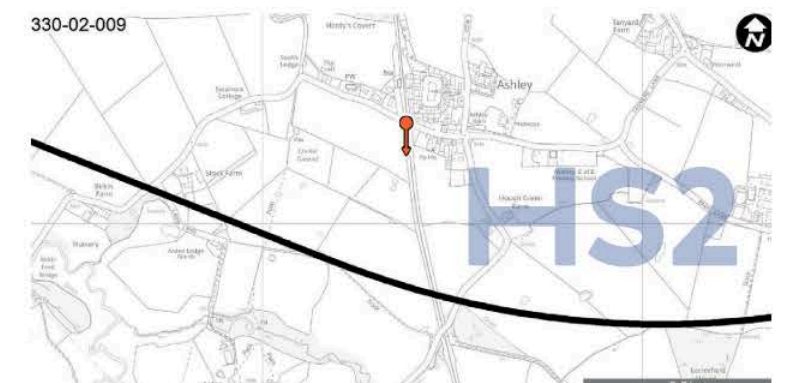


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	377377.99, 384264.49	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including farmland with boundary hedgerows, trees, woodland and the Mid-Cheshire Line.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	<b>High</b>



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect for residents on Ashley Road and the southern edge of Ashley. This would be due to clear views of the Ashley railhead and the construction of Ashley embankment and Mid-Cheshire (Railway) and Mobberley Road Viaduct. The amendment, Additional land permanently required for the realignment of a maintenance access road from Ashley Road (AP2-006-008), will slightly change the visual effect at this viewpoint as the construction of the maintenance access road will require two existing overhead electricity lines to be diverted underground within the southern verge of Ashley Road with associated hedgerow and tree loss. This will increase the scale of construction close to the viewpoint. In more distant views, the construction of the amendment will be partially screened by vegetation lining the Mid-Cheshire Line and will be seen in the context of large-scale construction activity associated with the AP2 revised scheme. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>major</b> adverse (significant) effect, as the lighting at Mobberley Road north satellite compound and Ashley railhead will be visible in the middle distance within a rural and unlit area. The amendment will not introduce any additional lighting in this location. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to Ashley embankment, Mid-Cheshire (Railway) and Mobberley Road Viaduct forming a high, linear feature which, along with the trains and overhead line equipment, would be visible across the majority of the view and be higher than the existing, distant skyline. At year 1, the amendment will slightly change the visual effect at this viewpoint due to the addition of the new cycle path and maintenance access road and removal of hedgerows and hedgerow trees during construction. The verge on the southern side of Ashley Road will be widened to allow for the junction of the new maintenance access road with Ashley Road. The new maintenance access road will be visible from Ashley Road and properties west of the Mid-Cheshire Line but largely screened by intervening garden vegetation, hedgerows and hedgerow trees. The new maintenance access road will be barely perceptible in views from east of the Mid-Cheshire Line due to the intervening railway. A new hedgerow will be planted along the back of the widened verge but it will not be sufficiently mature to have any screening effect at year 1. The embankments and viaducts of the HS2 route will remain noticeable features in the view and the scale of change associated with the amendment will be small in comparison. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the growth of landscape mitigation planting, partly on landscape earthworks, largely screening Ashley embankment but the Mid-Cheshire (Railway) and Mobberley Road Viaduct, train movements and overhead line equipment remaining visible. At year 15, the amendment will slightly change the visual effect at this viewpoint. Maturing hedgerow, planted as part of the amendment, along the back of the widened verge at the junction of the maintenance access road and Ashley Road, will partially restore the appearance of the hedge-lined rural road and partially integrate the amendment into the view. The AP2 revised scheme will remain a noticeable feature in the view and the scale of change associated with the amendment will be slight in comparison. The amendment will give rise to a different significant effect however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the further growth of the landscape mitigation planting largely screening the original scheme, apart from Mid-Cheshire (Railway) and Mobberley Road Viaduct, which will remain visible in the middle distance. At year 30, the amendment will slightly change the visual effect at this viewpoint. The greater maturity of the hedgerow planted along the back of the widened verge at the junction of the maintenance access road and Ashley Road, will largely restore the appearance of the hedge-lined rural road and integrate the amendment into the view. The AP2 revised scheme will remain a noticeable feature in the view and the scale of change associated with the amendment will be slight in comparison. The amendment will give rise to a different significant effect however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 330-02-011: view south-west from Ashley Road at Ashley Hall

This new viewpoint is located in an area where there will be changes from the original scheme and is representative of views experienced by residents at Ashley Hall, North Lodge, Dairy House Farm and users of Footpath Ashley 6/1.

## Winter view (baseline)

Date taken: 29/03/2022 (stitched panorama)



## Summer view (baseline)

Date taken: 01/07/2022 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	377034.85, 385327.10	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as it includes typical features of the local landscape, including medium-scale fields, woodland blocks and hedgerows.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of residential and footpath users is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



# Viewpoint 330-02-011: view south-west from Ashley Road at Ashley Hall

## Visual baseline description

<b>Winter</b>	In the near distance, Ashley Road is bordered by grass verges, with a footway on the west side and telegraph poles and overhead power lines that cross the view. To the south, mature trees surrounding North Lodge and the gated access road to Ashley Hall screen a portion of the view, with Ashley Hall visible on the horizon beyond. A low intermittent hedgerow and timber post and rail fence allow open views across the adjacent arable farmland, with more distant hedgerows and woodland blocks, including Fish House Plantation, visible in the middle distance and forming the skyline. To the north, Ryecroft Farm access road and Ashley Mill Lane are apparent, set against woodland along the River Bollin which heavily filters views of buildings at Priory Farm. In the far distance, views are of the rising landscape around Rostherne Mere and pylons on the horizon. Intervening vegetation, boundary walls and hedges filter views south from Ashley Hall, North Lodge and Dairy House Farm, but an elevated stretch of the M56, where it crosses the Mid-Cheshire Line and Cow Lane, is visible from Dairy House Farm.
<b>Summer</b>	In summer, vegetation in leaf further screens views of North Lodge and Ashley Hall but, overall, the view is similar to the winter view.
<b>Night-time</b>	The roads are unlit in the vicinity of the viewpoint and light sources are limited to scattered properties set within an open agricultural landscape. The urban area of Altrincham to the north contributes to background skyglow.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area which in an area where there will be changes from the original scheme. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will introduce construction activity and machinery associated with the new overhead power line diversion into middle-distance views over farmland from North Lodge, Ashley Hall and Footpath Ashley 6/1, both north of the M56. Construction traffic will be routed along existing tracks used for the maintenance of the existing power line. Views will be filtered and partially screened from residential properties and a stretch of the PRow by intervening vegetation. The loss of vegetation adjacent to the motorway will open up views of motorway gantries, but as the M56 is generally in cutting in this area, views of the motorway and moving traffic will remain largely screened. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint. While the majority of the changes resulting from the amendment will not be visible from this location, modifications to two existing gantries within the M56 corridor will be visible from Ashley Hall and Dairy House Farm. The motorway is in cutting south of Ashley Hall and only the top of machinery in use during the modifications to the most westerly gantry will be visible as the lower parts of the works will be screened by the cutting and an intervening hedgerow. The motorway is on embankment south of Dairy House Farm and the modifications to the second gantry will be visible in an oblique view from the property. The construction works will occupy a small proportion of the view and will not be uncharacteristic of the type of activity that typically takes place within the motorway corridor. The construction of a new emergency rescue area and a new gantry south-east of the viewpoint will be screened by intervening vegetation. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. Combined, the amendments will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	Night-time lighting associated with the amendment Reconfiguration of M56 Junction 6 (AP2-006-014) will introduce additional lighting to the south and south-east of the viewpoint in the middle to far-distance but it will be largely screened by intervening vegetation. The amendment will contribute to background skyglow for short term construction activity associated with a new emergency rescue area and new gantry. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Not assessed</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will not change the visual effect at this viewpoint. The amendment, Change to a utility diversion (AP2-006-006), will change the composition of the view from Ashley Hall and Footpath Ashley 6/1 as the diverted overhead power line and pylons will be closer to receptors than in the original scheme. Views will be filtered and partially screened from residential properties and a stretch of the PRow. The amendment Change to a utility diversion (AP2-006-006), will be visible in the middle and far distance but will not be an uncharacteristic element in the view as the powerline will replace a stretch of an existing power line which can currently be seen from this location. The removal of vegetation adjacent to the motorway during construction will allow views of motorway gantries. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment, Change to a utility diversion (AP2-006-006) will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will not change the visual effect at this viewpoint. The amendment, Change to a utility diversion (AP2-006-006), will remain visible in the middle and far distance in mainly filtered or partially screened views. Maturing replacement planting along the M56 corridor will screen the motorway gantries. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment Change to a utility diversion (AP2-006-006) will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will not change the visual effect at this viewpoint. The amendment, Additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert LWS (AP2-006-006), will remain visible in the middle and far distance in mainly filtered or partially screened views. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment, Change to a utility diversion (AP2-006-006) will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

This viewpoint is representative of views experienced by residents near the junction of Tanyard Lane and Castle Mill Lane.

## Winter view (baseline)

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

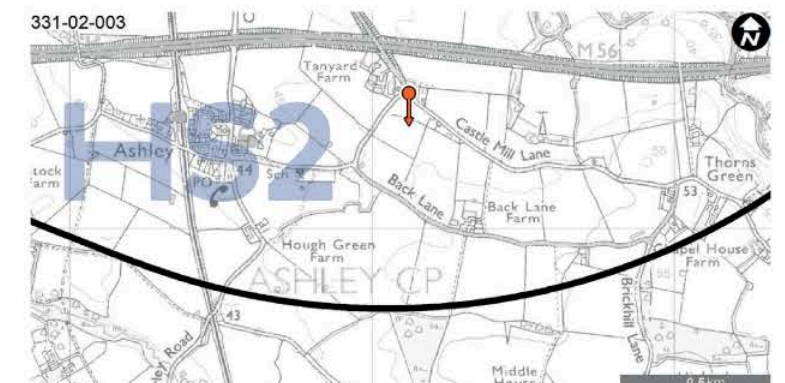


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Approximate GPS co-ordinates ref.</b>	378123.16, 384447.64	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including the country lane, cottages, trees and farmland.	
<b>Susceptibility of the receptor to the change arising from the AP1 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



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

## Visual baseline description

<b>Winter</b>	The junction of Tanyard Lane and Castle Mill Lane is in the near distance, with the nearby Lane End Cottages and associated garden vegetation screening views to the west. Level pasture surrounded by metal parkland fencing occupies the middle distance and tree-lined hedgerows screen the farmland beyond. The narrow, rural roads of Castle Mill Lane and Tanyard Lane stretch away to the east and south-west respectively. Ecclesfield Wood and Back Lane Farm are visible in the far distance. Residential properties east of the viewpoint have more open aspects to the south and north than properties to the west, where garden vegetation and outbuildings filter or screen views in the near distance. The M56, to the north is in cutting and associated gantries are screened by intervening vegetation.
<b>Summer</b>	Trees and hedgerows in leaf screen views to the far distance, though glimpsed views are possible.
<b>Night-time</b>	The area is rural and relatively dark at night, with outdoor lighting limited to farmyards and isolated properties in the landscape. To the north, the urban areas of Altrincham and Hale contribute to background skyglow.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the use of Tanyard Lane, Castle Mill Lane and Back Lane as construction traffic routes which would introduce additional traffic movement into views. The majority of the construction works however, would be screened by intervening vegetation, with taller construction machinery used for the construction of the Thorns Green embankment and Back Lane farm accommodation overbridge visible in the far distance. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint. The majority of construction activity will be screened by intervening vegetation but a stretch of vegetation lining the motorway will be removed east and west of the Castle Mill Lane bridge over the M56, opening up views of construction in this area. The construction activity here comprises the removal of an existing emergency refuge area and overhead gantry from the M56 corridor and the construction of two new emergency rescue areas and three new overhead gantries along the same stretch of the motorway. The motorway is in cutting at this point and only the tops of taller machinery in use during construction will be visible. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	Night-time effects were not reported in the main ES as there would be no requirement for continuous construction lighting in this location. The amendment will introduce lighting associated with the construction of new emergency refuge areas and overhead gantry along the stretch of the motorway north of the viewpoint. However, the M56 is in cutting at this point and lighting will be largely screened by the intervening landform. A slight increase in skyglow will be difficult to discern against the backdrop of skyglow caused by street lighting in Altrincham and Hale. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduce to the wider view. There will be a <b>low</b> magnitude of change and <b>minor</b> adverse (non-significant) effect. The amendment will give rise to a new (non-significant) effect.	<b>Minor adverse (non-significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the addition of the Back Lane Farm accommodation overbridge to far-distant views south. The amendment will slightly change the visual effect at this viewpoint. The two new emergency rescue areas and three new overhead gantries within the M56 corridor, in cutting in this location, will be largely screened by the intervening landform but the tops of the gantries will be apparent in views north-west and north-east, where existing vegetation lining the motorway was removed during construction. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to maturing landscape mitigation planting largely screening the new structures of the original scheme. The amendment will not change the visual effect at this viewpoint. The emergency rescue areas and overhead gantries within the M56 corridor will be screened by maturing replacement planting along the M56 boundary. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to the further maturing of landscape mitigation planting screening the new structures of the original scheme. The amendment will not change the visual effect at this viewpoint. The emergency rescue areas and overhead gantries within the M56 corridor will be screened by the further maturing of replacement planting along the M56 boundary. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>



# Viewpoint 331-02-007: view north from Castle Mill Lane

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

## Winter view (baseline)

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

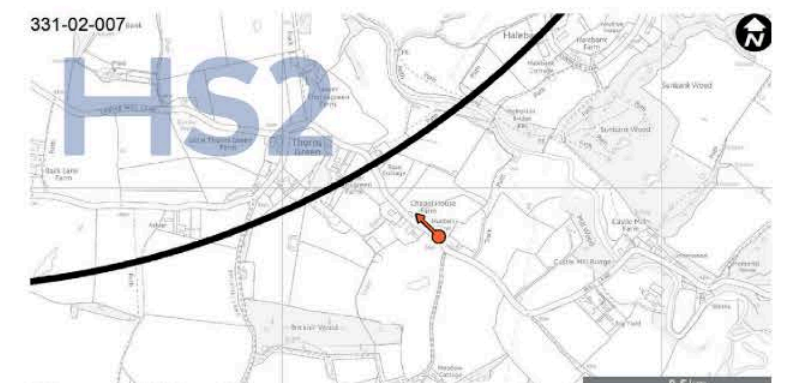


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379412.30, 383870.81	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including the country lane, farm buildings and farmland.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	



# Viewpoint 331-02-007: view west from Castle Mill Lane

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

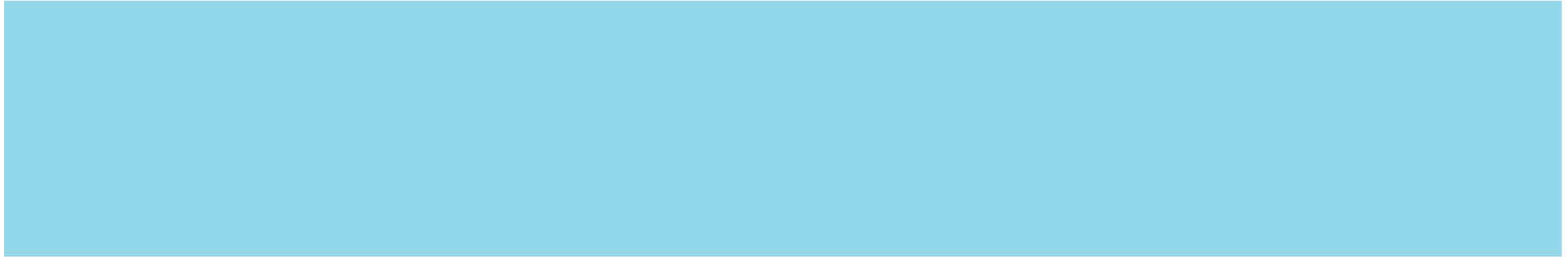
		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the demolition of Higher Thorns Green Farm and cottages on Castle Mill Lane, the construction of Thorns Green cutting, Castle Mill Lane realignment, Castle Mill Lane overbridge, Castle Mill Lane telecommunications site and Brickhill Lane diversion and the removal of boundary vegetation close to Chapel House Farm which will open up views to the north and west. The amendment, Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014), will change the visual effect at this viewpoint. An additional area of land will be required for woodland habitat creation and consequently there will be views of ground preparation and tree planting from Footpath Ashley 11/1. The existing vegetation within this area of land will be retained, maintaining the screening of the Castle Mill Lane satellite compound immediately to the north. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to near distance views of the lighting on Castle Mill Lane satellite compound from Chapel House Farm and partially filtered views from Hunters Close. The amendment will not change the compound locations from the main ES. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the introduction of large-scale infrastructure into existing views over farmland. There would be near-distance views of Castle Mill Lane telecommunications site, Thorns Green cutting, Castle Mill Lane realignment, Castle Mill Lane overbridge and Brickhill Lane diversion from Chapel House Farm and filtered through intervening vegetation, of the new structures from Hunters Close and Footpaths Ashley 11/1 and 15/1. At year 1, the amendment will change the visual effect at this viewpoint as it will replace farmland with a new area of woodland habitat creation between Footpath Ashley 11/1 and Thorns Green cutting and River Bollin south embankment. A new hedge will border a maintenance access track parallel to the HS2 route. The planting will not be sufficiently mature to provide any visual screening or integration at this stage. The amendment will give rise to a different significant effect; however, the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing woodland habitat creation and landscape mitigation planting screening views of Brickhill Lane diversion, Thorns Green cutting and Castle Mill Lane overbridge. Castle Mill Lane telecommunications site would remain visible above intervening vegetation. At year 15, the amendment will slightly change the visual effect at this viewpoint as it will increase the depth of mitigation planting between Footpath Ashley 11/1 and the Thorns Green cutting and River Bollin south embankment. Since the new area of planting will be immediately adjacent to woodland habitat creation proposed in the original scheme, there will not be a noticeable increase in the screening of the new elements of the AP2 revised scheme. However, the view from the PRoW will become slightly more wooded in character. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to maturing woodland habitat creation and landscape mitigation planting screening the telecommunications site but foreshortening existing long views over the open landscape. In the amendment, the further maturing woodland habitat creation between Footpath Ashley 11/1 and the Thorns Green cutting and River Bollin south embankment will further increase the wooded character of the view. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 331-02-013: view north from Castle Mill Lane, west of Thorns Green

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents at or close to Lower Thorns Green Farm and Little Thorns Green Farm and at Barley Brow Cottage and Barley Well Cottage.

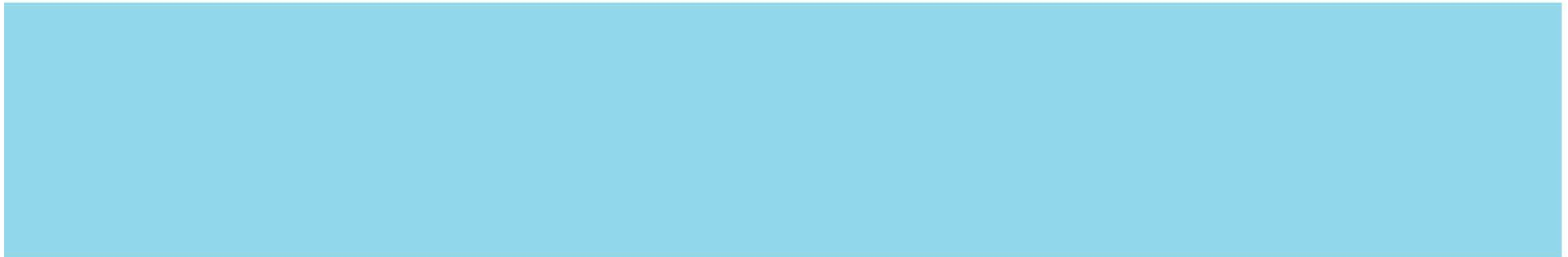
## Winter view (baseline)

It has not been possible to capture winter photography.

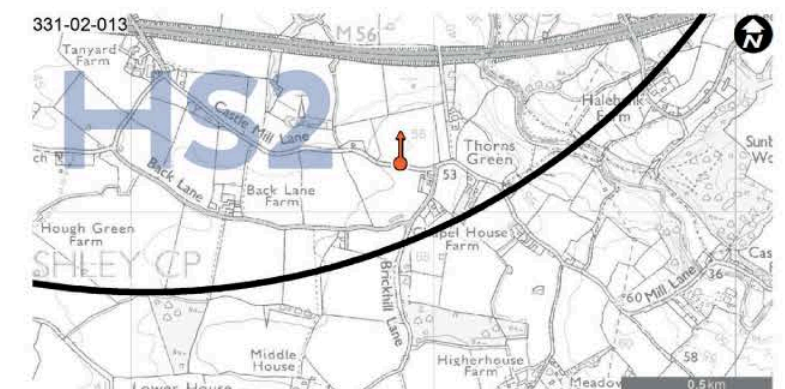


## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	n/a	
<b>Approximate GPS co-ordinates ref.</b>	378890.83, 384159.10	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as it includes typical features of the local landscape including medium-scale farmland with hedgerows and hedgerow trees at field boundaries.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	<b>High</b>



# Viewpoint 331-02-013: view north from Castle Mill Lane, west of Thorns Green

## Visual baseline description

<b>Winter</b>	Low hedgerows with occasional hedgerow trees allow clear views from Castle Mill Lane across the open farmland to the north. Overhead telegraph lines are visible across much of the view. Woodland along the M56 screens views towards the M56 which is in cutting in this section. The land rises in the far distance, with woodland to the north and west of the M56 forming the skyline.
<b>Summer</b>	In summer, vegetation in leaf on field boundaries and the hedgerows bordering the road corridor further filter middle and far distance views.
<b>Night-time</b>	At night, the area is rural and relatively dark with outdoor lighting limited to farmyards and isolated properties in the landscape.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. The amendment, Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014) will introduce construction activity and new infrastructure into views north. Residents will experience a substantial alteration to views during the construction of the Thorns Green accommodation offline overbridge over the M56 north of Lower Thorns Green Farm. In addition, a substantial area of farmland north, east and west of the farm will be required for construction of the M56 junction 6 westbound access slip road and the M56 River Bollin underbridge widening, resulting in the removal of woodland and the replacing of existing framed views over the tree-lined River Bollin and grassland by widespread views of construction activity. The removal of two existing overhead gantries and of an existing emergency refuge area within the M56 corridor will be screened by the construction works for the new overbridge and slip road. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Lighting associated with the M56 River Bollin satellite compound, north of the M56, and lighting required for the removal of the existing overhead gantries and emergency refuge area within the M56 corridor will introduce lighting into open views looking north over currently unlit farmland. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

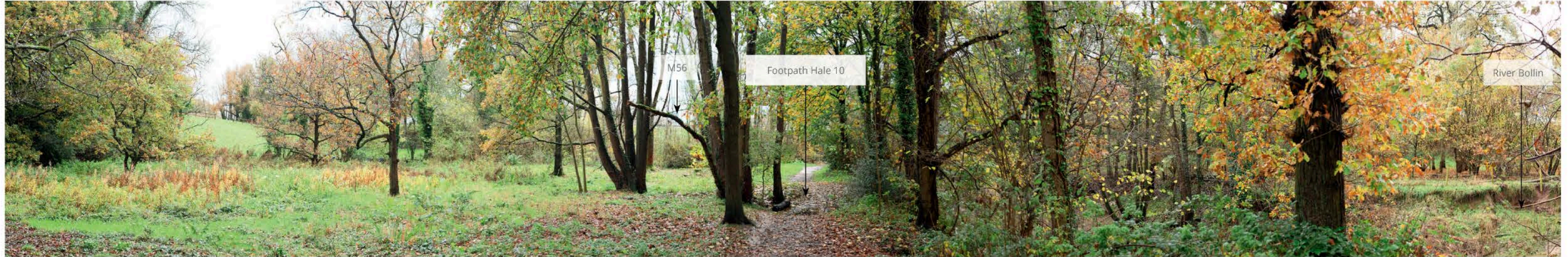
			Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>		Residents will experience an alteration to the view as a result of the amendment. The amendment will result in the introduction of the Thorns Green accommodation offline overbridge over the M56 north-west of Lower Thorns Green Farm and a new access track and balancing pond south-west of the farm into views. The bridge will replace an existing farm access overbridge north of the farm but the new overbridge will be a more substantial structure, with longer approach embankments. The new overbridge will occupy a relatively small proportion of the view and will not be an uncharacteristic feature of the rural farmland but the removal of vegetation during construction will make it more prominent in the view compared with the existing overbridge. The removal of woodland and hedgerows from the surrounding farmland and along the M56 during construction will also increase the openness of the view and open up views of the tops of gantries on the M56. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>		Maturing landscape mitigation planting along the Thorns Green accommodation offline overbridge will screen the lower parts of the overbridge and gantries on the M56 but the bridge deck itself will remain apparent above the vegetation. Maturing planting replacing the woodland and hedgerows removed during construction will largely restore the partly wooded character of existing views over farmland. Hedgerows lining the access track south-west of Lower Thorns Green Farm will, together with existing hedgerows, screen the track and balancing pond. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>		The further of maturing landscape mitigation planting and replacement planting will largely screen the Thorns Green accommodation offline overbridge and will restore the partly wooded character of existing views over farmland. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>		The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>			There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 331-03-014: view south from Footpath Hale 10

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by users of Footpath Hale 10 north of the M56.

## Winter view (baseline)

Date taken: 18/11/2022 (stitched panorama)

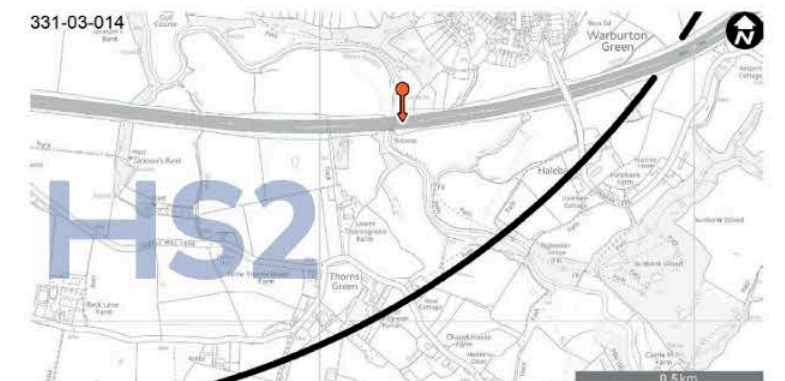


## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	Canon EOS 6D, 50mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379220.31, 384621.76	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view includes typical features of the local landscape including the tree lined River Bollin and traffic movements along the M56.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of footpath users is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	<b>High</b>



# Viewpoint 331-03-014: view south from Footpath Hale 10

## Visual baseline description

<b>Winter</b>	The view is from Footpath Hale 10, north of the M56 River Bollin underbridge. Long views south from the PRow and along the river corridor are largely screened by woodland and trees lining the River Bollin. However, close to the motorway, there is a narrow, framed view of the M56 River Bollin underbridge and moving traffic from the PRow where it approaches and passes under the bridge.
<b>Summer</b>	In summer, vegetation in leaf further encloses views along the footpath and screens the traffic movements on the M56.
<b>Night-time</b>	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. PRow users will experience a substantial alteration to views during the construction of the amendment. Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014). Mature vegetation along both sides of the River Bollin and on the farmland bordering the M56 will be removed. Existing views of woodland and the tree-lined River Bollin will be replaced by views of construction activity including the construction of the M56 junction 6 northbound exit slip road, M56 River Bollin underbridge widening and Thorns Green accommodation offline overbridge and of the M56 River Bollin satellite compound. Views of moving traffic on the elevated M56 to the south will also be opened up. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	PRow users will experience a substantial alteration to views as a result of the amendment. The removal of mature vegetation along both sides of the River Bollin and on the farmland bordering the M56 during construction, will change existing views of woodland and the tree-lined River Bollin, to open views of the landscape to the south and moving traffic on the M56. The amendment will introduce additional transport infrastructure, including the M56 junction 6 northbound exit slip road and the M56 River Bollin underbridge widening, into the view. The Thorns Green accommodation offline overbridge will replace an existing farm access overbridge north of the farm but the new overbridge will be a more substantial structure, with longer approach embankments. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	Maturing landscape mitigation planting and woodland habitat creation will largely restore the existing views of the tree-lined River Bollin and will screen the M56 junction 6 northbound exit slip road, M56 River Bollin underbridge widening and Thorns Green accommodation offline overbridge from most locations along the footpath. Traffic using the new road and widened M56 bridge over the River Bollin will remain visible above the vegetation. The magnitude of change will reduce to <b>medium</b> and there will be a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The further maturing landscape mitigation planting and woodland habitat creation will restore the existing screening between the PRow and the M56 and the existing views of the tree-lined River Bollin. Near the M56, the M56 northbound exit slip road and widened M56 bridge over the River Bollin will remain visible. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 331-03-015: view north-east from Footpath Hale 10

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by users of Footpath Hale 10 south of the M56.

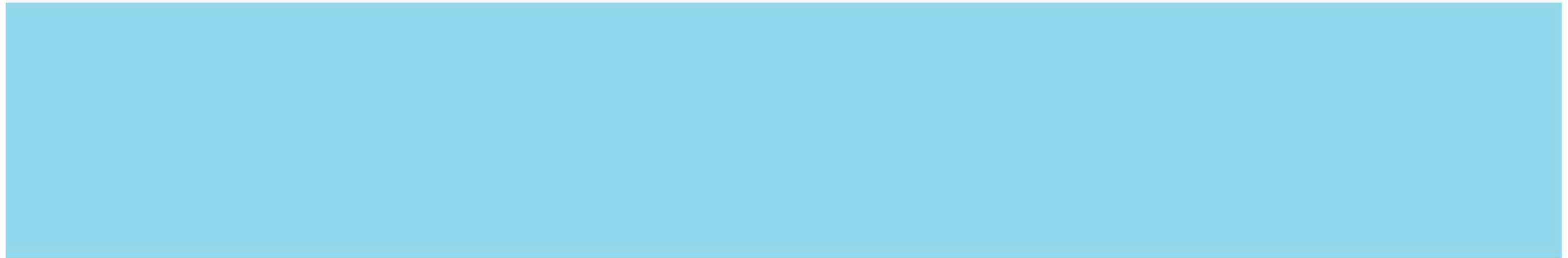
## Winter view (baseline)

Date taken: 18/11/2022 (stitched panorama)

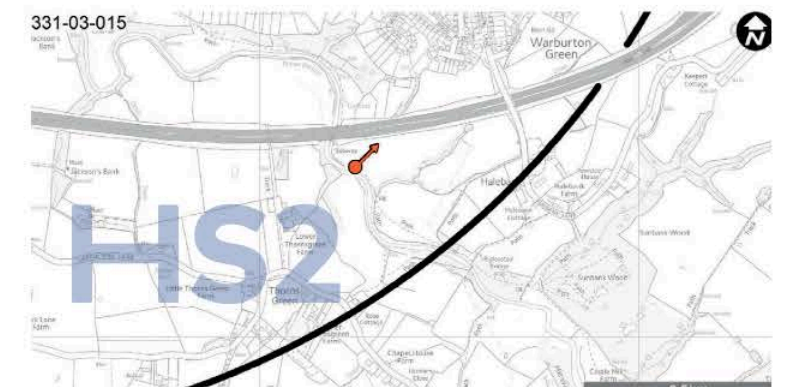


## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	Canon EOS 6D, 50mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379252.06, 384441.85	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as it includes typical elements of the local landscape including the River Bollin and woodland. Detracting elements in the view include the M56 bridge over the River Bollin and traffic movements associated with the motorway.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	<b>High</b>



# Viewpoint 331-03-015: view north-east from Footpath Hale 10

## Visual baseline description

<b>Winter</b>	Near-distance views are of the tree-lined River Bollin and an area of gently rising rough grassland with scattered self-set trees. In the middle distance there are views of the M56 River Bollin underbridge which largely screens views to the countryside to the north of the motorway. Footpath Hale 10 crosses the river under the bridge. Views of moving traffic on the M56 are filtered by roadside vegetation.
<b>Summer</b>	In summer, vegetation in leaf in the near distance and alongside the M56 further filters views of the M56, although the bridge structure, railing and traffic movement on the bridge remain partially visible.
<b>Night-time</b>	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. PRow users will experience a substantial alteration to views during the construction of the amendment. Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014). Mature vegetation along both sides of the River Bollin and from the farmland east and west of the river will be removed. Existing framed views over the tree-lined River Bollin and grassland will be replaced by extensive views of construction activity including the construction of the M56 junction 6 westbound access slip road and the M56 River Bollin underbridge widening. Views of moving traffic on the elevated M56 to the north will also be opened up. The PRow will pass through an area of land potentially required for mitigation planting where the existing grassland and vegetation lining tributaries of the River Bollin will be retained. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	PRow users will experience a substantial alteration to views as a result of the amendment. The amendment will result in the introduction of additional transport infrastructure, including the M56 junction 6 westbound access slip road and the widened M56 River Bollin underbridge into existing framed views of the tree-lined River Bollin and grassland. The removal of vegetation along the River Bollin and the landscape east and west of the river during construction will open up wide views over the landscape and increase the visibility of the M56 and moving traffic. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	Maturing landscape mitigation planting and woodland habitat creation will largely restore the existing views of the tree-lined River Bollin and will partially screen the widened M56 River Bollin underbridge. Traffic using the new M56 junction 6 westbound access slip road and widened M56 River Bollin underbridge will remain visible above the vegetation. The magnitude of change will reduce to <b>medium</b> and there will be a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The further maturing landscape mitigation planting and woodland habitat creation will restore the existing screening between the PRow and the M56 and existing views of the tree-lined River Bollin. Where the footpath approaches the M56, the M56 junction 6 westbound access slip road and widened M56 River Bollin underbridge will remain visible. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect



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

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

## Winter view (baseline)

Date taken: 27/02/2019 Time taken: 10:57 (stitched panorama)



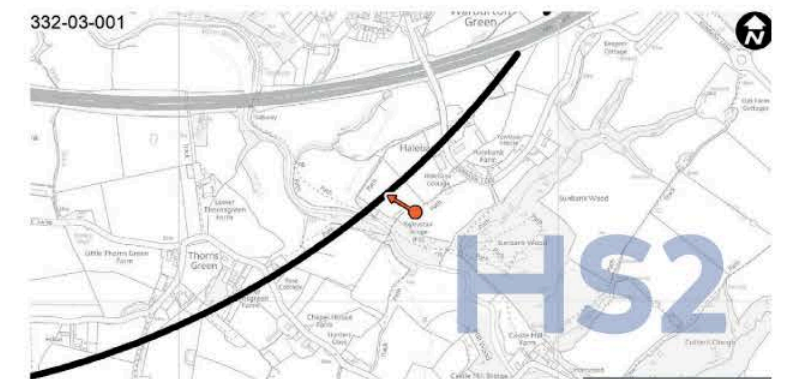
## Summer view (baseline)

Date taken: 16/08/2018 Time taken: 15:11 (stitched panorama)



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens
<b>Approximate GPS co-ordinates ref.</b>	379623.65, 384235.24
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including woodland, pasture and scrub.
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.

**Sensitivity of the receptor:**  
**High**



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to near views of the construction of River Bollin South embankment, River Bollin East Viaduct and River Bollin North embankment and removal of vegetation which would open up wide views of the construction works. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the visual effect at this viewpoint because the River Bollin East Viaduct satellite compound will be relocated east of the River Bollin North embankment and the land required for construction will be increased to accommodate areas for additional planting. Footpath Ringway 12, Footpath Ringway 14 and Footpath Ashley 10/1 will be closed during construction and Footpath Ringway 13 will be temporarily diverted. Footpath Ashley 11/1 will remain open. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the loss of vegetation in construction opening up clear views of River Bollin South embankment, River Bollin East Viaduct, River Bollin North embankment and overhead line equipment and trains. These elements would combine to form a high and wide linear structure across the narrow, enclosed and wooded River Bollin Valley. At year 1, the amendment will change the visual effect at this viewpoint. The amendment will be partially screened by the River Bollin North embankment in views north-west. However, the elevated and realigned Sunbank Lane offline overbridge and maintenance access road will be visible in the middle distance, beyond the Ringway cutting, in views north. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the maturing woodland habitat creation and landscape mitigation planting filtering and partially screening views of the River Bollin South embankment, River Bollin East Viaduct, River Bollin North embankment, overhead line equipment and trains from much of the PRoW network except where PRoW pass under or near the River Bollin East Viaduct. At year 15, the amendment will not change the visual effect at this viewpoint. Maturing woodland habitat creation in association with the amendment, will screen views of the elevated and realigned Sunbank Lane offline overbridge and maintenance access road in the middle distance beyond the HS2 route. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the greater maturity of mitigation planting restoring the wooded character of many existing views and the screening of the River Bollin South embankment, River Bollin East Viaduct, River Bollin North embankment, overhead line equipment and trains from most parts of the PRoW network except where PRoW pass under or near the viaduct. At year 30, the amendment will not change the visual effect at this viewpoint. Further maturing of woodland habitat creation will screen views of the elevated and realigned Sunbank Lane offline overbridge and maintenance access road in the middle distance beyond the HS2 route. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

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

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

## Winter view (baseline)

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

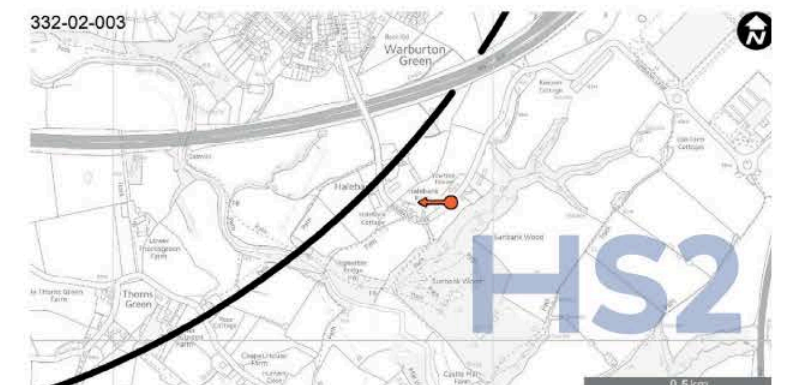


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379894.81, 384374.03	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including a paddock, hedgerows and a tree-lined rural lane.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility to change, as their attention is less focused on the landscape.	<b>High</b>



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to near views of the Sunbank Lane satellite compound and temporary material stockpiles and of the construction of Ringway cutting, Sunbank Lane overbridge and Sunbank Lane realignment beyond. The removal of vegetation would open up wide views of construction. The amendment, Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014), will change the visual effect at this viewpoint. The area covered by temporary material stockpiles in the original scheme will be extended southwards, affecting properties on the north side of Sunbank Lane. The construction of the elevated M56 Junction 6 gyratory will be visible beyond the stockpiles. The Sunbank Lane satellite compound will be relocated north-east and will no longer be visible but the River Bollin East Viaduct satellite compound will be moved to a new location immediately south-west of Sunbank Lane and will be prominent in the view from the lane. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to clear, near-distance views of the lighting for Sunbank Lane satellite compound. The amendment will relocate the satellite compound to the north-east, away from receptors, and existing intervening woodland will screen it from Sunbank Lane at night. However, the lighting associated with the relocated River Bollin East Viaduct satellite compound will be visible in views south-west from residential properties on the lane. The amendment will give rise to a different significant effect however, the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the removal of all vegetation between Sunbank Lane and Ringway cutting during construction, which would open up views north-west to the cutting, Sunbank Lane overbridge, Sunbank Lane realignment and the M56 in the far distance. The new structures, due to their large-scale, would be out of character with existing views over a narrow, tree-lined lane and wooded farmland. At year 1, the amendment will change the visual effect at this viewpoint as it will introduce a balancing pond and associated fencing into existing near-distance views over the fields adjacent to the residential properties on Sunbank Lane. The large-scale elevated M56 Junction 6 gyratory will be visible beyond. Views of the Ringway cutting and Sunbank Lane offline overbridge will remain largely unchanged but the Sunbank Lane offline overbridge will be visible in distant views, beyond the cutting. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location in the original scheme. Although there will be no requirement for continuous operational lighting along the HS2 route in this location, the amendment will introduce streetlighting around the elevated M56 junction 6 gyratory and M56 junction 6 Wilmslow Road link road. The M56 is already lit along this stretch but the amendment will bring street lighting closer to residential properties in Sunbank Lane. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing landscape mitigation planting on landscape earthworks and hedgerow planting along the realigned Sunbank Lane partially filtering or screening Ringway cutting, Sunbank Lane offline overbridge and Sunbank Lane realignment and the M56 from views. At year 15, the amendment will change the visual effect at this viewpoint. Maturing landscape mitigation planting around the new balancing pond will screen the pond, fencing and largely screen views of the M56 Junction 6 gyratory, Ringway cutting and Sunbank Lane offline overbridge. The character of the view will become more wooded and less open, with landscape mitigation planting replacing fields with pasture. High-sided vehicles using the elevated gyratory will be visible above the intervening vegetation. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location in the original scheme. As a result of the amendment, maturing landscape mitigation planting north and east of Sunbank Lane will screen the lit surfaces of the elevated M56 junction 6 gyratory and M56 junction 6 Wilmslow Road link road but the tops of the street lighting columns will be visible above the vegetation. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the further maturing of landscape mitigation planting restoring the tree and hedge-lined character of the view and screening Ringway cutting, Sunbank Lane realignment and Sunbank Lane offline overbridge. At year 30, the amendment will change the visual effect at this viewpoint. The further maturing of the landscape mitigation planting north and west of Sunbank Lane will largely screen Ringway cutting, Sunbank Lane realignment, Sunbank Lane offline overbridge, M56 junction 6 gyratory and M56 junction 6 Wilmslow Road link road. The character of the view will continue to become more wooded and less open. The amendment will give rise to a different effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location in the original scheme. As a result of the amendment, further maturing of the landscape mitigation planting north and east of Sunbank Lane will largely screen the street lighting along the elevated M56 junction 6 gyratory and M56 junction 6 Wilmslow Road link road. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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# Viewpoint 332-02-005: view east from Burnside, Warburton Green

This viewpoint is representative of views experienced by residents on the south-eastern edge of Warburton Green and users of Footpath Hale 13 and Footpath Ringway 9.

## Winter view (baseline)

Date taken: 14/03/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 19/09/2019 (stitched panorama)



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.</b>	379927.02, 385042.47	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including farmland and the M56 in the far distance.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	



# Viewpoint 332-02-005: view east from Burnside, Warburton Green

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to near-distance views of the M56 East satellite compound and temporary material stockpiles, the demolition of houses on the A538 Hale Road and the construction of the M56 East tunnel, Manchester Airport High Speed station cutting and A538 Hale Road overbridge (south). The amendment, Additional land permanently required to reconfigure M56 junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint. The view will remain one of large-scale construction activity as in the original scheme as the area required for construction will occupy the same extent required for construction of the original scheme and construction of the M56 junction 6 Hale Road link road and overbridge, will take place beyond the intervening M56 east satellite compound and an area of temporary material stockpiles. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the lighting associated with M56 East satellite compound creating a brightly lit area, visible in near-distance views. The amendment will not change the visual effect at this viewpoint because the location of the satellite compound will be unchanged. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to views of the Manchester Airport High Speed station cutting, partly screened by a landscape earthwork and loss of vegetation in construction opening up longer views towards junction 6 of the M56, the A538 Hale Road realignment and overbridge, the raised A538 Hale Road overbridge (north) and the car parks at Manchester Airport High Speed station. At year 1, the amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint. The Manchester Airport High Speed station cutting will be shorter than in the original scheme and M56 junction 6 Hale Road link road and overbridge will be new road infrastructure in distant views, however both will be largely screened from view by a landscape mitigation earthwork which will be higher than the road and top of the cutting. Traffic using the M56 junction 6 Hale Road link road, will be apparent above the intervening landscape mitigation earthwork between the road and the viewpoint. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location in the original scheme. As a result of the amendment, there will be streetlighting along the M56 junction 6 Hale Road link road and overbridge. Removal of vegetation during construction will open up distant views of the street lighting along the new road and on the overbridge. The lighting will be seen against the backdrop of the lit motorway corridor. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing landscape mitigation planting on landscape earthworks largely screening Manchester Airport High Speed station cutting and the A538 Hale Road realignment and partially screening views of traffic on the raised A538 Hale Road overbridge (north) and car parks at the southern end of Manchester Airport High Speed station. At year 15, the amendment will slightly change the visual effect at this viewpoint. The amendment will introduce additional landscape mitigation planting and woodland habitat creation along the M56 junction 6 Hale Road link road and overbridge and the A538 Hale Road. In combination with the landscape mitigation planting of the original scheme, the additional planting will largely screen Manchester Airport High Speed station cutting, M56 junction 6 Hale Road link road and overbridge and Manchester Airport High Speed station car parks. The additional woodland habitat creation will extend planting closer to Warburton Green, replacing some existing pasture fields bordered by hedgerows, and consequently views will be foreshortened and become more wooded and less open. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location. As a result of the amendment, maturing landscape mitigation planting on landscape mitigation earthworks and maturing woodland habitat creation will largely screen the streetlighting along the M56 junction 6 Hale Road link road and overbridge. Any increase in light levels will be hard to discern against the existing backdrop of the lit motorway corridor. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>



		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to maturing landscape mitigation planting on landscape mitigation earthworks forming a new woodland belt which would foreshorten existing views over open pasture fields but would screen A538 Hale Road overbridge (north) and car parks at the southern end of Manchester Airport High Speed station. At year 30, the amendment will slightly change the visual effect at this viewpoint. Maturing landscape mitigation planting and woodland habitat creation will screen the Manchester Airport High Speed station cutting, M56 junction 6 Hale Road link road and overbridge and Manchester Airport High Speed station car parks and views will further become more wooded and less open than in the original scheme. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The main ES did not assess effects at night-time in operation as there was no requirement for continuous operational lighting in this location. As a result of the amendment, the further maturing of planting will screen the streetlighting along the M56 junction 6 Hale Road link road and overbridge and any increase in light levels will be hard to discern against the backdrop of the lit motorway corridor. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

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

## Winter view (baseline)

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



## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380100.76, 385376.91	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including a tree-lined, suburban road and housing.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility to change as their attention is less focused on the landscape.	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

		Significance of effect
<b>Temporary effects during construction</b>		
<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the construction of the A538 Hale Road service roads (south and north) and A538 Hale Road realignment and the construction of Manchester Airport High Speed station cutting and A538 Hale Road overbridges (south and north) in the background. There would also be views of the M56 East and Manchester Airport High Speed station south satellite compounds. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the visual effect at this viewpoint because the service roads will not be constructed and consequently the front gardens of the A538 Hale Road will retain their screening vegetation. The M56 junction 6 station link road and overbridge will be constructed in the area which would have been occupied by the Manchester Airport High Speed station south satellite compound in the original scheme. The satellite compound will be relocated to the east of Hale Barns Cricket Club and will be visible from residential properties on the north side of the A538 Hale Road and Hasty Lane. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the M56 East and Manchester Airport High Speed station south satellite compounds increasing existing high light levels in the urban environment at night. The amendment will result in the relocation of the Manchester Airport High Speed station south satellite compound onto land east of the cricket club and will, along with the M56 East satellite compound, be a source of night-time lighting for residential properties on the north side of the A538 Hale Road and Hasty Lane. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

		Significance of effect	
<b>Permanent effects during operation</b>			
<b>Year 1</b>	<b>Winter</b>	The SES2 reported a <b>major</b> adverse (significant) effect. This would be due to a design change to raise the overall height of the Manchester Airport High Speed station car parks, to accommodate an additional level of parking on the roof of the car parks, and the loss of land and vegetation from the gardens of residential properties in A538 Hale Road during construction which would open up near-distance views of A538 Hale Road service roads (south and north) and A538 Hale Road realignment. There would also be more distant views of the large-scale elements of the SES2 scheme including the A538 Hale Road overbridges (south and north) and the Manchester Airport High Speed station car parks. At year 1, the amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will change the visual effect at this viewpoint because the A538 Hale Road will not be widened west of the Hasty Lane junction and fewer properties will lose land and screening vegetation from their front gardens than in the SES2 scheme. In addition, Hasty Lane will no longer be widened at the junction with A538 Hale Road and instead, the A538 Hale Road Station link road will connect the Manchester Airport High Speed Station access road (west) with the A538 Hale Road to the east of the A538 Hale Road overbridge (south), rather than to the west. This will reduce the extent of changes to the road network in near-distance views. In more distant views the large-scale structures of the SES2 scheme will be visible from properties on A538 Hale Road and Hasty Lane due to removal of vegetation during construction. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in SES2.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	The SES2 reported a <b>negligible</b> (non-significant) effect. This would be due to lighting associated with the roof car parking that would contribute to the background skyglow but would be barely discernible due to the existing light sources within the near and middle distance of the view. The amendment will not result in any additional night-time lighting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in SES2.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	The SES2 reported a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. This would be due to the large-scale elements of the SES2 scheme and views of traffic using the A538 Hale Road service roads (south and north) and A538 Hale Road realignment, partially screened by maturing hedgerows and maturing landscape mitigation planting. Mature hedgerows along the A538 Hale Road service roads (north and south) and A538 Hale Road realignment would largely screen the service roads and realignment but the traffic using the new roads would remain visible. At year 15, the amendment will change the visual effect at this viewpoint because maturing landscape mitigation planting along the A538 Hale Road will screen an area of land to be returned for suitable development use and the lower parts of the more distant large-scale structures of the AP2 revised scheme from properties on the southern side of the A538 Hale Road. Woodland habitat creation immediately north of properties on the A538 Hale Road and Hasty Lane will also partly screen Manchester Airport High Speed Station access road (west) and Manchester Airport High Speed Station west car park. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a different significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The SES2 reported a <b>negligible</b> (non-significant) effect. This would be due to lighting associated with the roof car parking that would contribute to the background skyglow but would be barely discernible due to the existing light sources within the near and middle distance of the view. The amendment will not result in any additional night-time lighting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the SES2.	<b>Negligible (non-significant)</b>

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The SES2 reported a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The further maturing landscape mitigation planting would partially screen the Manchester Airport High Speed station car parks. Mature hedgerows along the A538 Hale Road service roads (north and south) and A538 Hale Road realignment would largely screen the service roads and realignment but the traffic using the new roads would remain visible. At year 30, the amendment will change the view because the further maturing additional landscape mitigation planting and woodland habitat creation will mostly screen the large-scale elements of the SES2 scheme from residential properties on the A538 Hale Road and Hasty Lane. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a different significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The SES2 reported a <b>negligible</b> (non-significant) effect. Lighting associated with the roof car parking would contribute to the background skyglow but would be barely discernible in the context of the existing light sources within the near and middle distance of the view. The amendment will not result in any additional night-time lighting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the SES2.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

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

## Winter view (baseline)

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



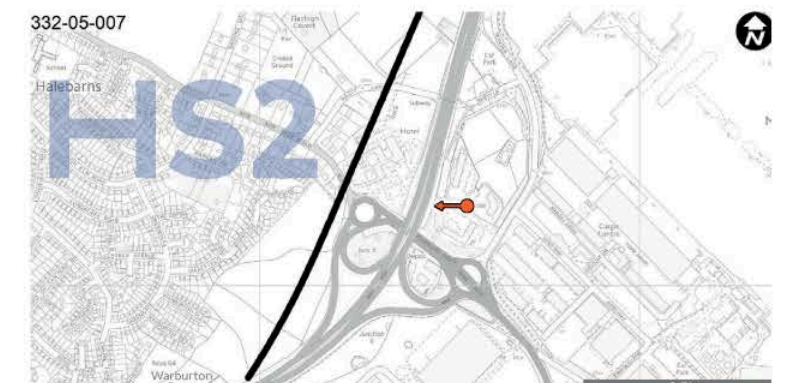
## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens
<b>Approximate GPS co-ordinates ref.</b>	380545.46, 385208.15
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value as the view contains typical features of the local landscape including hotels, car parks, industrial and commercial land uses and woodland belts bordering the M56 and Runger Lane.
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>medium</b> . The attention of hotel guests and people cycling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the AP2 revised scheme.

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



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to filtered views, over the M56 and intervening vegetation, of the demolition of Manchester Airport Marriott hotel and the construction of Manchester Airport High Speed station, cutting, car parks, eastern access road and the A538 Hale Road overbridge (south and north). The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will change the visual effect at this viewpoint. The amendment will result in the removal of vegetation from the woodland belt adjacent to the M56 embankment that currently screens the motorway from the lower floors of the hotel and Runger Lane. This will open up views of moving traffic on the M56 and the construction of the A538 Hale Road Station link road and overbridge and the other elements associated with Manchester Airport High Speed station in the background of the view to the north. The M56 embankment will partly screen the construction activity beyond the motorway corridor. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to Manchester Airport High Speed station main compound and north satellite compound introducing additional lighting into the view which would be seen in the context of existing lighting in the hotel car parks and along the M56. The amendment will slightly change the visual effect at this viewpoint. The removal of vegetation along the M56 will increase the visibility of construction lighting associated with the main and satellite compounds but viewed in the context of the existing high levels of illumination at night around the hotels. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

	Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b> The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the visibility of A538 Hale Road overbridge (south), A538 Hale Road overbridge (north) and Manchester Airport High Speed station cutting and the replacement of the Marriott Manchester Airport hotel and landscaped grounds with vacant plots left cleared for suitable development use. Manchester Airport High Speed station and car parks would be visible above intervening vegetation from the hotels. At year 1, the amendment will slightly change the visual effect at this viewpoint. The additional removal of vegetation along the M56 during construction will open up views of the M56 in the near and middle distance and of the A538 Hale Road Station link road and overbridge beyond. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b> The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to lighting along the access roads to Manchester Airport High Speed station and within the station and car parks increasing the extent of streetlighting in the area. However, the additional lighting would be visible above intervening vegetation from the hotels. At year 1, the amendment will slightly change the visual effect at this viewpoint. The removal of vegetation along the M56 will increase the visibility of lighting on M56 and on the A538 Hale Road Station link road and overbridge beyond. The the change in the view will be small owing to the existing high light levels at night in the area. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b> The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to maturing landscape mitigation planting being insufficiently tall to screen views of the overbridges and Manchester Airport High Speed station and car parks. At year 15, the amendment will slightly change the visual effect at this viewpoint. Maturing planting replacing vegetation removed during construction along the eastern side of the M56 and maturing landscape mitigation planting along the western side will largely screen the motorway and the A538 Hale Road Station link road and overbridge from the lower floors of the hotels and car parks. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b> The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to maturing landscape mitigation planting being insufficiently tall to screen views of lighting within the station and car parks from upper floor windows of the hotels. At year 15, the amendment will slightly change the visual effect. Maturing replacement planting and landscape mitigation planting will partially screen the street lighting along the A538 Hale Road Station link road and overbridge and M56. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>



		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to the further growth of landscape mitigation planting screening the majority of Manchester Airport High Speed station and car parks. At year 30, the amendment will slightly change the visual effect. The continued growth of replacement planting and landscape mitigation planting will further screen the Hale Road Station link road and overbridge and M56 from upper floors of the hotel. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The main ES reported a <b>negligible</b> (non-significant) effect. This would be due to the further growth of landscape mitigation planting screening lighting along the station access roads but planting being insufficiently tall to screen views of lighting on the station and car parks from upper floor windows of the hotels. At year 30, the amendment will be slightly change the visual effect. The continued growth of replacement planting and landscape mitigation planting will further screen the streetlighting along the Hale Road Station link road and overbridge and M56 from upper floor windows. The amendment will give rise to a different non-significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

This viewpoint is representative of views experienced by residents of Brooks Drive and users of Footpath Hale 16.

## Winter view (baseline)

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

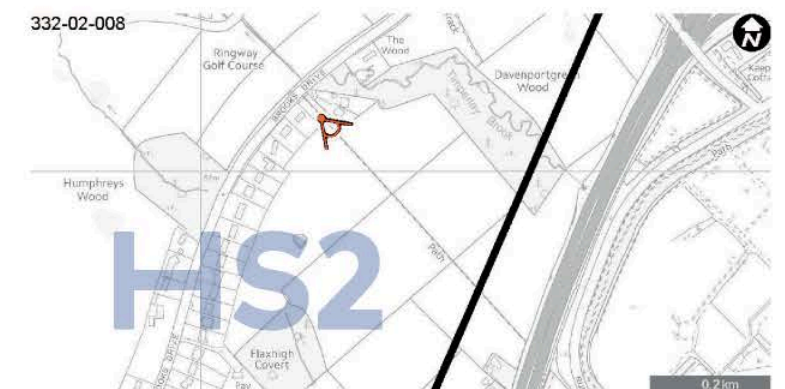


## Summer view (baseline)

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



<b>Camera:</b>	Sony a7RII, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.</b>	380199.15, 386082.42	
<b>Elevation:</b>	Above Ordnance Datum (AOD)	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including pasture, hedgerows, woodland, a gantry on the M56 and airport hotels.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents and footpath users 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 AP2 revised scheme.	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the introduction of construction activity into middle-distance views, in association with construction of Manchester Airport High Speed station and the car parks and western access road beyond. Manchester Airport High Speed station north satellite compound will occupy the middle-distance of the view. Footpath Hale 16 would be permanently closed in the original scheme. The amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint because the Manchester Airport High Speed station south satellite compound will be moved to a site east of Hale Barns Cricket Club. Construction will take place slightly closer to visual receptors at the southern end of Brooks Drive than in the original scheme but views will be filtered by intervening vegetation. Views of the construction compound from residential properties further north along Brooks Drive and from the PRoW will be screened by a tree belt along the eastern boundary of the gardens and Flaxhigh Covert. The amendments, Additional land permanently required for modifications to Water Framework Directive (WFD) mitigation for Timperley Brook (AP2-006-018) and Additional land permanently required for the provision of a replacement culvert at Brooks Drive (AP2-006-020), will not change the visual effect to the north of this viewpoint. The introduction of construction activity to the north-east of the viewpoint will be barely perceptible beyond intervening garden and roadside vegetation. The amendment, Change in Bill powers for the retention of Footpath Hale 16 from Brooks Drive to the Manchester Airport High Speed station (AP2-006-019) will not change the visual effect at this viewpoint because Footpath Hale 16 will not be open during construction. The amendment, Reconfiguration of M56 Junction 6 (AP2-006-014) will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the introduction of the lit Manchester Airport High Speed station north satellite compound into the middle distance of the view and the removal of vegetation opening up distant views of the lighting on the M56 and at Manchester Airport. The amendment Reconfiguration of M56 Junction 6 (AP2-006-014) will slightly change the visual effect at this viewpoint because the Airport High Speed station south satellite compound will introduce lighting into currently unlit agricultural land, which will be visible from the southern end of Brooks Drive. Residents' views will be filtered or screened by intervening vegetation and the additional lighting will be seen against the lit backdrop of street lighting on the M56 and Manchester Airport. The controls on light spill set out in the draft Construction Code of Practice (CoCP) will limit the change these new light sources introduce to the wider view. The amendment Reconfiguration of M56 Junction 6 (AP2-006-014) will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

	Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b> The SES2 reported a <b>major</b> adverse (significant) effect. This would be due to a substantial change to the view as a result of the introduction of Manchester Airport High Speed station car parks and access road (west), cars and buses at the transport interchange and Manchester Airport High Speed station into farmland beyond intervening woodland habitat creation which will be planted during construction. The majority of views would be filtered through intervening vegetation. At year 1, the amendment, Reconfiguration of M56 Junction 6 (AP2-006-014), will slightly change the visual effect. Although the amended highways arrangement, will be of a similar height and in the same location as in the SES2 scheme, the loss of vegetation during construction, will <b>reduce</b> intervening screening for residents at the southern end of Brooks Drive. The amendment will be screened by Flaxhigh Covert from the majority of the residents along Brooks Drive and for Footpath Hale 16 which are north of the woodland. The amendments, Modification of mitigation for Timperley Brook (AP2-006-018) and Provision of a replacement culvert (AP2-006-020), will not change the visual effect at this viewpoint as views of the amendments will be largely screened by intervening vegetation. The amendment, Retention of footpath (AP2-006-019), will change the visual effect at this viewpoint due to the retention and diversion of Footpath Hale 16, affecting users of Footpath Hale 16, not assessed in the main ES due to the closure of the PRoW. Footpath Hale 16 will pass through the establishing woodland habitat creation south-east of the viewpoint, but the resulting gap in the planting required for the PRoW will be too narrow to noticeably reduce the screening provided by the planting of the lower parts of Manchester Airport High Speed station, west car park and access road (west) from residential properties on Brooks Drive. From this location, the upper parts of the structures will remain visible above the vegetation and across a large proportion of the view. There will be clear views of the new structures from the stretch of the retained PRoW east of the woodland habitat creation. Combined, the amendments Reconfiguration of M56 Junction 6 (AP2-006-014) and Retention of footpath (AP2-006-019) will give rise to a different significant effect, however the level of significance of the effect will remain as reported in SES2.	<b>Major adverse (significant)</b>
	<b>Night-time</b> The SES2 reported a <b>moderate</b> adverse (significant) effect. This would be due to lighting along the elevated Manchester Airport High Speed station access road (west), on the western forecourt and within the station building and car parks introducing a wide area of illumination across a currently relatively dark middle distance. At year 1, the amendments will not change the visual effect at this viewpoint as there is no requirement for additional lighting in this location. The amendments will not give rise to a different effect and the level of significance of the effect will remain as reported in SES2.	<b>Moderate adverse (significant)</b>

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 15</b>	<b>Summer</b>	The SES2, reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing woodland habitat creation largely screening the view of Manchester Airport High Speed station and car parks from Brooks Drive and the change in the view from some properties from a view over open farmland to one of woodland. At year 15, the amendment Reconfiguration of M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint as the extent of woodland habitat creation will be increased with additional planting east of the Hale Barns Cricket Club and the maturing planting will partially screen views of the SES2 scheme from the southern end of Brooks Drive. The amendment will be screened by Flaxhigh Covert from the properties on Brooks Drive and Footpath Hale 16. The amendments, Modification of mitigation for Timperley Brook (AP2-006-018) and Provision of a replacement culvert (AP2-006-020), will not change the visual effect to the north of this viewpoint as views of the amendments will be largely screened by intervening vegetation. The amendment Retention of footpath (AP2-006-019) will change the visual effect at this viewpoint. Maturing woodland habitat creation will largely screen views of Manchester Airport High Speed station and west car park from residential properties in Brooks Drive and from the majority of Footpath Hale 16. Landscape mitigation planting along the access road and around the station forecourt will filter views of the new structures from the stretch of the PRoW east of the woodland habitat creation. Combined, the amendments Reconfiguration of M56 Junction 6 (AP2-006-014) and Retention of footpath (AP2-006-019) will give rise to a different significant effect, however the level of significance of the effect will remain as reported in SES2.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The SES2, reported a <b>moderate</b> adverse (significant) effect. This would be due to maturing woodland habitat creation partially screening the lighting along the elevated access road to the Manchester Airport High Speed station and on the station forecourt but the continued visibility of lighting within the elevated station and car parks. At year 15, the amendment Reconfiguration of M56 Junction 6 (AP2-006-014), will slightly change the visual effect at this viewpoint as the extended area of woodland habitat creation will screen lighting along the access road from the southern end of Brooks Drive. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in SES2.	<b>Moderate adverse (significant)</b>
<b>Year 30</b>	<b>Summer</b>	The SES2, reported a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. This would be due to the further growth of the woodland habitat creation screening views of the Manchester Airport High Speed station and car parks from Brooks Drive. At year 30, the amendment Reconfiguration of M56 Junction 6 (AP2-006-014), will not change the visual effect at this viewpoint because the amendment will be screened by the further growth of mitigation planting. The amendments Modification of mitigation for Timperley Brook (AP2-006-018) and Provision of a replacement culvert (AP2-006-020), will not change the visual effect to the north of this viewpoint as views of the amendments will be largely screened by intervening vegetation. The amendment Retention of footpath (AP2-006-019), will change the visual effect at this viewpoint. The further maturing of the woodland habitat creation will screen views of Manchester Airport High Speed station and west car park from residential properties in Brooks Drive and from the majority of Footpath Hale 16. From the stretch of the PRoW east of the woodland habitat creation, these structures, along with the access road (west), will remain clearly visible but the further maturing of the landscape mitigation planting along the access road and around the station forecourt will partially integrate the new structures in the view. The amendment Retention of footpath (AP2-006-019) will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The SES2 reported a <b>minor</b> adverse (non-significant) effect. This would be due to the continued growth of the woodland habitat creation largely screening the lighting within the elevated station and car parks, although in winter the lit area would be apparent in filtered views through the trees. At year 30, the amendment Reconfiguration of M56 Junction 6 (AP2-006-014), will not change the visual effect at this viewpoint because lighting will be largely screened by the further growth of mitigation planting. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the SES2.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

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

## Current baseline - winter view

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



## Winter verifiable photomontage - operation year 1



The viewpoint has been taken approximately 264m away from the AP2 revised scheme. Viewpoint location shown on Map LV-01-768. For full details of the visual assessment at viewpoint 332-02-008 refer to SES2 and AP2 ES Volume 5, Appendix: LV-001-0MA06, Part 11.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals LI TGN 06/19) provides an illustration of how the AP2 revised scheme may look in 2038 (opening year) to help inform the visual impact assessment. The design of the AP2 revised scheme may be subject to design development in response to consultation. Development of detail design after SES2 and AP2 submission will not result in any significant adverse change in the environmental effects reported in the assessment. Where new planting is proposed, it has been shown as immature plants which would mature over time to further integrate the AP2 revised 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) of the main ES.

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.</b>	380208.399, 386072.227	<b>Direction of View:</b>	131.9°
<b>Elevation:</b>	55.265m AOD	<b>Height of Camera:</b>	1.648m

<p>Map Number LV-01-768</p> <p>Map Name Verifiable Photomontage Operation Year 1 (2038) - Winter Viewpoint 332-02-008</p> <p>Community Area MA06: Hulseheath to Manchester Airport</p>	<p>Registered in England. Registration number 05791688. Registered office: Two Snowhill, Snow Hill, Queensway, Birmingham B4 6QA.</p> <p>© Crown copyright and database rights 2022. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT27-MWJ-EV-MAP-M000-004569-P01</p> <p>Date: 20/02/2023</p>		
		<p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it issued in part or issued incomplete in any way.</p>	
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# Viewpoint 332-02-008: view south-east from Brooks Drive

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

## Current baseline - summer view

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



## Summer verifiable photomontage - operation year 15



The viewpoint has been taken approximately 264 metres away from the AP2 revised scheme. Viewpoint location shown on Map LV-01-793. For full details of the visual assessment at viewpoint 332-02-008 refer to SES2 and AP2 ES Volume 5, Appendix: LV-001-0MA06, Part 11.

This verifiable photomontage (Type 4 as described in Visual Representation of Development Proposals L1 TGN 06/19) provides an illustration of how the AP2 revised scheme may look in 2053 (15 years after opening) to help inform the visual impact assessment. The design of the AP2 revised scheme may be subject to design development in response to consultation. Development of detail design after AP2 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 AP2 revised 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).

<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens		
<b>Approximate GPS co-ordinates ref.</b>	380208.399, 386072.227	<b>Direction of View:</b>	131.9°
<b>Elevation:</b>	55.265m AOD	<b>Height of Camera:</b>	1.648m

<p>332-02-008</p> <p>Crown copyright and database rights 2022. Ordnance Survey Licence Number 100049190.</p>	<p>Map Number: LV-01-793</p> <p>Map Name: Verifiable Photomontage Operation Year 15 (2053) - Summer Viewpoint 332-02-008</p> <p>Community Area MA06: Hulseheath to Manchester Airport</p>	<p><b>HS2</b></p> <p>HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it issued in part or issued incomplete in any way.</p> <p>Registered in England. Registration number 05791686. Registered office: Two Snowhill, Snow Hill, Queensway, Birmingham B4 6QA.</p> <p>© Crown copyright and database rights 2022. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: 2PT27-MWJ-EV-MAP-M000-004570-P01</p> <p>Date: 20/02/2023</p>
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# Viewpoint 332-02-009: view south from Chapel Lane

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents on Rivershill Gardens and Ridge Avenue and road users of Chapel Lane and Sunbank Lane.

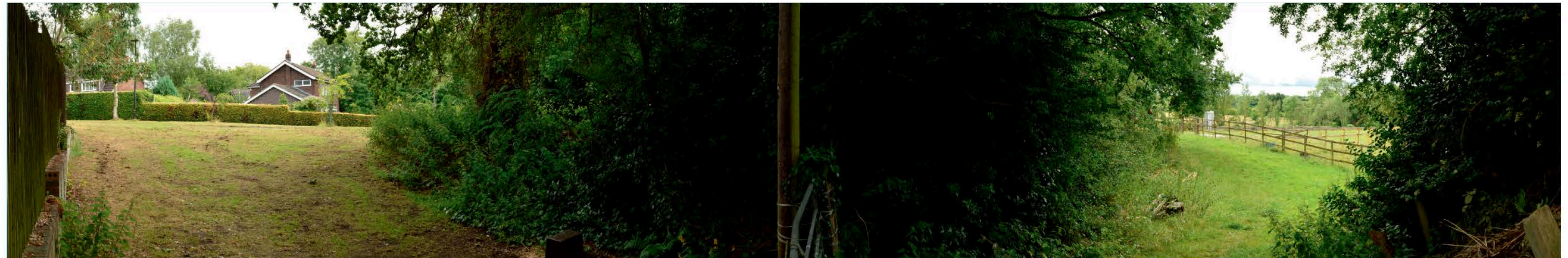
## Winter view (baseline)

Date taken: 29/03/2022 (stitched panorama)

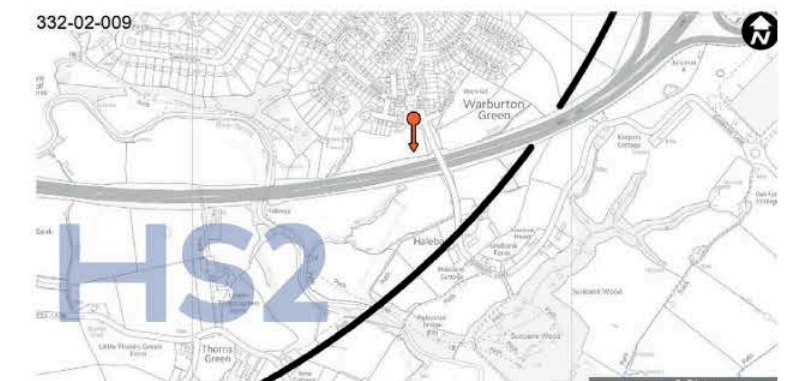


## Summer view (baseline)

Date taken: 05/07/2022 (stitched panorama)



<b>Camera:</b>	Nikon D3200 18mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379582.88, 384726.01	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical components of the local landscape including pasture and woodland belts. The view also includes detracting elements associated with Chapel Lane and the M56 road corridor.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility as their attention is less focused on the landscape.	<b>High</b>



# Viewpoint 332-02-009: view south from Chapel Lane

## Visual baseline description

<b>Winter</b>	The view is over a gated field entry from the roadside verge of Chapel Lane at the edge of Hale. Roadside vegetation along Chapel Lane, garden boundary fences and garden vegetation, frame views of pasture enclosed by timber post and rail fencing. The land falls towards the tree-lined M56 road corridor, with the Sunbank Lane overbridge, traffic movements and road signage clearly visible in the middle distance of the view. Beyond the M56, distant views are over the River Bollin valley with areas of pasture and the wooded course of the River Bollin and tributary streams.
<b>Summer</b>	In summer, vegetation in leaf along Chapel Lane and in residential gardens further enclose the views over the adjacent pasture. Trees in leaf along the M56 corridor partially filter views of traffic movement on the M56 and features of the River Bollin valley landscape beyond.
<b>Night-time</b>	At night, Chapel Lane is unlit in this location but lighting along the M56 and from adjacent properties is visible.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. As a result of the amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), residents will experience a substantial change to the composition of near and middle-distance views due to the construction of Sunbank Lane offline overbridge, immediately adjacent to the property boundaries. Removal of vegetation along Chapel Lane will open views of construction of the M56 junction 6 northbound exit slip road and gyratory and M56 East tunnel in the middle distance. Construction activity will be uncharacteristic and highly visible across the majority of the view. There will be a <b>high</b> magnitude of change and <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents on Rivershill Gardens and Ridge Avenue will experience substantial changes to near and middle-distance views as a result of the amendment. The character of the views will be substantially altered due to the presence of the Sunbank Lane offline overbridge as it rises to the west on embankment and due to the M56 junction 6 northbound exit slip road, which will be visible in the middle distance on embankment to the south. The new large-scale structures will screen long distant views over the River Bollin valley. Traffic movements, signage and fencing along the realigned Sunbank Lane will be introduced into near-distance, elevated views. Mitigation planting will not provide any screening effect in year 1. There will be a <b>high</b> magnitude of change and <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Lighting and traffic movements along the new Sunbank Lane offline overbridge and M56 junction 6 northbound exit slip road will introduce a wide and elevated area of illumination across a currently relatively dark near and middle distance. Mitigation planting will not be sufficiently mature to screen views of the lighting. There will be a <b>high</b> magnitude of change and <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
<b>Year 15</b>	<b>Summer</b>	At year 15, maturing landscape mitigation planting close to receptors will partially screen the new structures of the Sunbank Lane offline overbridge and M56 junction 6 northbound exit slip road, although traffic movements and signage will remain visible. This will change the character of the view from an open view over farmland to a view enclosed by woodland. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Maturing landscape mitigation planting will partially screen the lighting along the elevated Sunbank Lane offline overbridge and M56 junction 6 northbound exit slip road but some lighting will remain visible above the mitigation planting. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
<b>Year 30</b>	<b>Summer</b>	Further maturing of mitigation planting will mostly screen views of the new structures and traffic movements and change the open character of the view to a view enclosed by woodland. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The further maturing of mitigation planting will largely screen lighting along the elevated Sunbank Lane offline overbridge and M56 junction 6 northbound exit slip road. In winter, lighting will be glimpsed through or above the trees in filtered views. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 332-02-010: view south-east from Bankside

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents on Bankside, Warburton Drive and Warburton Close.

## Winter view (baseline)

Date taken: 29/03/2022 (stitched panorama)

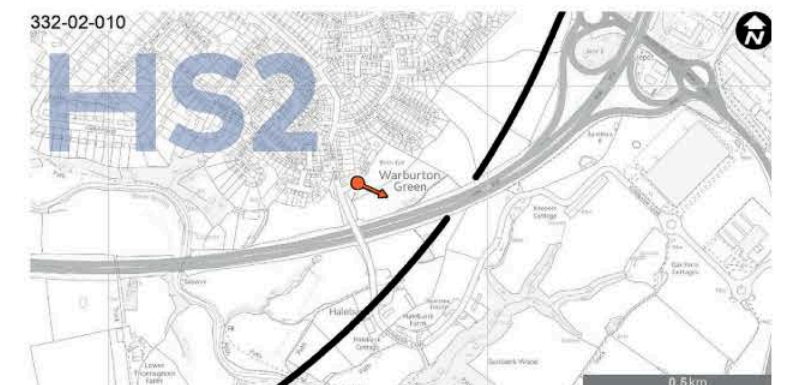


## Summer view (baseline)

Date taken: 05/07/2022 (stitched panorama)



<b>Camera:</b>	Nikon D3200 18mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379656.77, 384744.19	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as it includes typical components of the urban fringe landscape and includes residential development and vegetation at the boundary between the urban and rural landscape.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



# Viewpoint 332-02-010: view south-east from Bankside

## Visual baseline description

<b>Winter</b>	Near-distance views are along the road, which is lined by residential properties with front gardens to the north and a tree belt to the south which delineates the boundary between the urban and rural landscapes. The tree belt largely screens views of the farmland to the south and the M56 beyond, which is in cutting at this point.
<b>Summer</b>	In summer, the view is largely unchanged although the mature vegetation in the near distance screens a greater proportion of the view.
<b>Night-time</b>	At night, street lighting and light spill from residential properties are visible in the near distance. The motorway in cutting at this location and combined with the screening effect of intervening vegetation limits views of car headlights, the M56 being unlit.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. As a result of the amendment, Long Term Strategic Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014), residents will experience substantial changes to the view. Removal of vegetation along Bankside and Chapel Lane will allow unobstructed and near-distance views of construction activity associated with Tributary of River Bollin 3 M56 drain offline culvert and maintenance access road in the near distance. Beyond these elements the construction of the M56 junction 6 gyratory, M56 junction 6 northbound exit slip road and M56 Junction 6 Hale Road link overbridge on embankment will be visible in the middle-distance. To the west, there will be near to middle-distance views of construction of the Sunbank Lane offline overbridge. There will be a <b>high</b> magnitude of change and <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents will experience substantial changes to near and middle-distance views as a result of the amendment. Vegetation removed during construction will allow near-distance views of Tributary of River Bollin 3 M56 drain offline culvert and maintenance access road which will connect to a new field entrance at the northern end of Bankside. In the middle-distance, the landscape earthworks running along the elevated M56 junction 6 gyratory and M56 junction 6 northbound exit slip road will form a new horizon and enclose the view. The Sunbank Lane offline overbridge will be visible rising to cross the realigned M56 from the southern end of Bankside. Traffic movements, street lighting columns, signage and fencing will be visible on or along the new, elevated roads. Mitigation planting will not be sufficiently mature to provide screening in year 1, but the earthworks north of the M56 junction 6 gyratory will provide some screening to the traffic movements on the gyratory. There will be a <b>high</b> magnitude of change and <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Night-time</b>	Lighting and traffic movements along the new Sunbank Lane offline overbridge, M56 junction 6 gyratory, M56 junction 6 Hale Road link overbridge and M56 junction 6 northbound exit slip road will introduce a wide and elevated area of illumination into views across the near and middle distance. This will be seen in the context of the existing street lighting along Bankside. Mitigation planting will not be sufficiently mature to contain light spill from the new roads. There will be a <b>medium</b> magnitude of change and <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
<b>Year 15</b>	<b>Summer</b>	Maturing mitigation planting will filter or screen views of the new road structures and restore the enclosed wooded character of the view. The gap in the landscape mitigation planting to accommodate a new field entrance will remain apparent in views from the northern end of Bankside. Maturing landscape mitigation planting will replace views of existing pasture fields beyond the existing tree belt, and consequently views will become more wooded and less open. The magnitude of change will reduce to <b>low</b> and there will be a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Maturing mitigation planting will contain the majority of light spill from traffic and lighting along the new road structures. The magnitude of change will reduce to <b>low</b> and there will be a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	The greater maturity of mitigation planting will restore the wooded and enclosed character of the view. Maturing landscape mitigation planting will result in the view becoming more wooded and less open. The gap in the landscape mitigation planting to accommodate a new field entrance will remain apparent in views from the northern end of Bankside. There will be a <b>low</b> magnitude of change and <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The greater maturity of mitigation planting will contain light spill from traffic and lighting along the new road structures. The magnitude of change will reduce to <b>negligible</b> and there will be a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 332-04-012: view north from Sunbank Lane

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by road users and workers at industrial units on Sunbank Lane.

## Winter view (baseline)

Date taken: 17/11/2022 (stitched panorama)

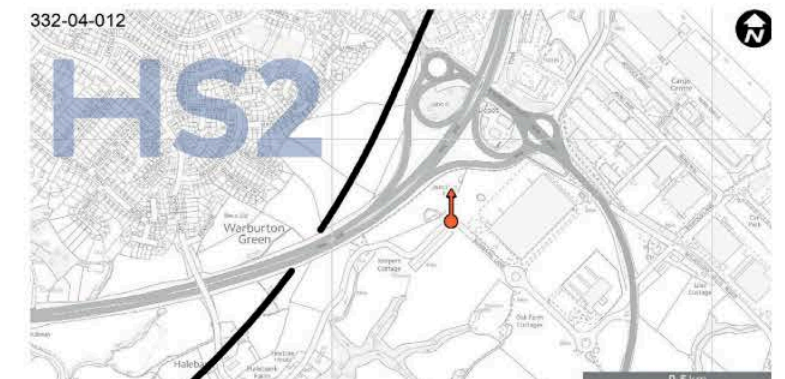


## Summer view (baseline)

Date taken: 06/07/2022 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, 50mm lens (w) 24mm lens (s)	
<b>Approximate GPS co-ordinates ref.</b>	380312.44, 384782.67	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>low</b> value as the view contains typical features of the local landscape, including large-scale industrial buildings, car parking areas and road infrastructure.	<b>Sensitivity of the receptor:</b>  <b>Low</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>low</b> . The attention of road users is only partly focused on their surroundings and workers are focused on the work in hand and inward facing activities. They both therefore they have a low susceptibility to visual change arising from the construction and operation of the AP2 revised scheme.	



# Viewpoint 332-04-012: view north from Sunbank Lane

## Visual baseline description

<b>Winter</b>	Sunbank Lane is visible in the near distance, with modern industrial buildings, clad in dark materials on either side of the road. A shared use pedestrian/cycle path, grass verges and newly planted trees line the southern side of the road. In the middle distance a container lorry parking area is visible to the north, beyond a wide grass verge and security fencing. Mature trees screen more distant views of the undeveloped land and the M56 to the north-west.
<b>Summer</b>	In summer, mature vegetation in leaf effectively screens views towards the M56. Vegetation in leaf has a greater presence in the middle and far distance of the view across the industrial estate but overall, the summer view is similar to the winter view.
<b>Night-time</b>	The night-time baseline is not described for this viewpoint, as night-time effects are considered only for occupiers of residential properties and residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	This new viewpoint is located in an area which an area where there will be changes from the original scheme. Road users and workers at industrial units on Sunbank Lane will experience a substantial change to views during the construction of the amendment, Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014). Mature vegetation which currently screens the M56 will be cleared from an area of land north and north-west of Sunbank Lane and existing views of the vegetation and the lorry park will be replaced by the Sunbank Lane satellite compound to the north and the construction of the M56 junction 6 Wilmslow Road link road and M56 junction 6 westbound exit slip road to the north-west. There will be a <b>high</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Construction night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The amendment will result in a substantial change to the view from Sunbank Lane and the industrial units adjacent. The existing lorry park will be permanently reduced in size, with the boundary formed by the new M56 Junction 6 Wilmslow Road link road. The elevated M56 junction 6 westbound exit slip road will be visible in the background. Existing views of the lorry park and mature vegetation lining junction 6 of the M56 and the motorway will be replaced by multi-lane road infrastructure with overhead gantries, street lighting columns, signage and moving traffic. There will be a <b>high</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	Maturing landscape mitigation planting will partially screen the new road infrastructure from the majority of Sunbank Lane and the industrial units but the overhead gantries, street lighting and tall buildings will remain visible above the trees in this location. Where there is no intervening vegetation, north of the viewpoint, traffic will be clearly visible. The magnitude of change will reduce to <b>medium</b> and there will be a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The further maturing of landscape mitigation planting will screen the new road infrastructure from the majority of Sunbank Lane and the industrial units and restore the tree-lined background to the view, except where there is no intervening vegetation north of the viewpoint. From here, traffic will be clearly visible. The magnitude of change will remain <b>medium</b> and there will be a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 332-02-014: view south-east from Mobberley Road

This new viewpoint is located in an area which would not be affected by the original scheme and represents the views experienced by residents and road users on Mobberley Road and A538 Altrincham Road.

## Winter view (baseline)

Date taken: 29/03/2022 (stitched panorama)

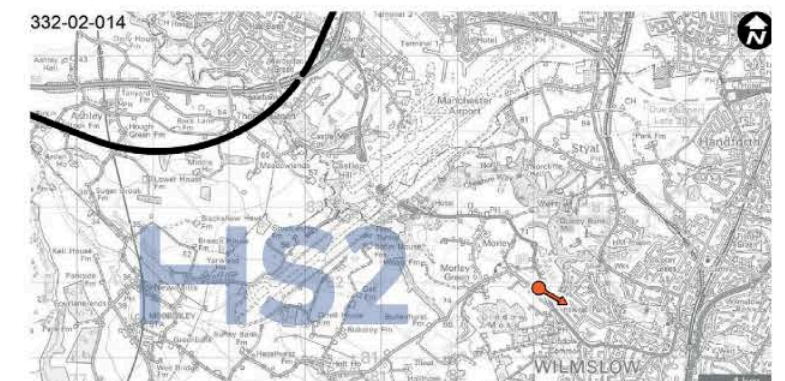


## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	Nikon D3200, 18mm lens	
<b>Approximate GPS co-ordinates ref.</b>	383069.35, 381920.71	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including pasture, roadside hedgerows and trees, residential properties, a recreation area and woodland.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility to visual change.	



# Viewpoint 332-02-014: view south-east from Mobberley Road

## Visual baseline description

<b>Winter</b>	The view is along Mobberley Road with oblique views across low roadside hedgerows to adjacent open pasture on both sides of the road and in the near distance. Low hedgerows and mature trees, street lighting, telegraph poles and buildings line the A538 Altrincham Road in the middle distance, with evergreen hedgerows and mixed planting on residential and commercial property boundaries. To the east, an open recreation area is visible beyond A538 Altrincham Road and woodland at its boundary forms the far distance of the view.
<b>Summer</b>	In summer, trees and hedgerows in leaf along Mobberley Road and the A538 Altrincham Road have a greater presence in the view. However, due to the low boundary hedgerows and open nature of the view, the summer view is similar to the winter view.
<b>Night-time</b>	Mobberley Road is lit at night and street lighting and lights associated with buildings along the A538 Altrincham Road are visible in the middle distance.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area which would not be affected by the original scheme. As a result of the amendment, Additional land permanently required for modifications to the A538 Altrincham Road and Mobberley Road junction (AP2-006-015), residents and road users will experience near-distance views of the construction of the new Mobberley Road/A538 Altrincham Road junction and the realignment of a short section of Mobberley Road. The works will also include the realignment of overhead and underground utilities. Garden vegetation within property boundaries will partially filter views of construction activity for residents of Sandiway, Merry Winds, Holly Cottages and Pownall Cottages, but where they are visible, the works will occupy a large proportion of the view. Removal of roadside vegetation will increase the visibility of construction. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	At year 1, a short section of Mobberley Road and the new Mobberley Road/A538 Altrincham Road junction will be realigned north of its current position to a location further from Holly Cottages and Pownall Cottages, but closer to Merry Winds. The new junction will be wider than the existing one and the associated road signage, traffic lights and pedestrian crossing will be new elements in views partially filtered by existing garden vegetation from residential properties on Mobberley Road and A538 Altrincham Road. The land formerly occupied by the existing road and junction will be restored to farmland, with new hedgerows planted along the road boundaries to replace roadside vegetation removed during construction. These hedgerows will be insufficiently mature to restore the character of the realigned Mobberley Road in year 1. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	At night, the location of lighting along Mobberley Road will be changed in the view as a result of the amendment. New lighting will be installed at the new signalised junction between Mobberley Road and A538 Altrincham Road. These new light sources will not be out of character with existing street lighting in the view and existing garden vegetation will partially filter views for residential receptors. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	At year 15, maturing hedgerow planting will partially integrate the realigned road into views restoring the hedgerow-lined character of Mobberley Road and the A538 Altrincham Road. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Lighting at the signalised junction will remain visible above the maturing hedgerow planting with views partially filtered by garden vegetation. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	At year 30, the greater maturity of hedgerow planting will further integrate the realigned road into views. However, road signage and traffic lights will remain visible above the hedgerows. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Lighting from the new signalised junction will remain visible above the mature hedgerow planting with views partially filtered by garden vegetation. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect



# Viewpoint 332-03-015: view east from Footpath Hale 17

This new viewpoint is located in an area which would not be affected by the original scheme and represents the views experienced by golfers at Ringway Golf Course and users of Footpath Hale 17 between Hale Road and Shay Lane.

## Winter view (baseline)

It has not been possible to capture winter photography.



## Summer view (baseline)

Date taken: 30/06/2022 (stitched panorama)



<b>Camera:</b>	Canon 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	379416.50, 386284.17	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical elements of the local landscape including a golf course, woodland belts and hedgerows.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



# Viewpoint 332-03-015: view east from Footpath Hale 17

## Visual baseline description

<b>Winter</b>	This viewpoint is located on Ringway Golf Course. The view is typical of a golf course fairway with mature trees that filter near and middle-distance views. To the north-east a hedgerow with mature hedgerow trees follows Shay Lane, heavily filtering views of the lane. However, moving traffic may be glimpsed through an access gate in the hedgerow boundary. In the far distance, vegetation forms a wooded skyline that spans the view.
<b>Summer</b>	In summer, vegetation in leaf in the middle distance and far distance view further encloses views to the east and screen views of Shay Lane.
<b>Night-time</b>	The night-time baseline is not described for this viewpoint as night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
	<b>Construction</b>	This new viewpoint is located in an area which would not be affected by the original scheme. Users of the PRoW will experience changes to middle-distance views during the construction of the amendment. Additional land permanently required for modifications to Water Framework Directive (WFD) mitigation for Timperley Brook (AP2-006-018). The removal of mature roadside trees to the north and south of Shay Lane, will open up views to construction activity and moving traffic along Shay Lane across a small proportion of the view in the middle-distance. Views for footpath users will be largely oblique. The character of the greater proportion of the view, including the wooded skyline will remain largely intact. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	At year 1, the amendment will result in a perceptible change to the composition of views for golfers and users of the PRoW as a result of the loss of mature trees and roadside vegetation during construction. Replacement vegetation to the north and south of Shay Lane will not be sufficiently mature to filter views of moving traffic along Shay Lane. Footpath users will experience oblique views of Shay Lane across a small proportion of the view in the middle distance. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The character of the vegetated boundary to the north-east of the golf course, will be partially restored by maturing vegetation, which will filter oblique views of Shay Lane and moving traffic in the middle distance. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The greater maturity of vegetation to the north and south of Shay Lane will largely filter oblique views of Shay Lane for footpath users. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupants of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect

# Viewpoint 332-03-016: view south-west from Footpath Hale 19, to the rear of Shay Lane

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents of Shay Lane and users of Footpath Hale 19.

## Winter view (baseline)

It has not been possible to capture winter photography.



## Summer view (baseline)

Date taken: 30/06/2022 (stitched panorama)



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380023.03, 386365.27	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including rough pasture, hedgerows, hedgerow trees and garden boundary planting.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and the attention of recreational receptors is focused on the landscape. They are both, therefore, highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



# Viewpoint 332-03-016: view south-west from Footpath Hale 19, to the rear of Shay Lane

## Visual baseline description

<b>Winter</b>	The view is over rough pasture, with areas of scrub, trees and woodland. Footpath Hale 19 is discernible as a trodden path through the rough grassland in the near distance and runs in a south-west direction from the viewpoint. Mixed scrub, mature trees and garden boundary planting heavily filter views towards residential properties to the east of the view. Middle-distance views are formed by tree belts along Shay Lane and isolated trees to the south-west. Far-distance views to the west and south-west over the pasture are framed by further mature vegetation on the skyline.
<b>Summer</b>	In summer, trees and scrub in leaf along the boundaries of properties, Shay Lane and fields provides greater screening of views. However, due to the open nature of the view over the pasture, the summer view is similar to the winter view.
<b>Night-time</b>	The near and middle distance is relatively dark, with filtered lighting from residential properties visible to the east. Street lighting and buildings in the urban areas to the west and south, contribute to distant skyglow.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area which would not be affected by the original scheme. Residents and footpath users will experience changes to middle-distance views during the construction of the amendment, Additional land permanently required for modifications to Water Framework Directive (WFD) mitigation for Timperley Brook (AP2-006-018). The removal of mature roadside trees to the north and south of Shay Lane will reduce tree cover across a small proportion of the view and will open up views to construction activity, Shay Lane, moving traffic and the Ringway Golf Course, in the middle distance. The majority of views will be partially filtered through intervening vegetation. Views for residents of Shay Lane will be largely oblique and further filtered through garden vegetation. The amendment, Additional land permanently required for the provision of a replacement culvert at Brooks Drive (AP2-006-020), will not change the visual effect to the south-east of this at this viewpoint. The introduction of construction activity to the south-east of the viewpoint will be barely perceptible beyond intervening garden and roadside vegetation. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment Modification of mitigation for Timperley Brook (AP2-006-018) will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	Not assessed
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	At year 1, the amendment Modification of mitigation for Timperley Brook (AP2-006-018), will result in a change to the composition of middle-distance views. The loss of mature trees and roadside vegetation during construction, will allow middle-distance views of moving traffic along Shay Lane, across a small proportion of the view. Views will be partially filtered through intervening vegetation and views for residents of Shay Lane will be largely oblique and further filtered through garden vegetation. Replacement vegetation to the north and south of Shay Lane will not be sufficiently mature to restore the wooded boundary of the road corridor. The amendment, Provision of a replacement culvert (AP2-006-020), will not change the visual effect at this viewpoint. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 15</b>	<b>Summer</b>	Maturing planting to the north and south of Shay Lane will partially restore the wooded character of the road and further filter views of moving traffic on Shay Lane. The amendment Provision of a replacement culvert (AP2-006-020), will not change the visual effect at this viewpoint. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The greater maturity of planting to the north and south of Shay Lane will restore the wooded character of the road and largely screen views of Shay Lane. The amendment Provision of a replacement culvert (AP2-006-020), will not change the visual effect at this viewpoint. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous operational lighting in this location.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect



# Viewpoint 332-02-017: view north from Rose Cottage

## Visual baseline description

<b>Winter</b>	The view is looking north from Hasty Lane to the east of the M56. Hasty Lane is lined by mature vegetation including conifers and garden hedges which frame the view and largely screen the M56. Mature trees and other vegetation lining the M56 corridor and growing in the gardens of residential properties on Hasty Lane also provide screening between the viewpoint and the landscape to the west and north-west. The view contains many detracting elements including storage containers, construction materials, a derelict barn, a concrete barrier, metal palisade fencing and overhead power lines.
<b>Summer</b>	In summer, vegetation in leaf further encloses views.
<b>Night-time</b>	The area is brightly lit at night with street lighting on Hasty Lane, the M56 and nearby Runger Lane.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. Residents of Hasty Lane and users of the Hasty Lane underpass will experience a slight change to views during the construction of the amendment. Additional land permanently required to reconfigure M56 Junction 6 (AP2-006-014). Views of construction activity connected with small-scale changes to the road infrastructure within the M56 corridor will be filtered or screened from residential properties on Hasty Lane by intervening vegetation on garden boundaries. Views will be filtered from the entrance to the Hasty Lane underpass by vegetation growing along the M56 boundary. There will be a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Construction night-time</b>	The amendment will not change the view during construction as the M56 is already brightly lit at night. Any views of additional lighting required during construction will not be perceptible due to the screening provided by existing vegetation on garden boundaries. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give not rise to a new significant effect.	<b>Negligible (non-significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	Residents of Hasty Lane and users of the Hasty Lane underpass will not experience any alteration to views as a result of the amendment. Small-scale changes to the road infrastructure within the M56 corridor will be screened by vegetation growing on garden boundaries and along Hasty Lane. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The amendment will not alter the view from residential properties on Hasty Lane at night because there will no change to the existing lighting arrangement along the M56 corridor. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect.	<b>Negligible (non-significant)</b>
<b>Year 15</b>	<b>Summer</b>	Small-scale changes to the road infrastructure within the M56 corridor will be screened by vegetation growing on garden boundaries and along Hasty Lane. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The amendment will not alter the view from residential properties on Hasty Lane at night because there will no change to the existing lighting arrangement along the M56 corridor. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect.	<b>Negligible (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	Small-scale changes to the road infrastructure within the M56 corridor will be screened by vegetation growing on garden boundaries and along Hasty Lane. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The amendment will not alter the view from residential properties on Hasty Lane at night because there will no change to the existing lighting arrangement along the M56 corridor. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect.	<b>Negligible (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

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

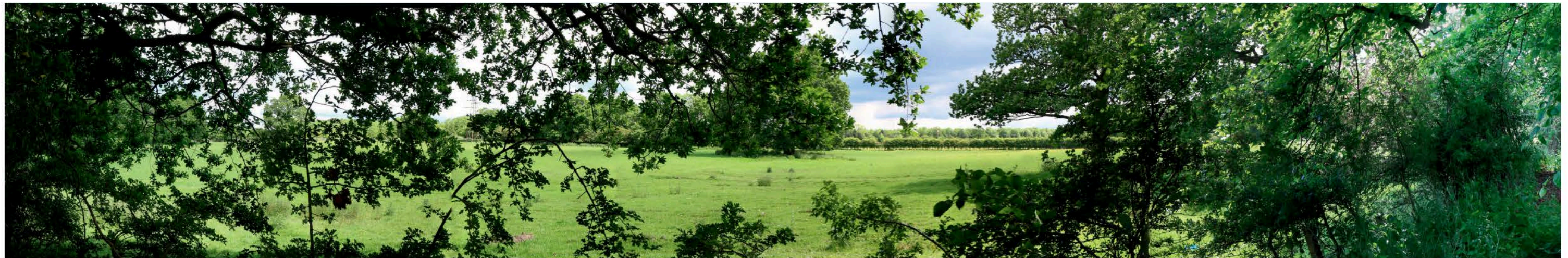
## Winter view (baseline)

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

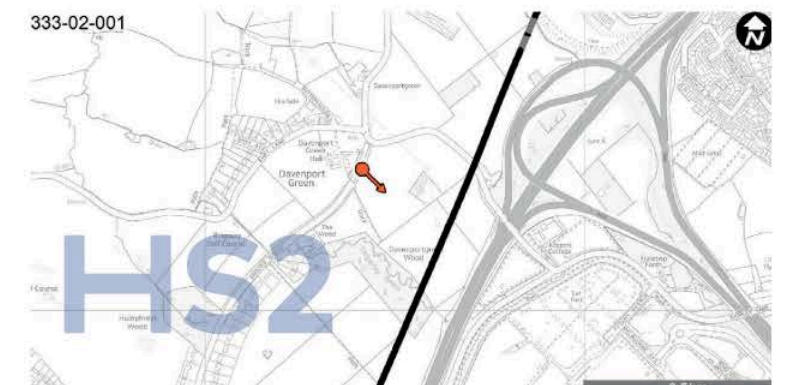


## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380413.03, 386368.68	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including farmland, woodland and mature trees in the fields.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . The attention of residents and recreational receptors is focused on the landscape. They are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme.	



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

## Visual baseline description

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

## Future baseline description

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

## Visual impact assessment

	Temporary effects during construction	Significance of effect
<b>Construction</b>	The main ES reported a <b>major</b> (significant) effect during construction for residents of Davenportgreen Farmhouse and guest at Davenport Green Hall. This would be due to the presence of the Manchester Tunnel South portal main compound and an area of temporary material stockpiles in near-distance, filtered views and more distant views of the construction of Manchester Airport High Speed station and cutting and Manchester Tunnel South portal beyond. The amendment, Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022), will change the visual effect at this viewpoint because the construction of Thorley Lane west approach Viaduct and embankment and Roaring Gate retaining wall will take place close to or adjacent to the northern end of Brooks Drive and Roaring Gate Lane. The area of temporary material stockpiles of the original scheme will now be occupied by Manchester Tunnel South portal satellite compound. The amendment will slightly increase the extent of the view affected by the AP2 revised scheme along Roaring Gate Lane and the nature of construction activity will differ from the original scheme with views of the construction of large-scale structures, rather than of the typical activity that takes place in a construction compound. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. Lighting at Manchester Tunnel South portal main compound would introduce a lit area into the middle distance of filtered views, adding to the existing lighting in the surrounding urban area. The amendment will slightly change the visual effect at this viewpoint because the unlit area of temporary material stockpiles of the original scheme will now be occupied by Manchester Tunnel South portal satellite compound which will be lit at night. Views of the satellite compound will be filtered by intervening vegetation and will be seen in the context of Manchester Airport High Speed Station main compound and the Manchester Tunnel South portal main compound, both lit at night and to the south and north respectively. 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 amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

	Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b> The main ES reported a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. This would be due to the loss of trees and woodland during construction, allowing more open views over wooded farmland towards Manchester Airport High Speed station central concourse building, a section of viaduct to enable the future provision of Metrolink, Manchester Tunnel South portal building and auto-transformer station and Thorley Lane overbridge in the distance. Views for residents would be partially screened by intervening garden vegetation. At year 1, the amendment will change the visual effect at this viewpoint. Views towards the structures of the AP2 revised scheme, including Manchester Airport High Speed station and Manchester Tunnel South portal building, will be partially screened by Thorley Lane west approach Viaduct and embankment and Roaring Gate retaining wall. The view from Davenportgreen Farmhouse will be foreshortened by the embankment as it rises to join the viaduct over Thorley Lane. The viaduct, embankment and retaining wall will be prominent additions to existing views over open farmland, however views of the new structures will be partially filtered through vegetation growing in the gardens of Davenport Green Hall and Davenportgreen Farmhouse. Woodland habitat creation along Brooks Drive and landscape mitigation planting along Roaring Gate Lane will not be sufficiently mature to contribute to any visual integration or screening of the amendment at year 1. There will be a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendment will, therefore, give rise to a different significant effect.	<b>Major adverse (significant)</b>
	<b>Night-time</b> The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to lighting along the elevated Manchester Airport High Speed station access road (west) and in the station building which would introduce an illuminated area into a currently relatively dark and unlit view. The amendment will partially screen some views of lighting associated with the AP2 revised scheme through the presence of Thorley Lane west approach Viaduct and embankment and Roaring Gate retaining wall. However, in the context of the lighting associated with the HS2 route, the amendment will not give rise to a different effect and the assessment of the significance of effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
<b>Year 15</b>	<b>Summer</b> The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. This would be due to maturing mitigation planting which would filter views of the original scheme. At year 15, the amendment will change the visual effect at this viewpoint. Maturing woodland habitat creation will screen the lower levels of the Thorley Lane west approach Viaduct, apart from where the viaduct crosses Thorley Lane where it will remain clearly visible. Landscape mitigation planting will similarly partially screen the lower levels of the Thorley Lane west approach embankment. Due to the lack of screen planting between the Roaring Gate Lane retaining wall and the lane, it will remain a prominent feature in views from the lane. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b> The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to maturing mitigation planting along with existing intervening vegetation filtering views of the lighting along the elevated Manchester Airport High Speed station access road (West) and in the station building. At year 15, the amendment will slightly change the visual effect at this viewpoint as the additional maturing woodland habitat creation and landscape mitigation planting will further filter middle-distance views of the lighting on the elevated station access road and in the station building. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>



		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. This would be due to the greater maturity of mitigation planting filtering and screening views of the original scheme. At year 30, the amendment will change the visual effect at this viewpoint. The greater maturity of the additional woodland habitat creation and landscape mitigation planting will further filter and screen views of the Thorley Lane west approach Viaduct and embankment but the viaduct will remain clearly visible where it crosses Thorley Lane. The Roaring Gate Lane retaining wall will also remain visible from a stretch of the lane due to the lack of intervening planting. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect. This would be due to the greater maturity of the mitigation planting further filtering and screening views of the lighting along the elevated Manchester Airport High Speed station access road (West) and in the station building. At year 30, the amendment will change the visual effect at this viewpoint. The greater maturity of the additional woodland habitat creation and landscape mitigation planting will further filter and screen views of the lighting on the elevated station access road and in the station building. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects. Metrolink infrastructure to be confirmed.	<b>No cumulative effect</b>

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# Viewpoint 333-02-003: view south-east from Footpath Hale 26

This viewpoint is representative of views experienced by residents of Roaring Gate Lane and users of Footpath Hale 26 and Hale 23.

## Winter view (baseline)

Date taken: 25/11/2019 (stitched panorama)



## Summer view (baseline)

Date taken: 19/09/2019 (stitched panorama)



<b>Camera:</b>	Sony a7RII, FFS, Zeiss Loxia 50mm f/2.0 lens	
<b>Approximate GPS co-ordinates ref.</b>	380553.40, 387021.32	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including rough pasture, woodland and naturally regenerating scrub.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . 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 AP2 revised scheme.	



# Viewpoint 333-02-003: view south-east from Footpath Hale 26

## Visual baseline description

<b>Winter</b>	The view is over a rough pasture, with bramble and areas of scrub. The line of Footpath Hale 26 is visible to the north-east of the view. The close-board boundary fence of Tileyard Cottage is visible to the west. Longer views to the south and east over pasture, are framed by individual trees and tree belts. Woodland screens the M56 and the urban edge of Wythenshawe nearby. Views south and east are largely filtered by vegetation within the property boundaries on Roaring Gate Lane or screened by intervening buildings. Footpath Hale 23 lies to the west of the viewpoint and extends across a field of rough pasture. Mature field boundary hedgerows enclose views to the south and west and screen views of Roaring Gate Lane to the east.
<b>Summer</b>	In summer, the trees and hedgerows in leaf have a greater presence in the view but overall, the summer view is similar to the winter view.
<b>Night-time</b>	Roaring Gate Lane is unlit and the farmland surrounding the viewpoint is relatively dark. There is skyglow from lighting along the M56 and in the urban area to the east and north.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
	<b>Construction</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> (non-significant) effect during construction. Residents at Tileyard Cottage and users of Footpath Hale 26 would experience slight changes to views as a result of the construction of the original scheme. Residents and footpath users would have filtered views of Manchester Tunnel South portal main compound and taller machinery such as cranes used for the construction of Manchester Airport High Speed station and cutting, Manchester Tunnel South portal and auto-transformer feeder station and Thorley Lane overbridge, above existing intervening vegetation. The amendment, Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022), will change the visual effect at this viewpoint as construction activity in the south-west, will be brought closer to the viewpoint. Mature roadside vegetation along Roaring Gate Lane will be removed up to the property boundary of Tileyard Cottage. Residents will consequently have near-distance views, partially screened by garden boundary fencing, of the construction of a maintenance access track and more distant views of the construction of the Roaring Gate retaining wall and Thorley Lane west approach embankment beyond. The removal of roadside vegetation will also result in near and middle-distance views of construction activity on the maintenance access track and Roaring Gate retaining wall from a stretch of Footpath Hale 23. Views from Footpath Hale 26 will be partially filtered by intervening vegetation and screened by intervening buildings. However, taller construction elements such as cranes will be visible above the line of vegetation. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant). The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> (non-significant) effect. Lighting at Manchester Tunnel South portal main compound would introduce a lit area into the middle distance of filtered views but would be seen in the context of existing lit areas in the far distance to the east and north. The amendment will change the visual effect at this viewpoint. The removal of intervening roadside vegetation will increase the visibility of lighting associated with the Manchester Tunnel South portal main compound in views from Tileyard Cottage. The controls on light spill set out in the draft CoCP will limit the change these new light sources introduced to the wider view. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects. Programme for Metrolink infrastructure to be confirmed.	<b>No cumulative effect</b>

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> (non-significant) effect. This would be due to the introduction of Manchester Tunnel South portal and auto-transformer feeder station which would be visible in the far distance of the view for residents and footpath users. Views would be partially filtered through intervening vegetation. At year 1, the amendment will change the visual effect at this viewpoint. The removal of mature roadside vegetation along Roaring Gate Lane during construction will open up views from a stretch of Footpath Hale 23 of a new access road off Roaring Gate Lane and Roaring Gate retaining wall and Thorley Lane west approach embankment beyond. For residents at Tileyard Cottage, the loss of vegetation to the south of the property will allow middle-distance views of the taller elements of Metrolink, above garden boundary fencing. Views for users of Footpath Hale 26 and residents north of the footpath will be partially filtered by intervening vegetation and screened by intervening buildings. At year 1, replacement planting along Roaring Gate Lane, landscape mitigation planting and woodland habitat creation will not be sufficiently mature to contribute to any visual integration or screening. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>low</b> magnitude of change and a <b>minor</b> (non-significant) effect due to the growth of mitigation planting and restoration of hedgerows and hedgerow trees removed during construction which would further screen views of the Manchester Tunnel South portal and auto-transformer feeder station. At year 15, the amendment will change the visual effect at this viewpoint. Views of the amendment will be largely filtered from Footpath Hale 23 as a result of maturing replacement planting along Roaring Gate Lane and maturing landscape mitigation planting around the new maintenance access road and along Thorley Lane west approach embankment. For residents of Tileyard Cottage, vegetation in views to the south, beyond the property boundary, will partially screen views. However, the taller elements of Metrolink will remain visible in middle-distance views, above the maturing vegetation. Views for users of Footpath Hale 26 and residents to the north of the footpath, will continue to be partially filtered by intervening vegetation and screened by intervening buildings. There will be a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. This would be as a result of maturing mitigation planting which would screen the original scheme. At year 30, the amendment will change the visual effect at this viewpoint. The greater maturity of replacement planting and landscape mitigation planting will largely filter views of the amendment from Hale 23 and Tileyard Cottage. However, the taller elements of Metrolink will remain partially visible in middle-distance views, above the line of mature vegetation. There will be a <b>low</b> magnitude of change and <b>minor</b> adverse (non-significant effect). The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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

This viewpoint is representative of views experienced by footpath users of the local unnamed, but well-used, permissive path between Crowland Road and Thorley Lane.

## Winter view (baseline)

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



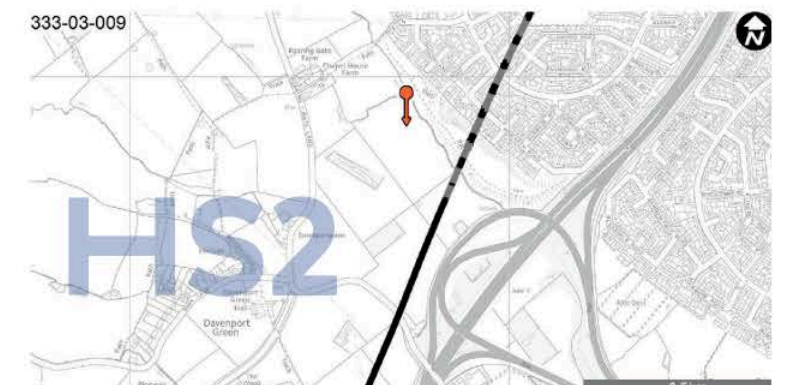
Trees along fairywell Brook

## Summer view (baseline)

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



<b>Camera:</b>	Canon EOS 6D, Fixed 50mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380728.44, 386957.64	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value. Views along this footpath are of a generally intact field structure and former agricultural landscape, in proximity to the residential edge of Wythenshawe.	<b>Sensitivity of the receptor:</b>  <b>Medium-High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>medium-high</b> . The attention of permissive path users is focused on the landscape. They therefore have a medium-high susceptibility to visual change arising from the construction and operation of the AP2 revised scheme.	



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

## Visual baseline description

<b>Winter</b>	In the foreground is a field south-east of Chapel House Farm. There are broad views to the south and with views to the south-east partially screened by an area of dense scrub vegetation. In the middle distance to the south, the landform slopes gently upwards towards the adjacent field of establishing scrub vegetation. The permissive path is visible within the adjacent field and broad open views continue beyond. The background of the view is made up of layers of hedgerows and planting associated with woodland and planting along the M56 to the south-east, forming a wooded skyline that is punctuated by distinctive pine trees.
<b>Summer</b>	Summer leaf cover filters views and accentuates vegetation in the background of the view and the area of scrub in the foreground.
<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		The main ES reported a <b>major</b> adverse (significant) effect. This would be due to the removal of field boundary vegetation and hedgerows during construction which would open up near-distance views of the Manchester Tunnel south portal main compound and the construction of Manchester Tunnel south portal beyond. The amendment, Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022), will slightly change the visual effect at this viewpoint. The construction of the Thorley Lane west approach Viaduct and embankment and Roaring Gate retaining wall will be visible in views east from a short section of the permissive path between Crowland Road and Thorley Lane. Construction activity and machinery will be largely screened by the intervening Manchester Tunnel south portal main compound and a belt of vegetation retained in the AP2 scheme. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Construction cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect

		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	The main ES reported a <b>moderate</b> adverse (significant) effect. This would be due to the loss of existing mature vegetation during construction which would reduce screening and allow views of the Manchester tunnel south portal building, access roads to Manchester tunnel south portal auto-transformer station and Thorley Lane overbridge to the south. There would be a substantial change to middle-distance views. At year 1, the amendment will slightly change the visual effect at this viewpoint. The loss of vegetation east of Roaring Gate Lane during construction will be perceptible in the background of the view to the west. Intervening, mature vegetation and intervening infrastructure elements forming part of the original scheme, will partially screen views of the amendment on embankment and viaduct to the south-west. Where it is visible, it will be viewed in the context of other large-scale elements associated with the HS2 route. The amendment will give rise to a different significant effect, however the level of significance of the effect will remain as reported in the main ES.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 15</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect due to the growth of the landscape mitigation planting which would integrate and partially filter views of Manchester south tunnel portal autotransformer station and Thorley Lane overbridge. At year 15, the amendment will slightly change the visual effect at this viewpoint. Landscape mitigation planting, new hedgerows along Thorley Lane and the replacement of vegetation removed during construction will largely restore vegetation in the background of the view to the south and west and will further filter views of the amendment on embankment and viaduct to the south-west. The amendment will give rise to a different effect however, the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Year 30</b>	<b>Summer</b>	The main ES reported a <b>minor</b> adverse (non-significant) effect due to the growth of the landscape mitigation planting which would further filter views of the Manchester south tunnel portal. At year 30, the amendment will not change the visual effect at this viewpoint due to the greater maturity of mitigation planting which will largely integrate the amendment into views. The amendment will not give rise to a different effect and the level of significance of the effect will remain as reported in the main ES.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect



# Viewpoint 333-02-011: view south-east from Shay Lane and Davenport Green

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents at Davenport Green and road users on Shay Lane.

## Winter view (baseline)

Date taken: 29/03/2022 (stitched panorama)



## Summer view (baseline)

Date taken: 30/06/2022 (stitched panorama)



<b>Camera:</b>	Nikon D3200, 18mm lens and Canon EOS 6D, 24mm lens	
<b>Approximate GPS co-ordinates ref.</b>	380101.88, 386329.09	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as it includes typical features of the local landscape including roadside hedgerows with mature hedgerow trees and residential properties with boundary walls and vegetation.	<b>Sensitivity of the receptor:</b>  <b>High</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Road users have a lower susceptibility as their attention is less focused on the landscape.	



# Viewpoint 333-02-011: view south-east from Shay Lane and Davenport Green

## Visual baseline description

<b>Winter</b>	The view is over pasture through a dilapidated field gate opposite residential properties along Shay Lane at Davenport Green. The field entrance, a roadside hedgerow with mature trees and residential properties along Shay Lane form the near distance view. A timber agricultural building is visible to the east within the pasture field. A mix of mature coniferous and deciduous trees along field boundaries to the south-west and south-east, form the skyline and heavily filter views beyond. Residential properties and mature garden trees are visible across Shay Lane to the west.
<b>Summer</b>	In summer, the near-distance hedgerow with mature hedgerow trees in leaf, frames views across the pasture to the south and screens views of some of the residential properties along Shay Lane to the west. Mature trees in leaf along field boundaries in the middle distance increase the sense of enclosure and screen views of the landscape beyond.
<b>Night-time</b>	The area is rural and relatively dark at night, with lighting limited to residential properties along Shay Lane. Views to the south are unlit with distant skyglow from lighting along the M56 and at Manchester Airport.

## Future baseline description

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

## Visual impact assessment

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
	<b>Construction</b>	This new viewpoint is located in an area where there will be changes from the original scheme. Construction activity and the removal of mature trees to the north and south of Brooks Drive in the middle distance as a result of the amendment, Additional land permanently required for the provision of a replacement culvert at Brooks Drive (AP2-006-020), will be barely perceptible due to screening afforded by mature garden boundary vegetation and by mature roadside vegetation along Shay Lane. The magnitude of change will be <b>negligible</b> . The amendment, Additional land permanently required for modifications to Water Framework Directive (WFD) mitigation for Timperley Brook (AP2-006-018), will result in the removal of roadside trees and hedges along Shay Lane and mature oaks along field boundaries to the south-west of the viewpoint. This will open up views of construction activity for residents at the west end of Shay Lane. Views for residents in properties to the east on Shay Lane, will largely be screened by mature roadside vegetation. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant). The amendment will give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Construction night-time</b>	The night-time view in construction was not assessed as there is no requirement for continuous construction lighting in this location.	<b>Not assessed</b>
	<b>Construction cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>
		<b>Permanent effects during operation</b>	<b>Significance of effect</b>
<b>Year 1</b>	<b>Winter</b>	At year 1, mature roadside vegetation along Shay Lane will largely screen views of the amendment, Provision of a replacement culvert (AP2-006-020), in the middle-distance. The loss of mature trees north and south of Brooks Drive during construction, will be barely perceptible within the view. The magnitude of change will be <b>negligible</b> . Woodland habitat creation to the north of Brooks Drive and planting along Shay Lane, as part of the amendment, Modification of mitigation for Timperley Brook (AP2-006-018), will not be sufficiently mature to reinstate the stature of vegetation seen in the baseline view. Residents at the west end of Shay Lane will have more open views to the south across Shay Lane, to the field beyond. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendment will give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 15</b>	<b>Summer</b>	At year 15, mature roadside vegetation along Shay Lane will screen views of the replacement planting associated with amendment Provision of a replacement culvert (AP2-006-020). The magnitude of change will be <b>negligible</b> . The amendment, Modification of mitigation for Timperley Brook (AP2-006-018), will be perceptible. Maturing planting along Shay Lane will partially restore the enclosed and vegetated character of the road corridor for residents at the west end of Shay Lane. Maturing woodland habitat creation to the north of Brooks Drive will partially restore the vegetation to the west of the viewpoint. The amendment Modification of mitigation for Timperley Brook (AP2-006-018), will give rise to a <b>low</b> magnitude of change and a <b>minor</b> (non-significant) effect. The amendment will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
<b>Year 30</b>	<b>Summer</b>	At year 30, the amendments Provision of a replacement culvert (AP2-006-020) and Modification of mitigation for Timperley Brook (AP2-006-018), will be barely perceptible. Mature roadside planting along Shay Lane will largely restore the enclosed and vegetated character of the road corridor for residents at the west end of Shay Lane and will screen views to the field to the south beyond the road corridor in the middle distance. There will be a <b>negligible</b> magnitude of change and a <b>negligible</b> (non-significant) effect. Combined, the amendments will therefore give rise to a new non-significant effect.	<b>Negligible (non-significant)</b>
	<b>Night-time</b>	The night-time view in operation was not assessed as there is no requirement for continuous operational lighting in this location.	<b>Not assessed</b>
	<b>Operation cumulative</b>	There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

# Viewpoint 333-02-012: view north-west from Keepers Cottage, Runger Lane

This new viewpoint is located in an area where there will be changes from the original scheme and represents the views experienced by residents at Keepers Cottage, users of the National Cycle Network Route 85 and Manchester Airport Orbital Cycleway (along Runger Lane) and road users on Runger Lane and Thorley Lane.

## Winter view (baseline)

It has not been possible to capture winter photography.

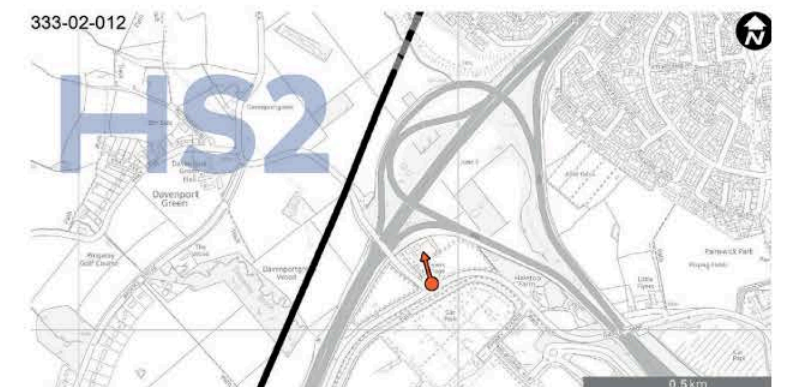


## Summer view (baseline)

It has not been possible to capture summer photography.



<b>Camera:</b>	n/a	
<b>Approximate GPS co-ordinates ref.</b>	380929.58, 386120.52	
<b>Value of the viewpoint:</b>	This viewpoint has a <b>medium</b> value as the view contains typical features of the local landscape including areas of roadside vegetation including hedgerows and hedgerow trees.	<b>Sensitivity of the receptor:</b>
<b>Susceptibility of the receptor to the change arising from the AP2 revised scheme:</b>	The susceptibility of these receptors is <b>high</b> . Residents have a strong interest in their visual environment and are therefore highly susceptible to visual change arising from the construction and operation of the AP2 revised scheme. Cyclists in urban areas and road users have a lower susceptibility to change as their attention is less focused on the landscape.	<b>High</b>



# Viewpoint 333-02-012: view north-west from Keepers Cottage, Runger Lane

## Visual baseline description

<b>Winter</b>	The view north-west is along Thorley Lane as it rises towards the bridge over the M56 corridor (not visible). Tall coniferous trees in the middle distance frame the entrance to Keepers Cottage and largely screen the building from the road. Thorley Lane and Runger Lane are bordered by mature deciduous trees which filter views of a car park in the middle distance to the south. Hedgerows and hedgerow trees along Thorley Lane filter views of another car park to the east of Keepers Cottage. Mature vegetation north of this car park forms a skyline feature and screens views of the more distant landscape beyond.
<b>Summer</b>	In summer, the mature deciduous trees in leaf along Thorley Lane and Runger Lane and the hedgerows in leaf east of Thorley Lane screen views of the adjacent car parks. However, the summer view does not substantially change from the winter view due to the density of the vegetation along the roads.
<b>Night-time</b>	At night, the area is lit by street lighting along Thorley Lane, Runger Lane and in the adjacent car park. Skyglow from the nearby urban areas, along the M56 and at major road junctions is also apparent in the background of the view.

## Future baseline description

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

## Visual impact assessment

		Temporary effects during construction	Significance of effect
<b>Construction</b>		This new viewpoint is located in an area where there will be changes from the original scheme. During construction, the amendment, Additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station (AP2-006-022), will result in the removal of mature trees in the grounds of Keepers Cottage and the loss of hedgerows and mature trees bordering Runger Lane. This will open up views of the construction of the Thorley Lane East approach Viaduct, retaining wall and embankment to the south and east. The Runger Lane Metrolink satellite compound and the construction of the M56 Viaduct will also be visible in views south, beyond Thorley Lane. Existing near-distance views of garden vegetation and car parks will be replaced by views of construction activity partially filtered through retained garden vegetation. There will be substantial changes to the composition of near and middle-distance views, affecting the majority of the view from Keepers Cottage, resulting in a <b>high</b> magnitude of change. The amendment, Additional land permanently required for the modification of the Thorley Lane and Runger Lane junction (AP2-006-023), will result in noticeable changes to views. Removal of mature vegetation along Runger Lane and Thorley Lane during construction will open up middle and distant views of the Manchester Airport car parks and airport infrastructure from Keepers Cottage. Views will be slightly filtered by retained garden vegetation. For cyclists and road users, construction activity on the Runger Lane/Thorley Lane junction realignment will be visible in the near distance and across the majority of the view. The magnitude of change will be <b>medium</b> . Combined, the amendments will give rise to a <b>high</b> magnitude of change and a new <b>major</b> adverse (significant) effect. The amendments will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>
<b>Construction night-time</b>		For residents at Keepers Cottage, the removal of vegetation from along Runger Lane, Thorley Lane and from the garden of Keepers Cottage during construction of the amendment, Metrolink provisions (AP2-006-022), will allow filtered, near-distance views of lighting associated with the Runger Lane Metrolink satellite compound. The magnitude of change will be <b>medium</b> . The removal of vegetation during the construction of the amendment, Junction modifications (AP2-006-023), along Runger Lane and Thorley Lane will open up filtered views of the lit car parks and airport terminal buildings in the middle and far distance from Keepers Cottage. The magnitude of change will be <b>medium</b> . The controls on light spill set out in the draft CoCP will limit the change these new light sources will introduce to the wider view. Combined, the amendments will give rise to a <b>medium</b> magnitude of change and a new <b>moderate</b> adverse (significant) effect. The amendments will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
<b>Construction cumulative</b>		There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
<b>Year 1</b>	<b>Winter</b>	At year 1, the amendment, Metrolink provisions (AP2-006-022), will result in a substantial change to views. For residents at Keepers Cottage, the loss of vegetation during construction will substantially change the enclosed character of the view and will open up views of the Thorley Lane East approach Viaduct and embankment to the south and east. These new structures will replace close views of mature garden vegetation and filtered views of the car parks to the south and east. Cyclists and road users will have close views of Metrolink on embankment and viaduct and of the Thorley Lane East approach retaining wall. Landscape mitigation planting will be immature and will not contribute to the visual integration of the AP2 revised scheme. The magnitude of change will be <b>high</b> . At year 1, the amendment, Junction modifications (AP2-006-023), will result in the loss of vegetation, removed during construction, from the north-west boundary of the airport which will open up views of car parks and of airport infrastructure from the road. The change in the view will be filtered by retained garden vegetation from Keepers Cottage. For cyclists and road users, the airport car parks will be visible in the near distance, with middle distance views to the airport beyond. Replacement planting will not be sufficiently mature to screen views. The magnitude of change will be <b>medium</b> . Combined, the amendments will give rise to a <b>high</b> magnitude of change and a <b>major</b> adverse (significant) effect. The amendments will therefore give rise to a new significant effect.	<b>Major adverse (significant)</b>

		<b>Temporary effects during construction</b>	<b>Significance of effect</b>
	<b>Night-time</b>	The amendment, Metrolink provisions (AP2-006-022), will increase the extent of lighting in the view from Keepers Cottage. The loss of vegetation to the north of Runger Lane, along Thorley Lane and the M56 corridor and along the property boundary, removed during construction, will open up views to the lit M56 and Manchester Airport High Speed station. The magnitude of change will be <b>medium</b> . The loss of vegetation along the north-west boundary of the airport during construction, as part of amendment, Junction modifications (AP2-006-023), will open up views to the lit airport car park and terminal buildings in the middle and far distance. These areas of light source will be seen in the context of existing lighting within the view resulting in a <b>low</b> magnitude of change. Combined, the amendments will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendments will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
<b>Year 15</b>	<b>Summer</b>	At year 15, the amendment Metrolink provisions (AP2-006-022), will result in the partial restoration of the vegetated boundary of Keepers Cottage. However, residents will have near and middle-distance views, across the majority of the view, of the Metrolink embankment and Viaduct. Cyclists and road users will have close views of Thorley Lane East approach Viaduct, retaining wall and embankment across a large proportion of the view, although some views will be partially screened by maturing landscape mitigation planting east and west of the embankment. The magnitude of change will be <b>medium</b> . The vegetated boundary to the north-west of the airport, removed in construction as part of the amendment, Junction modifications (AP2-006-023), will be partially restored. Maturing planting will partially screen the airport and associated car parks in views from Thorley Lane and Runger Lane. However, due to the reduced area available for replacement planting on the southern side of Thorley Lane, the magnitude of change will remain <b>medium</b> . Combined, the amendments will give rise to a <b>medium</b> magnitude of change and a <b>moderate</b> adverse (significant) effect. The amendments will therefore give rise to a new significant effect.	<b>Moderate adverse (significant)</b>
	<b>Night-time</b>	Maturing mitigation planting as part of the amendment, Metrolink provisions (AP2-006-022), will partially restore the visual screen, to lighting on the M56 and at the Manchester Airport High Speed Station beyond, for residents at Keepers Cottage. The magnitude of change will be <b>low</b> . Maturing planting replacing vegetation along the north-west boundary of the airport as part of amendment, Junction modifications (AP2-006-023), will partially restore the visual screen to lighting at the airport but given the context of the background lighting levels, the magnitude of change will be <b>low</b> . Combined, the amendments will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendments will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Year 30</b>	<b>Summer</b>	At year 30, the amendment, Metrolink provisions (AP2-006-022), will have largely restored the vegetated boundary at Keepers Cottage. However, residents will have middle-distance views, across the majority of the view of the Thorley Lane East approach Viaduct and embankment above the line of intervening and maturing mitigation planting. Cyclists and road users will have close views of the new structures and the Thorley Lane East approach retaining wall, partially screened by intervening and maturing mitigation planting. The magnitude of change will reduce to <b>low</b> . The vegetated boundary to the north-west of the airport, removed in construction as part of the amendment, Junction modifications (AP2-006-023), will be partially restored and the maturing planting will screen views of the airport and associated car parks from Thorley Lane and Runger Lane. The magnitude of change will reduce to <b>low</b> . Combined, the amendments will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendments will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
	<b>Night-time</b>	The greater maturity of mitigation planting as part of the amendment, Metrolink provisions (AP2-006-022), will largely restore the visual screen, to lighting on the M56 and at the Manchester Airport High Speed Station beyond, for residents at Keepers Cottage. Maturing planting replacing vegetation along the north-west boundary of the airport as part of amendment, Junction modifications (AP2-006-023), will largely restore the visual screen to lighting at the airport. Combined, the amendments will give rise to a <b>low</b> magnitude of change and a <b>minor</b> adverse (non-significant) effect. The amendments will therefore give rise to a new non-significant effect.	<b>Minor adverse (non-significant)</b>
<b>Operation cumulative</b>		There are no developments which will result in cumulative effects.	<b>No cumulative effect</b>

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## 4.3 AP2 revised scheme assessment matrices

### AP2 revised scheme landscape assessment matrix

4.3.1 Table 2 below summarises the assessment of significance for all of the LCA assessed as part of AP2 revised scheme in the Hulseheath to Manchester Airport area report (MA06). The assessment of significant effects is presented in SES2 and AP2 ES Volume 2, Community Area report: Hulseheath to Manchester Airport (MA06), Section 11.

**Table 2: AP2 scheme landscape assessment matrix summarising the assessment of significance for the LCA affected by the AP2 revised scheme identified in the Hulseheath to Manchester Airport (MA06) community area.**

LCA	Construction	Construction cumulative	Operation year 1 (2038)	Operation year 15 (2053)	Operation year 30 (2068)	Operation cumulative
Tatton and Rosherne Wooded Estates and Meres LCA	Minor adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Ringway Lower Wooded Farmland	Major adverse	No cumulative effect	Major adverse	Major adverse	Moderate adverse	No cumulative effect
River Bollin Broad Urban Fringe Valley	Moderate adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect
Manchester Airport	Negligible	No cumulative effect	Negligible	Negligible	Negligible	No cumulative effect
Altrincham and Hale Urban Fringe Farmland	Major adverse	No cumulative effect	Moderate adverse	Moderate adverse	Moderate adverse	No cumulative effect

### AP2 revised scheme visual assessment matrix

4.3.2 Table 3 below summarises the assessment of significance for all the representative viewpoints assessed as part of AP2 scheme in the Hulseheath to Manchester Airport area report (MA06). These are ordered from south to north along the route of the AP2 scheme. The assessment of significant effects is presented in SES2 and AP2 ES Volume 2, Community Area report: Hulseheath to Manchester Airport (MA06), Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

**Table 3: AP2 revised scheme visual assessment matrix summarising the assessment of significance for all of the viewpoints identified in the Hulseheath to Manchester Airport (MA06) community 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	
329-02-002	View north from Footpath Millington 6/2	Major adverse	Minor adverse	No cumulative effect	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	No cumulative effect
329-02-007	View north from Cherry Tree Lane	Not assessed	Not assessed	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
329-02-008	View south-west from Ryecroft Farm and Footpath Ashley 1/2	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
330-02-002	View north from Footpath Rostherne 5/1	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
330-03-003	View south-west from Footpath Rostherne 5/1	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
330-02-006	View north from Ashley Road at Birkin Farm	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-02-007	View south-east from Ashley Road at Stock Farm	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Major adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-02-009	View south from the Ashley Road bridge over the Mid-Cheshire line	Major adverse	Major adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
330-02-011	View south-west from Ashely Road at Ashley Hall	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-02-003	view south from Tanyard Lane	Moderate adverse	Minor adverse	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect

331-02-007	View north from Castle Mill Lane	Major adverse	Major adverse	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-02-013	View north from Castle Mill Lane, west of Thorns Green	Major adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
331-03-014	View south from Footpath Hale 10	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
331-03-015	View north-east from Footpath Hale 10	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-03-001	View north-west from Footpath Ringway 13, near Pigleystair Bridge	Major adverse	Not assessed	No cumulative effect	Major adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-02-003	View west by Yew Tree House on Sunbank Lane	Major adverse	Major adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
332-02-005	View east from Burnside, Warburton Green	Major adverse	Major adverse	No cumulative effect	Major adverse	Minor adverse	Moderate adverse	Negligible	Minor adverse	Negligible	No cumulative effect
332-02-006	View east from the A538 Hale Road	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Negligible	Moderate adverse	Negligible	Moderate adverse	Negligible	No cumulative effect
332-05-007	View west from Runger Lane	Minor adverse	Negligible	No cumulative effect	Minor adverse	Negligible	Minor adverse	Negligible	Negligible	Negligible	No cumulative effect
332-02-008	View south-east from Brooks Drive	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse	No cumulative effect
332-02-009	View south from Chapel Lane	Major adverse	Not assessed	No cumulative effect	Major adverse	Major adverse	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse	No cumulative effect
332-02-010	View south-east from Bankside	Major adverse	Not assessed	No cumulative effect	Major adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	Negligible	No cumulative effect
332-04-012	View north from Sunbank Lane	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
332-02-014	View south-east from Mobberley Road	Major adverse	Not assessed	No cumulative effect	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect
332-03-015	View east from Footpath Hale 17	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
332-03-016	View south-west from Footpath Hale 19, to the rear of Shay Lane	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Negligible	Not assessed	Negligible	Not assessed	No cumulative effect
332-02-017	View north from Rose Cottage	Minor adverse	Negligible	No cumulative effect	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No cumulative effect
333-02-001	View east from Davenport Green Hall on Brooks Drive	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Moderate adverse	Minor adverse	No cumulative effect
333-02-003	View south-east from Footpath Hale 26	Moderate adverse	Moderate adverse	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
333-03-009	View south from Davenport Green	Major adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect
333-02-011	View south-east from Shay Lane and Davenport Green	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Minor adverse	Not assessed	Negligible	Not assessed	No cumulative effect
333-02-012	View north-west from Keepers Cottage, Runger Lane	Major adverse	Moderate adverse	No cumulative effect	Major adverse	Moderate adverse	Moderate adverse	Minor adverse	Minor adverse	Minor adverse	No cumulative effect



