

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix LV-001-0MA08

Landscape and visual

Landscape and visual impact assessment and photomontages

MA08: Manchester Piccadilly Station

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix LV-001-0MA07

Landscape and visual

Landscape and visual impact assessment and photomontages

MA08: Manchester Piccadilly Station



Department
for Transport

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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 Manchester Piccadilly Station (MA08) 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)¹ published in 2022 (the main ES) and Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)² also published in 2022.
- 1.1.3 This document comprises 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-001-0MA08 and/or the SES2 and AP2 ES Volume 5, Appendix: LV-001-0MA08.
- 1.1.5 Maps relevant to this appendix are contained in the SES2 and AP2 ES Volume 5, Landscape and visual Map Book. These include:
- 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.

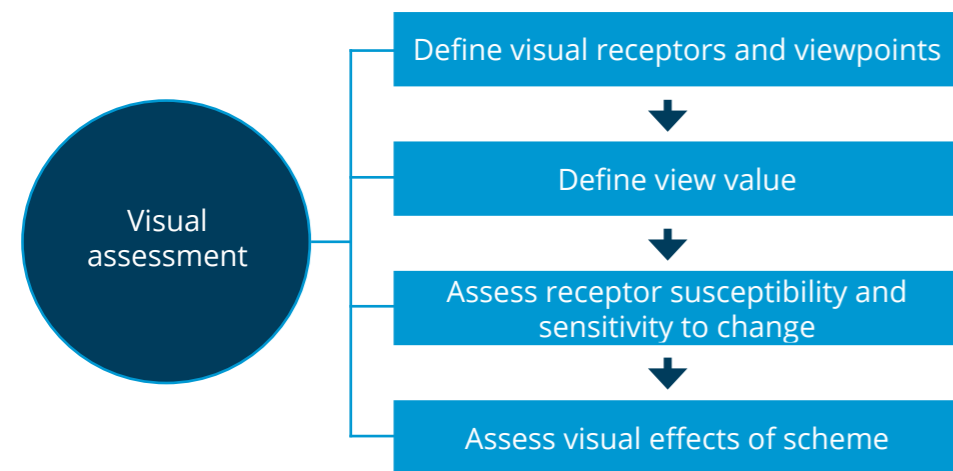
¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), Environmental Statement. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

² 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>.

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1.2 Visual assessment

- 1.2.1 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.
- 1.2.2 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.

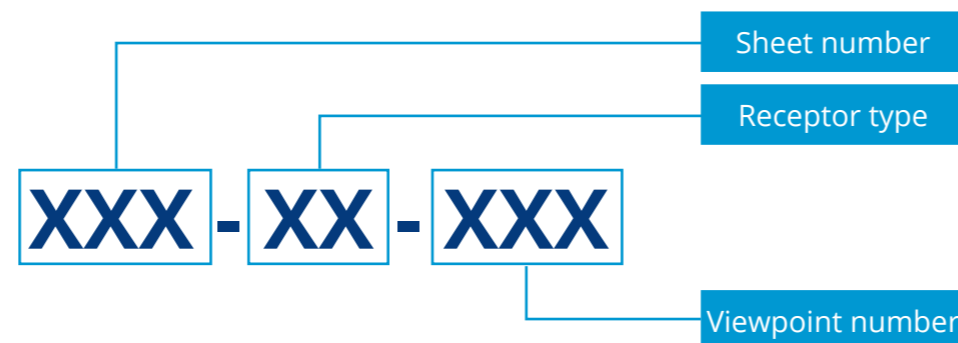


Above: The visual assessment process

- 1.2.3 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, Manchester Piccadilly Station report (MA08).
- 1.2.4 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.
- 1.2.5 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)³ (see Volume 5, Appendix: CT-001-00001 of the main ES).
- 1.2.6 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.

1.3 Visual receptors

- 1.3.1 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

- 1.3.2 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.
- 1.3.3 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.

³ 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 landscape character areas (LCA) and viewpoints with local authorities. However, there will be further engagement with local authorities regarding this matter during the passage of the Bill.

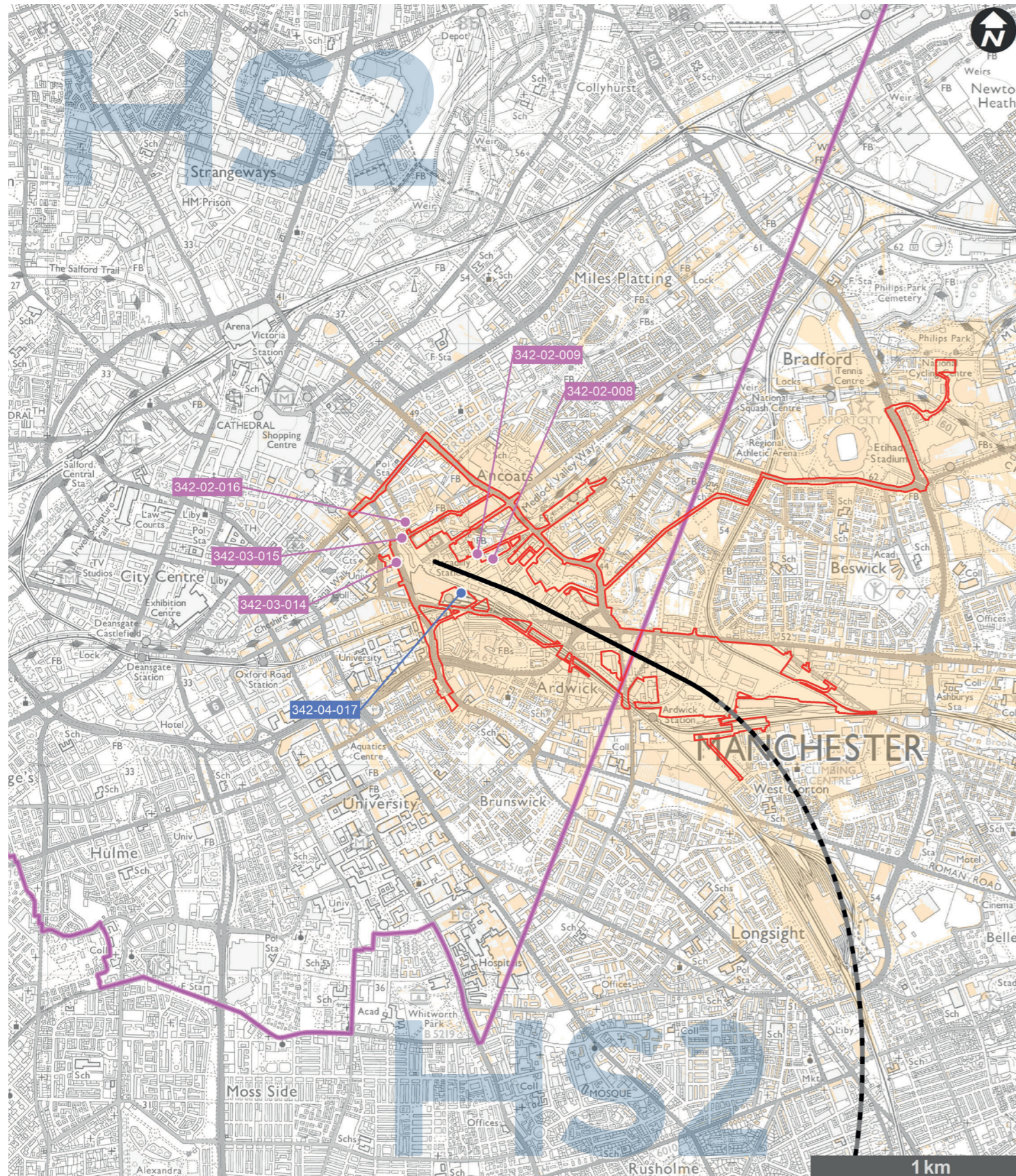
Part 3: Supplementary Environmental Statement 2

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3.1 Visual assessment

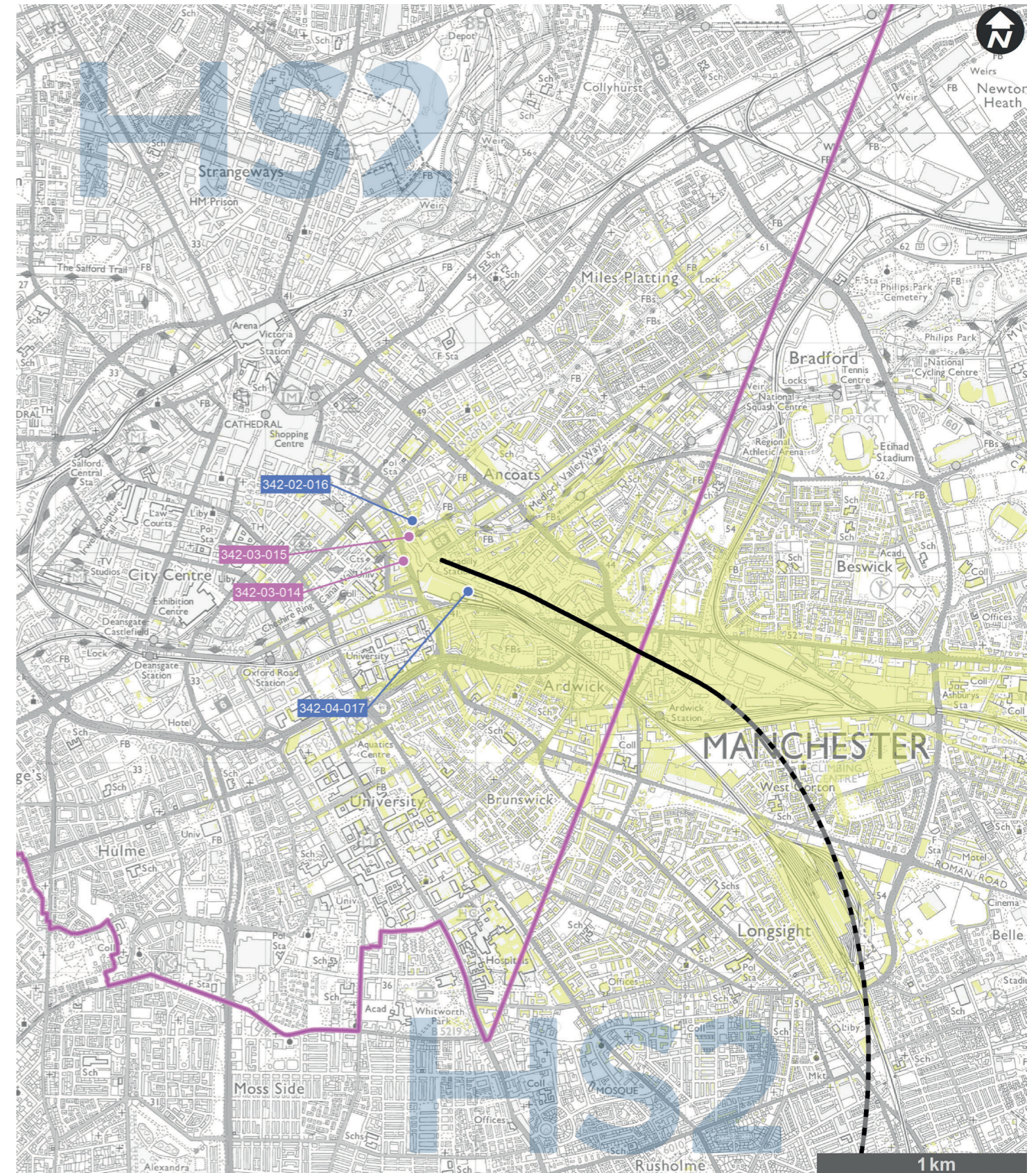
Overview of viewpoints and photomontages in the community area affected by SES2 changes

Construction phase



- 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



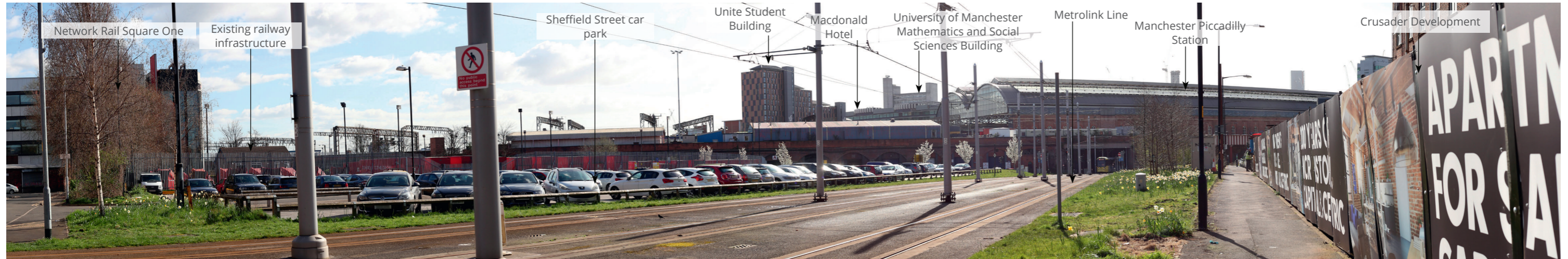
- Route in tunnel
- Route on surface
- Community area boundary
- Non significantly affected viewpoint
- Significantly affected viewpoint
- Non significantly affected photomontage
- Significantly affected photomontage
- ZTV operation year 1

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

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

Winter view (baseline)

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

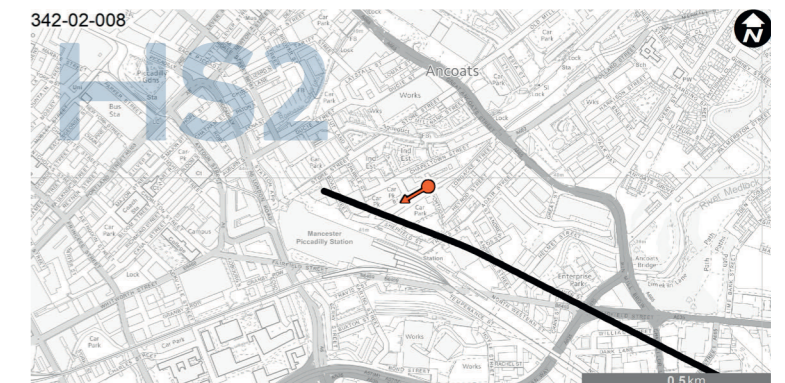


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385117.20, 397978.90	
Value of the viewpoint:	This viewpoint has a medium value. The view includes views of the existing Manchester Piccadilly Station but also includes detracting elements such as car parking and associated infrastructure.	Sensitivity of the receptor: Medium-high
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is high . 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. People travelling on the tram have a lower susceptibility as their attention is less focused on the landscape.	



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

Visual baseline description

Winter	In the near distance there is temporary construction site hoarding fronting the façade of the Crusader residential development to the north. Across the grass edged Metrolink tram line, the surface level Sheffield Street car park is visible. The poles and wires of the overhead line equipment and lighting are prominent vertical features in the middle distance to the south-east, and the view extends across the Sheffield Street car park towards the brick railway arches and other rail infrastructure with trackside sheds above. The red brick facades and curved roofline of Manchester Piccadilly Station are visible in the far distance with overhead lines extending to the east. Several more distant, taller structures and buildings can be seen against the skyline, most notable is the distinctive Piccadilly Point student accommodation building to the south and Square One to the east. Views for residents from upper storeys will be more focused on Manchester Piccadilly Station, its associated railway infrastructure and the far distance features beyond.
Summer	In the summer, the trees along Sheffield Street and within the area of open space adjacent to the tram line partially filter views towards Manchester Piccadilly Station.
Night-time	Night-time visual baseline is typical of a city centre urban setting which includes artificial lighting with substantial skyglow. Light spill includes that emanating from the car park and the tram route.
Future baseline description	
Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
	Construction	The main ES reported a moderate adverse (significant) effect. This would be due to the presence of construction activity and demolition associated with Manchester Piccadilly High Speed station immediately south and south-west. The design change, Relocation of North Block comprising Network Rail facilities at Manchester Piccadilly High Speed station (SES2-008-003), will be perceptible in the middle distance as a result of additional construction activity, including demolition during the enabling works phase. However, this activity will be viewed in the context of construction activity associated with the original scheme. 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.	Moderate adverse (significant)
	Construction night-time	The main ES reported a minor adverse (non-significant) effect. This would be due to the presence of additional lighting associated with the Manchester Piccadilly High Speed station main compound within an urban setting. The design change, will not increase the requirement for night-time lighting and effects will be comparable with the original scheme. 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.	Minor adverse (non-significant)
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Year 15	Summer	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Year 30	Summer	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Operation cumulative		Viewpoint not assessed at SES2 during operation.	Not assessed

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

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

Winter view (baseline)

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

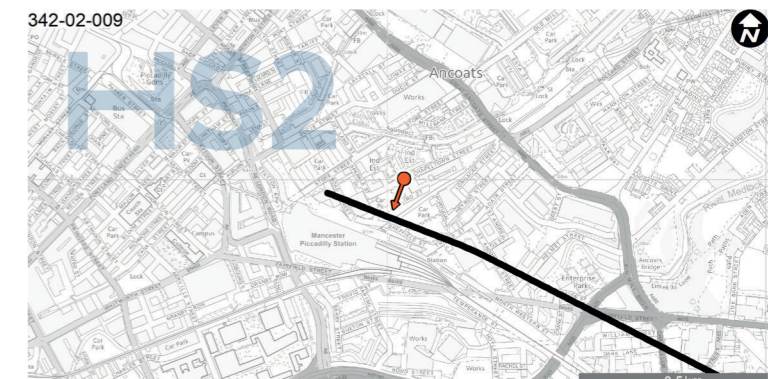


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385043.76, 398002.80	
Value of the viewpoint:	This viewpoint has a medium value and includes features of limited architectural merit.	Sensitivity of the receptor: Medium-high
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is high . 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.	



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

Visual baseline description

Winter	In the near distance the junction between Chapeltown Street and Congou Street is visible, the junction includes pavement areas and several immature street trees. To the south-west, beyond the junction in the middle distance, is a construction compound, a white three-storey metal site office enclosed by white site hoardings. At the end of Chapeltown Street the geometric weathered steel façade of Manchester Piccadilly Station car park is visible, above which is the curved roofline of Manchester Piccadilly Station, although this is largely obscured by intervening buildings. To the south, railway infrastructure continues to be a noticeable feature on the skyline. Above the curved roofline of Manchester Piccadilly Station, several distant tall buildings punctuate the skyline. Views for residents from upper storeys in taller residential properties are available across the wider urban landscape which includes, the Manchester Piccadilly Station, its associated railway infrastructure and the far distance features beyond.
Summer	In the summer, when vegetation is in leaf, street trees become more noticeable within the view. However, as tree planting is limited, no additional filtering of views is provided.
Night-time	Night-time visual baseline is typical of a city centre urban setting which already incorporates artificial lighting including street lighting along Chapeltown Street and Congou Street as well as that associated with the busy Manchester Piccadilly Station.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
Construction		The main ES reported a moderate adverse (significant) effect. This would be due to the presence of construction activity and demolition associated with Manchester Piccadilly High Speed station immediately to the south and south-west. The design change, Relocation of North Block comprising Network Rail facilities at Manchester Piccadilly High Speed station (SES2-008-003), will change the visual effect at this viewpoint as a result of the presence of additional construction activity in the middle distance. This activity will include demolition during the enabling works stage. However, the design change will be viewed in the context of works associated with construction of large-scale structures of the original scheme, which will result in a slight change in the view. 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.	Moderate adverse (significant)
Construction night-time		The main ES reported a minor adverse (non-significant) effect. This would be due to the presence of lighting associated with the Manchester Piccadilly High Speed station main compound which would contribute to the existing background lighting in this city centre location. The design change will not change the visual effect at this viewpoint, as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Minor adverse (non-significant)
Construction cumulative		There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Year 15	Summer	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Year 30	Summer	Viewpoint not assessed at SES2 during operation.	Not assessed
	Night-time	Viewpoint not assessed at SES2 during operation.	Not assessed
Operation cumulative		Viewpoint not assessed at SES2 during operation.	Not assessed

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

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

Winter view (baseline)

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

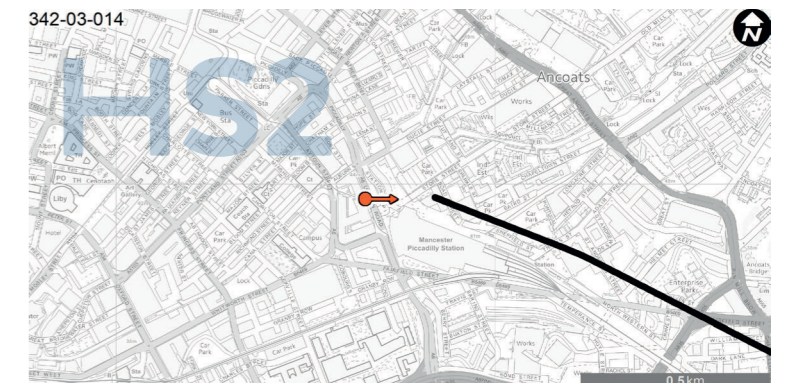


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384657.97, 397961.08	
Value of the viewpoint:	This viewpoint has a medium value and includes typical views of buildings of some architectural merit including the designated façade of Manchester Piccadilly Station.	Sensitivity of the receptor: Medium
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is medium . The attention of people travelling through urban areas is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the SES2 scheme. The attention of workers is likely to be less focused on the landscape and their susceptibility is lower.	



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

Visual baseline description

Winter	In the near distance is Piccadilly Place pedestrian bridge with its metal barrier handrail and arched suspension structure. The footbridge crosses over the A6 London Road and Metrolink on a slight incline towards Station Approach. The 14-storey, No. 3 Piccadilly Place encloses views to the south-west and the nine-storey, distinctively curved Gateway House, to the north and east. To the south-east, is the multifaceted (red brick, glass and cladding) Grade II* listed Manchester Piccadilly Station which features on the skyline. The listed frontage of the Former Goods Offices to Piccadilly Station is visible at a lower level along the A6 London Road. To the south, the Edwardian baroque towers of Grade II* listed London Road Fire Station are visible on the skyline. The view along the A6 London Road is narrowly framed at a lower level where the glass frontage of the Macdonald Hotel is visible.
Summer	The Piccadilly Place buildings casts shadows along the A6 London Road and Piccadilly Place pedestrian bridge. These shadows accentuate the reflective glass frontages of Gateway House and the post 2002 main entrance and mezzanine of Manchester Piccadilly station. Summer foliage makes the street trees along A6 London Road appear more noticeable, partially filtering views towards the Gateway House and the wall of Station Approach.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
	Construction	The main ES reported a medium magnitude of change and a minor adverse (non-significant) effect. This would be due to the presence of construction activity associated with the relocated bridge, the removal of some existing mature trees on the A6 London Road, realignment of Metrolink line and utilities works in the near distance of the view. The main construction activities associated with the Manchester Piccadilly High Speed station would, however, be largely obscured by buildings along Station Approach including Gateway House and the existing Manchester Piccadilly Station. The design change, Change to requirement/assessment assumption for the demolition of Gateway House (SES2-008-005) will increase the visual effect at this viewpoint as the demolition of Gateway House will increase the prominence of construction activity and will open up middle distance views towards construction activity associated with the Manchester Piccadilly High Speed station. There will be a high magnitude of change and a moderate adverse (significant). The design change will therefore give rise to a new significant effect.	Moderate adverse (significant)
	Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	The main ES reported a medium magnitude of change and a minor adverse (non-significant) effect. This would be a result of the Manchester Piccadilly High Speed station being largely obscured from view by existing built form including the Manchester Piccadilly Station and Gateway House. Changes in the near distance would include visibility of the relocated pedestrian bridge and some mature tree loss, removed during construction, that would open up views of Gateway House. At year 1, the design change, will result in the loss of a prominent building that contains views to the north and east. This will allow open views of existing retained buildings as well as the western end of Manchester Piccadilly High Speed station and associated public realm areas. The footprint area of Gateway House will be surrounded by hoarding to demarcate the return to suitable development plot. There will be a high magnitude of change and a moderate adverse (significant) effect. The design change will therefore give rise to a new significant effect.	Moderate adverse (significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	Summer	The main ES reported a medium magnitude of change and a minor adverse (non-significant) effect. This would be due to the realigned pedestrian bridge being the prominent element in near-distance views and the Manchester Piccadilly High Speed station remaining obscured by existing built form. At year 15, the open views of existing retained buildings and the western end of Manchester Piccadilly High Speed station and associated public realm areas will remain as a result of the design change. It is assumed that the footprint area of Gateway House will remain surrounded by hoarding to demarcate the return to suitable development plot. It is expected that by year 15 establishment of planting associated with the public realm areas will provide some integration into the townscape context. There will be a medium magnitude of change and a moderate adverse (significant) effect. The design change will therefore give rise to a new significant effect.	Moderate adverse (significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	Summer	The main ES reported a medium magnitude of change and a minor adverse (non-significant) effect. This would be due to the realigned pedestrian bridge being the prominent element in near-distance views and the Manchester Piccadilly High Speed station remaining obscured by existing built form. At year 30, the open views of existing retained buildings and the western end of Manchester Piccadilly High Speed station and associated public realm areas will remain as a result of the design change. It is assumed that the footprint area of Gateway House will remain surrounded by hoarding to demarcate the return to suitable development plot. It is expected that by year 30 further maturation of the planting associated with the public realm areas will provide a greater level of integration into the townscape context. There will be a medium magnitude of change and a moderate adverse (significant) effect. The design change will therefore give rise to a new significant effect.	Moderate adverse (significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative		There are no developments which will result in cumulative effects.	No cumulative effect

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

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

Winter view (baseline)

Date taken: 30/11/2022 (stitched panorama)

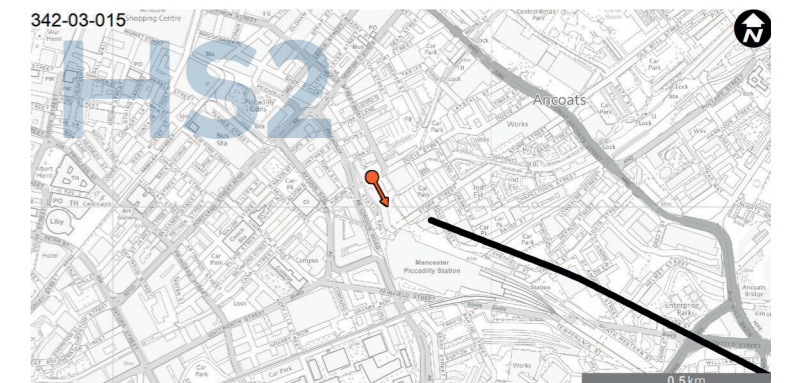


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens
Approximate GPS co-ordinates ref.	384685.11, 398078.27
Value of the viewpoint:	This viewpoint has a medium value and includes views of listed features (Place Aparthotel and the train shed roof of Manchester Piccadilly Station). A number of detracting infrastructure elements are also present.
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is medium . The attention of hotel guests is likely to be focused to a degree on their surroundings. They therefore have a medium susceptibility to visual change arising from the construction and operation of the SES2 scheme. The susceptibility of people cycling through the urban area is lower as their attention is likely to be less focused on the landscape.
	Sensitivity of the receptor: Medium



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

Visual baseline description

Winter	In the near distance is the junction between Ducie Street and the entrance to Manchester Piccadilly Station car park, with extensive areas of hard surfacing and lighting columns. The middle-distance view is enclosed by the tall buildings which surround the car park. To the south-east, the eight-storey Grade I listed red brick former warehouse fronts on to the car park and Ducie Street, with the crowns of the mature trees, located along Store Street, apparent in the view. The view is framed by the curved façade of the nine-storey Gateway House. The car park area gradually rises towards Manchester Piccadilly Station in the middle distance with the metal and glass entryway partially screening the roof of the listed train shed in the far distance. To the south-east the blue, grey and yellow glass façade of the 10-storey Piccadilly Gate is visible.
Summer	Due to the lack of vegetation within the view, the view remains largely unaltered in summer. However, increased prominence of the tree crowns on Store Street, in the middle distance, will partially screen views of the Manchester Piccadilly Station shed and roofline.
Night-time	Night-time visual baseline is typical of the city centre setting which already incorporates artificial lighting. Particularly noticeable is the street lighting on Ducie Street, A6 London Road junction to the west and the busy, well-lit Manchester Piccadilly Station.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
	Construction	The main ES reported a moderate adverse (significant) effect. This would be due to the presence of construction traffic, visibility of utilities works and construction activity associated with Ducie Street realignment in the near distance of the view. Construction activity associated with Manchester Piccadilly High Speed station and the demolition of Piccadilly Gate would also be visible, framed by Gateway House and other buildings, in the far distance. The design change, Change to requirement/assessment assumption for the demolition of Gateway House (SES2-008-005), will change the visual effect at this viewpoint as a result of the demolition of Gateway House. Removal of the building will open up views and increase visibility of construction activities beyond. 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.	Moderate adverse (significant)
	Construction night-time	The main ES reported a minor adverse (non-significant) effect. This would be due to the presence of additional artificial night-time lighting associated with the Manchester Piccadilly High Speed station main compound that would contribute to the existing lighting in a city centre location. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Minor adverse (significant)
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	The main ES reported a moderate beneficial (significant) effect. This would be due to substantial changes to near and middle-distance views including visibility of the realigned Ducie Street and clear views of Manchester Piccadilly High Speed station. The new station building would replace a number of buildings of disparate appearance, quality and scale and together with the proposed public realm along New Sheffield Street, would bring a more orderly and uniform appearance to the view. At year 1, the design change, will change the visual effect at this viewpoint. The demolition of Gateway House will reduce the sense of visual enclosure and open up views towards existing buildings beyond Gateway House. However, it is assumed that the footprint of Gateway House area will be surrounded by hoarding to demarcate the return to suitable development plot. Visibility of the Manchester Piccadilly High Speed station and associated public realm will remain as reported in the main ES with the addition of hoardings which will detract from the visual quality of the public realm area. 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.	Moderate beneficial (significant)
	Night-time	The main ES reported a minor adverse (non-significant) effect. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Minor adverse (non-significant)
Year 15	Summer	The main ES reported a moderate beneficial (significant) effect. This would be due to the receptors experiencing substantially improved changes to the view as a result of the original scheme. At year 15, the design change, will change the visual effect at this viewpoint. The removal of Gateway House will open up views towards existing buildings beyond including Manchester Piccadilly High Speed station and associated public realm. It is expected that by year 15 established planting associated with the public realm areas will allow for some integration into the townscape context and partially filter views of the hoarding associated with the return to suitable development plot where Gateway House will have been removed during construction. 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.	Moderate beneficial (significant)
	Night-time	The main ES reported a minor adverse (non-significant) effect. This would be due to the night-time lighting associated with the Manchester Piccadilly High Speed station and new area of public realm will contribute to the existing lighting in the city centre location. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Minor adverse (non-significant)

		Permanent effects during operation	Significance of effect
Year 30	Summer	The main ES reported a moderate beneficial (significant) effect. This would be due to the receptors experiencing substantially improved changes to the view as a result of the original scheme. At year 30, the design change, will change the visual effect at this viewpoint. The removal of Gateway House, during construction will open up views towards existing buildings beyond Gateway House including the Manchester Piccadilly High Speed station and associated public realm. It is expected that by year 30 maturation of planting associated with the public realm areas will allow for further integration into the townscape context and filter views of the hoarding associated with the return to suitable development plot where Gateway House will have been removed during construction. 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.	Moderate beneficial (significant)
	Night-time	The main ES reported a minor adverse (non-significant) effect. This would be due to the night-time lighting associated with the Manchester Piccadilly High Speed and new area of public realm will contribute to the existing lighting in the city centre location. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Minor adverse (non-significant)
Operation cumulative		There are no developments which will result in cumulative effects.	No cumulative effect

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

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

Winter view (baseline)

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

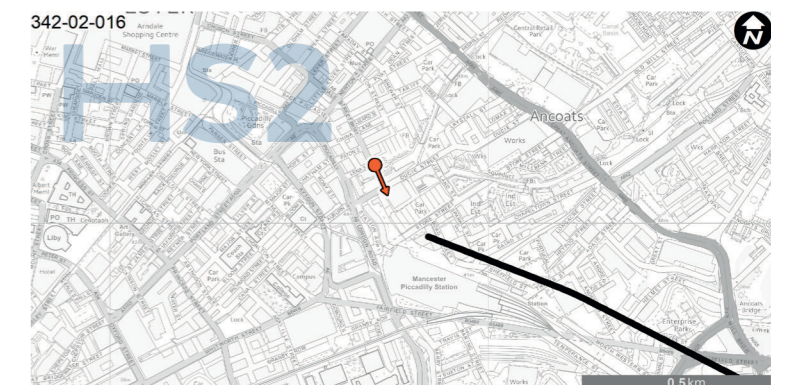


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens
Approximate GPS co-ordinates ref.	384700.36, 398153.91
Value of the viewpoint:	This viewpoint has a medium value and includes a large number of buildings of different scales and materials resulting in a discordant and incohesive visual composition. Views of the road with associated infrastructure including billboards further detract from the view. The view is framed by tall, large-scale buildings typical of an urban centre.
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is high . 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.
	Sensitivity of the receptor: Medium-high



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

Visual baseline description

Winter	In the near distance the brick wall which encloses Dale Street car park is visible with parked cars and moving traffic dominating the street environment. The landform is relatively flat in the near and middle distance but slopes gently down Dale Street towards its junction with Ducie Street. To the south-west, in the middle distance the view partially enclosed by the 12-storey hotel faced with dark blue engineering brick. The hotel frames views towards the eight-storey Grade II listed red brick former warehouse which is visible at the end of Dale Street. The gap between the hotel and the former warehouse on Ducie Street frames a narrow view towards the curved glass façade of Gateway House and the side entrance to Manchester Piccadilly Station.
Summer	In the summer the deciduous trees on Ducie Street are more prominent in the view and partially filter views of the townscape beyond.
Night-time	Night-time visual baseline is typical of the city centre which already incorporates artificial lighting. Particularly noticeable is streetlighting along Dale Street.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance 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 presence of construction activity adjacent to Gateway House in the far distance of the view, beyond Ducie Street and framed by the former warehouse and the hotel. The design change, Change to requirement/assessment assumption for the demolition of Gateway House (SES2-008-005), will increase the visual effect at this viewpoint. This will be as a result of the demolition of Gateway House which will remove a prominent building, open up views beyond and increase the visibility of construction activity. There will be a medium magnitude of change and a moderate adverse (significant) effect. The design change will therefore give rise to a new significant effect.	Moderate adverse (significant)
	Construction night-time	The main ES reported a negligible (non-significant) effect as the additional lighting associated with the original scheme would be viewed in the context of the existing background lighting in the city centre location. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Negligible (non-significant)
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	The main ES reported a minor beneficial (non-significant) effect. This would be due to the introduction of the original scheme including Manchester Piccadilly High Speed station, new public realm along New Sheffield Street and on the ramp to the north side of Gateway House which would introduce a more harmonised and unified visual composition. At year 1, the design change, will change the visual effect at this viewpoint as a result of opening up views beyond the Gateway House site towards other buildings in the background of the view. The design change 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.	Minor beneficial (non-significant)
	Night-time	The main ES reported a negligible (non-significant) effect. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed and reported within the main ES. 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.	Negligible (non-significant)
Year 15	Summer	The main ES reported a minor beneficial (non-significant) effect. This would be due to the introduction of the original scheme including Manchester Piccadilly High Speed station, new public realm along New Sheffield Street and on the ramp to the north side of Gateway House, which would provide a more harmonised and unified visual composition. At year 1, the design change, will change the visual effect at this viewpoint as a result of the opening up of views beyond the Gateway House site towards other buildings in the background of the view. The design change 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.	Minor beneficial (non-significant)
	Night-time	The main ES reported a negligible (non-significant) effect. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed. 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.	Negligible (non-significant)
Year 30	Summer	The main ES reported a minor beneficial (non-significant) effect. This would be due to the introduction of the original scheme including Manchester Piccadilly High Speed station, new public realm along New Sheffield Street and on the ramp to the north side of Gateway House, which would provide a more harmonised and unified visual composition. At year 1, the design change, will change the visual effect at this viewpoint as a result of the opening up of views beyond the Gateway House site towards other buildings in the background of the view. The design change 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.	Minor beneficial (non-significant)
	Night-time	The main ES reported a negligible (non-significant) effect. The design change will not change the visual effect at this viewpoint as the level of lighting within the view will be comparable to that previously assessed. 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.	Negligible (non-significant)
Operation cumulative		There are no developments which will result in cumulative effects.	No cumulative effect

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

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

Winter view (baseline)

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

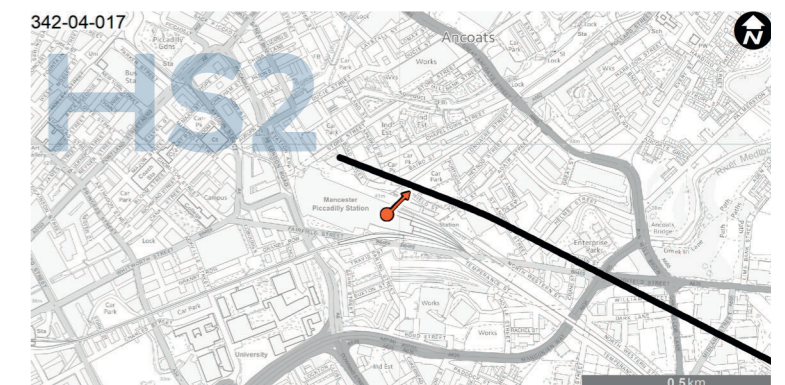


Summer view (baseline)

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



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	384965.66, 397815.92	
Value of the viewpoint:	This viewpoint has a medium value. Passengers arriving into the station will experience views of skyline features which contribute to wayfinding for travellers entering the city. The presence of the grade II* listed façade of Manchester Piccadilly Station makes a positive contribution with railway infrastructure detracting from the view.	Sensitivity of the receptor:
Susceptibility of the receptor to the change arising from the SES2 scheme:	The susceptibility of these receptors is medium – low . People travelling through the city centre are less focused on their surroundings and therefore have a medium – low susceptibility to visual change arising from the construction and operation of the SES2 scheme.	Medium-low



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

Visual baseline description

Winter	This viewpoint is located on the station platform but represents the visual experience of people arriving at and leaving Manchester city centre where they will have fleeting views of the city skyline. In the near distance Platforms 1-4 of Manchester Piccadilly Station, with its associated railway tracks, overbridge, overhead line, rail infrastructure and canopy are visible. In the middle distance and towards the west, the listed north-eastern polychromatic brick elevation of the station train shed which supports the distinctive curved roofline of the station building is a prominent feature within the view. To the east, beyond platform 1, views are available towards the Network Rail car park with associated portacabins and blue coloured sheds obscuring views beyond. In the far distance, some taller buildings are visible including; Network Rail Square One to the east, Crusader Mill and Islington Wharf to the north and Piccadilly Village to the west. These distinctive buildings help to provide orientation for visitors arriving in the city.
Summer	In the summer visual change will be limited due to the lack of vegetation.
Night-time	The night-time baseline is not described for this viewpoint, as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
	Construction	The main ES reported a minor adverse (non-significant) effect. This would be due to the introduction of works in the middle and far distance of the view associated with construction of Manchester Piccadilly High Speed station. The design change, Relocation of North Block comprising Network Rail Facilities at Manchester Piccadilly High Speed station (SES2-008-003) will change the visual effect at this viewpoint as a result of the introduction of construction activity associated with the North Block Facilities, including demolition during the enabling works phase, which will be visible in the middle distance. The design change will be perceived in the context of construction activity associated with the original scheme. The design change 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.	Minor adverse (non-significant)
	Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	The main ES reported a minor adverse (non-significant) effect. This would be due to the introduction of Manchester Piccadilly High Speed station which would provide visual enclosure and limit views from the platform. At year 1, the design change, will change the visual effect at this viewpoint as a result of the presence of a change to the built form within the middle distance of the view which will be of a comparable scale to that reported in the main ES. The design change 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	Summer	The main ES reported a minor adverse (non-significant) effect. This would be due to the introduction of Manchester Piccadilly High Speed station which would provide visual enclosure and limit views from the platform. At year 15, the design change, will change the visual effect at this viewpoint as a result of a change to the built form within the middle distance of the view which will be of a comparable scale to that reported in the main ES. The design change 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	Summer	The main ES reported a minor adverse (non-significant) effect. This would be due to the introduction of Manchester Piccadilly High Speed station which would enclose views from the platform. At year 30, the design change, will change the visual effect at this viewpoint as a result of a change to the built form within the middle distance of the view which will be of a comparable scale to that reported in the main ES. The design change 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative		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 Manchester Piccadilly Station (MA08) community area. 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, Manchester Piccadilly report (MA08) Section 11. The night-time assessment (reported in Part 3 of this document, as appropriate) has only been undertaken for certain receptors with a view of proposed continuous lighting during either construction or operation. Further detail on this is provided within the Technical Note: Approach to night-time assessment, contained within the SMR. In most cases, in urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

Table 1: SES2 scheme visual assessment matrix summarising the assessment of significance for the viewpoints affected by the SES2 scheme identified in the Manchester Piccadilly Station (MA08) 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	
342-02-008	View south-west from Baird Street and Portugal Street East	Moderate adverse	Minor adverse	No cumulative effect	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed
342-02-009	View south-west from Chapeltown Street	Moderate adverse	Minor adverse	No cumulative effect	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed	Not assessed
342-03-014	View east from Piccadilly Place pedestrian Bridge	Moderate adverse	Not assessed	No cumulative effect	Moderate adverse	Not assessed	Moderate adverse	Not assessed	Moderate adverse	Not assessed	No cumulative effect
342-03-015	View south-east from Ducie Street	Moderate adverse	Minor adverse	No cumulative effect	Moderate beneficial	Minor adverse	Moderate beneficial	Minor adverse	Moderate beneficial	Minor adverse	No cumulative effect
342-02-016	View south-east from Dale Street, Lena Street and Piccadilly Basin	Moderate adverse	Negligible	No cumulative effect	Minor beneficial	Negligible	Minor beneficial	Negligible	Minor beneficial	Negligible	No cumulative effect
342-04-017	View north-east from Manchester Piccadilly Station Platform 4	Minor adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect

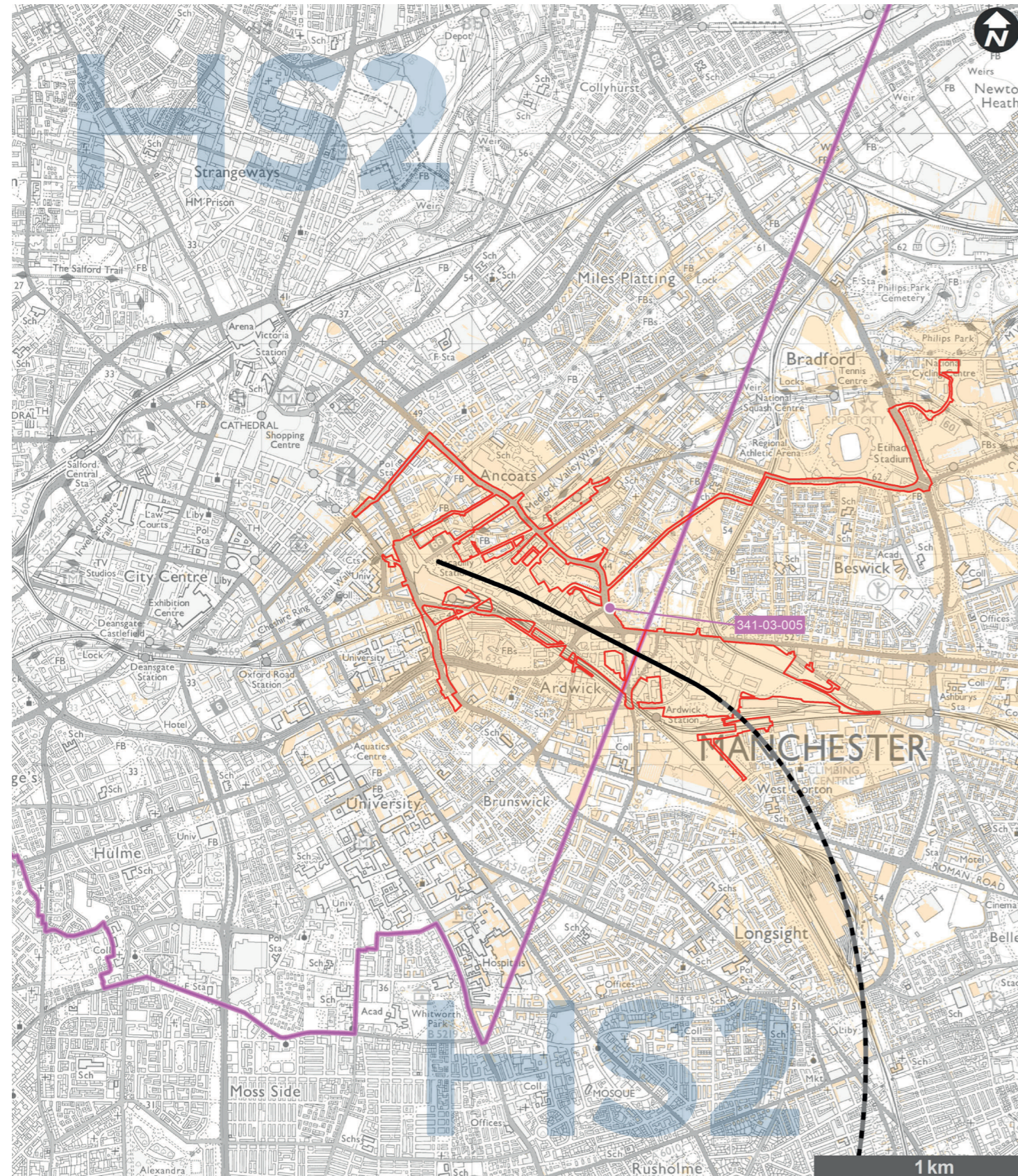
Part 4: Additional Provision 2 Environmental Statement

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4.1 Visual assessment

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

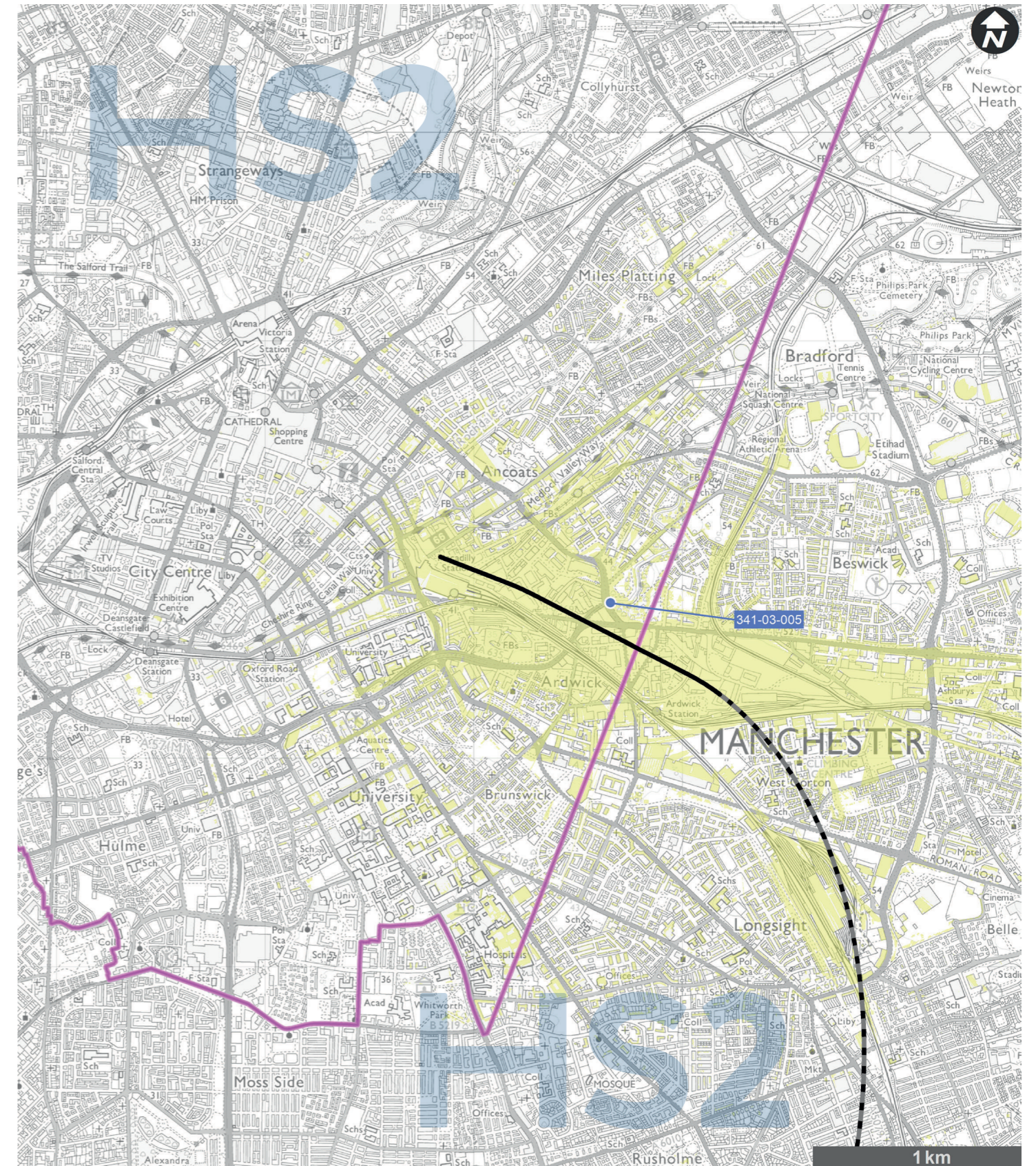
Construction phase



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

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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

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

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

Winter view (baseline)

Date taken: 03/01/2019

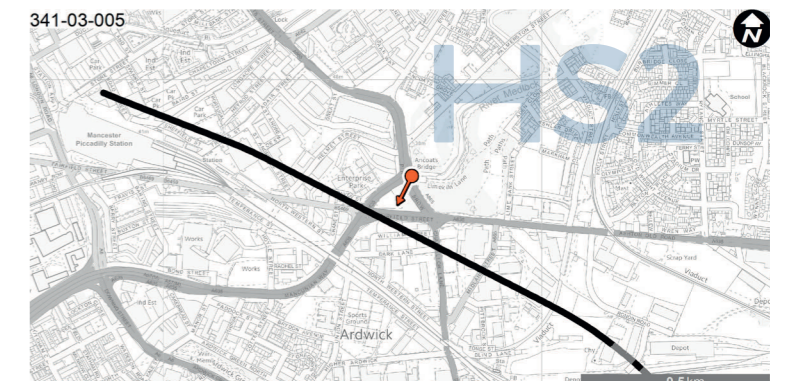


Summer view (baseline)

Date taken: 20/08/2018



Camera:	Canon EOS 6D, Fixed 50mm lens	
Approximate GPS co-ordinates ref.	385656.75, 397746.00	
Value of the viewpoint:	This viewpoint has a medium – low value. The view includes a number of visual detractors such as the large grey retail building and road infrastructure features at the entrance/exit to the retail park.	Sensitivity of the receptor: Medium
Susceptibility of the receptor to the change arising from the AP1 revised scheme:	The susceptibility of these receptors is medium . The attention of people walking or cycling through urban areas is likely to be focused to a degree on their surroundings. Road users will be more focused on the highway rather than the wider landscape. In the context of the entrance/exit of Medlock Valley Park, they therefore have medium susceptibility to visual change arising from the construction and operation of the AP2 revised scheme.	



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

Visual baseline description

Winter	The carriageway of the A665 Pin Mill Brow is visible in the near distance with its central median and traffic controlled pedestrian crossing leading to an entrance to Medlock Valley Park to the south-east demarcated by mature tree planting. The traffic lights and pedestrian barriers are detracting, but typical, elements within the view. Large-scale retail units front onto the A665 Pin Mill Brow in the middle distance including, the large, four-storey metal panelled retail unit to the south-west that screens visibility beyond. To the north-west the blue, sheet metal clad two-storey building obscures views beyond. Mature tree cover is present along the River Medlock and Helmet Street. These middle-distance features provide framed views along the A635 Mancunian Way towards the Aldow Enterprise Park in the far distance. Beyond this, rail infrastructure features and some buildings in Manchester city centre are visible on the skyline.
Summer	In the summer deciduous vegetation in leaf is bolder resulting in greater prominence of tree and shrub cover in the near and middle distance which further filters views.
Night-time	The night-time baseline is not described for this viewpoint as night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.

Future baseline description

Construction (2025)	There are no committed developments which will change the baseline.
Operation (2033)	There are no committed developments which will change the baseline.

Visual impact assessment

		Temporary effects during construction	Significance of effect
	Construction	The main ES reported a moderate adverse (significant) effect. This would be due to the substantial change to views as a result of construction activity associated with the realignment of the A665 Pin Mill Brow, the presence of construction traffic and the demolition of large-scale retail buildings. The removal of some vegetation from the River Medlock corridor would also open up views of construction works at the Ardwick embankment and the Piccadilly approach viaduct. The amendment, Additional land permanently required for modifications to the A635/A665 Pin Mill Brow gyratory (AP2-008-001), will change the visual effect at this viewpoint as a result of the removal of additional vegetation to the south east of the view, on the edge of the Medlock Valley Park, to accommodate the cycle path. This will result in a slight increase the visibility of the wider construction activities along the A635 Great Ancoats Street. 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.	Moderate adverse (significant)
	Construction night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
	Construction cumulative	There are no developments which will result in cumulative effects.	No cumulative effect
		Permanent effects during operation	Significance of effect
Year 1	Winter	The main ES reported a minor adverse (non-significant) effect. This would be due to the loss of buildings and vegetation during construction allowing open views towards the Piccadilly approach viaduct, overhead line equipment and train movements in the middle distance of the view. The presence of hoardings surrounding the land to be returned to suitable development use would also be apparent. The original scheme would be largely characteristic of the existing industrial and commercial land use. At year 1, the amendment, will change the visual effect at this viewpoint. This will be as a result of the loss of existing trees to the south east of the view on the edge of Medlock Valley Park which will allow slightly more open views of the AP2 revised scheme. 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 15	Summer	The main ES reported a minor adverse (non-significant) effect. This would be due to the visibility of Piccadilly approach viaduct, overhead line equipment and train movements in the middle distance of the view, with some views softened by established replacement tree planting. The original scheme would be largely characteristic of the existing industrial and commercial land use. At year 15, the amendment, will change the visual effect at this viewpoint as a result of the removal, during construction, of the existing trees to the south-east of the view on the edge of Medlock Valley Park which will allow slightly more open views of the AP2 revised scheme. 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Year 30	Summer	The main ES reported a minor adverse (non-significant) effect. This would be due to the elements of the original scheme being visible in the middle-distance and featuring prominently on the skyline. Replanted trees would be of a similar stature to those lost due to utilities works and provide further integration. At year 30, the amendment, will change the visual effect at this viewpoint as a result of the loss of the existing trees to the south of the view on the edge of Medlock Valley Park which will slightly open up views to the AP2 revised scheme. 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.	Minor adverse (non-significant)
	Night-time	Night-time effects have only been considered for occupiers of residential properties and residents staying in hotels and healthcare institutions.	Not assessed
Operation cumulative		There are no developments which will result in cumulative effects.	No cumulative effect

4.2 AP2 revised scheme assessment matrices

AP2 revised scheme visual assessment matrix

4.2.1 Table 2 below summarises the assessment of significance for all the representative viewpoints assessed as part of SES2 and AP2 revised scheme in the Hulseheath to Manchester Picadilly Station (MA08) community area. These are ordered from south to north along the route of the AP2 revised scheme. The assessment of significant effects is presented in SES2 and AP2 ES Volume 2, Manchester Picadilly Station report (MA08), Section 11. The night-time assessment (reported in Part 4 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 2: AP2 revised scheme visual assessment matrix summarising the assessment of significance for the viewpoints affected by the AP2 revised scheme identified in the Manchester Picadilly Station (MA08) 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	
341-03-005	View looking south-west from Ancoats Bridge on the A665 Pin Mill Brow	Moderate adverse	Not assessed	No cumulative effect	Minor adverse	Not assessed	Minor adverse	Not assessed	Minor adverse	Not assessed	No cumulative effect