WARRINGTON MSA,

J11 M62

Landscape Technical Paper 4 –

Landscape and Visual Impact Assessment Summary

Prepared for: Extra MSA Warrington Ltd

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Introduction

SLR Consulting Ltd (SLR) has been instructed by Extra MSA Warrington Ltd to undertake a summary of Landscape Technical Paper 4 - Landscape and Visual Impact Assessment of the proposed Development on Land to the North of Junction 11 of M62 Motorway, Warrington.

Background

1. The proposed Development is described within the outline planning application (reference 2019/35726) as "*Erection of a Motorway Service Area including Facilities Building, up to 100 bedroom Hotel, service yard, Fuel Filling Station, Electric Charging Station, parking facilities for each category of vehicle, access and internal circulation roads, structured and natural landscaping with outside amenity space/picnic space and dog walking zone, pedestrian and cycle links, boundary fencing, surface water drainage areas, ecological mitigation, pumping station(s), substation(s), retaining structures and associated infrastructure and earthworks*." All matters, except for access to the Application Site will be reserved for consideration at a later date. The application was validated on 02 September 2019.

2. Landscape Technical Paper 4 was submitted with the application within Part 2 of the Environmental Statement (ES) and was prepared by Spawforths for Extra MSA Group and assessed the likely significant effects of the proposed Development on the environment in respect of landscape character and visual amenity (hereafter referred to as "LTP4").

3. LTP 4 formed a full landscape and visual impact assessment (LVIA). It was supported within its Appendices by the Scoping Survey of Potential Receptor Viewpoints for Discussion with WBC Officers, LVIA Mapping, Daytime and selected Night-time Photomontages for Viewpoints indicating Mitigation at Year 1 and Year 15.

4. During the ES scoping process the Local Planning Authority were consulted to help inform the direction and methodology of the Landscape and Visual Impact Assessment. The Scoping Report was submitted to Warrington Council on 20 December 2018 (see Appendix 17 of the ES Part 1 Report). Warrington Council's Scoping Opinion can be found in Appendix 18 of the ES Part 1 Report. LTP 4 sets out in Table 4.1 a summary of the consultations and discussions along with the Outcome / Output.

5. A draft preliminary technical review of LTP 4 (dated 10th July 2019) was carried out by Ramboll on behalf of Warrington Borough Council and a meeting was subsequently held with Spawforths and SLR on 9th October 2019 to discuss the review and suggestions for a summary to be provided. A subsequent email was provided by Ramboll on 9th October 2019 setting out a suggested structure for the LVIA summary, which is followed in the document below with responses to the comments in the review provided where appropriate.

6. Ramboll subsequently carried out a review of SLR's draft summary and this revision takes account of the comments provided via email on 13th November.

7. In preparing this report, a review of the following documents relating to HS2 (published by High Speed Two (HS2) Ltd) has also been completed and referenced where appropriate (mainly in relation to cumulative effects below):

- High Speed Two Phase 2b Crewe to Manchester Route Engineering Report, Rev P15, July 2017 (hereafter referred to as "HS2 engineering report");
- High Speed Rail (Crewe to Manchester and West Midlands to Leeds), Working Draft Environmental Statement Volume_2: Community Area report_MA05: _Risley_to_Bamfurlong, October 2018 (hereafter referred to as "HS2 Risley to Bamfurlong report"); and
- High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Environmental Statement, Volume 3: Route-wide effects, October 2018 (hereafter referred to as "HS2 route-wide report").

Scope and Purpose of the LVIA Summary

8. This LVIA summary seeks to support the local planning authority and their technical advisors relating to the potential landscape and visual effects of the proposed Development within the Site, providing clarifications to LTP 4, where necessary or requested.

9. This LVIA summary document is divided into the following sections:

- Introduction / Background;
- Baseline Appraisal;
- Analysis of Key Impact Generators and Mitigation;
- Assessment of Residual Effects;
- Assessment of Potential Lighting Effects;
- Cumulative Assessment;
- Green Belt; and
- Summary of Significant Effects and Conclusions

Definitions and Methodology

10. In the preparation of this summary, a desktop study was initially undertaken to review LTP 4 and other submitted materials, the relevant publications, maps and plans relating to the proposed Development. Fieldwork to the Application Site and parts of the surrounding 3km study area was carried out in March 2019 by SLR's Chartered Landscape Architect as part of the development of the Landscape Masterplan and in November 2019 as part of the preparation of this revised summary.

11. The 3km study area is based on desk and field-based findings as to the potential for 'significant effects', in particular the extent of theoretical visibility shown on the ZTV within Appendix 1 of LTP 4 and previous experience of similar projects.

12. The main source of guidance for Stage 1 of LTP 4 and this LVIA summary has been the Guidelines for Landscape and Visual Impact Assessment (3rd Edition), published by Landscape Institute and Institute of Environmental Management and Assessment (hereafter referred to as "GLVIA 3"). Stage 1 determined landscape and visual impacts and the significance of effects on identified receptors.

13. It is noted that Stage 2 of LTP 4 used the findings of the landscape and visual impacts in Stage 1 against the methodology utilised in the other technical papers within the ES, to determine the significance of environmental effects in the wider context by correlating the identified effects against the level of importance of the receptor, measured from International to Local level.

14. The method used in assessing landscape and visual effects in Stage 1 of LTP 4 was set out in Section 4. Under 4.6 it is described how "*landscape impacts are defined as relating to changes in fabric, character*

and quality of the landscape as a result of the Proposed Development. Visual impacts relate to changes in the available views of the landscape and are therefore impacts on people and their perceptions."

15. Section 4 of LTP 4 sets out the process and criteria for establishing landscape and visual effects based on a combination of receptor sensitivity, judgements regarding the magnitude of predicted impacts, and consequent residual effects.

16. Landscape quality is also included in LTP 4, to support the analysis of value and susceptibility. Landscape quality is one of the key factors considered in assessing the value of non-designated landscapes as based on Box 5.1 in GLVIA3.

17. A scenario of 'no change' is not specifically defined within the methodology in LTP 4. There would be no consequential effect of 'no change'.

18. LTP 4 defines the level of landscape and visual effect that would be considered to be significant for Stage 1 methodology, as High or Substantial (via the shading in Table 4.13 and paragraph 4.50). It should be noted that GLVIA3 states '*there are no hard and fast rules about what effects should be deemed significant*' and therefore whilst High or Substantial are typically significant (by virtue of the more sensitive receptors and the greater magnitude of change), in some cases professional judgement may determine that a Moderate effect is significant.

19. The determination of what constitutes a negative or adverse effect is described within LTP 4 as being a judgement regarding the nature and quality of the existing resource and how this may be changed. An adverse effect is generally accepted to include losses of characteristic elements or degradation/fragmentation of the landscape resource, views or visual amenity. Positive effects are generally accepted to include the provision of enhancement or improvement to the landscape, views or visual amenity. Neutral effects may be balanced between the two.

Limitations / Constraints

20. Within Appendix 1 of LTP 4, the baseline photography for all numbered views (e.g. VP2) were described as taken on 30th November 2018, and all lettered views (e.g. VPA) were taken on 1st April 2019. In both survey's the foliage was largely absent, illustrating the extent of winter visual impacts. However, the photomontages appear to be based on summer views and are dated August 2019.

21. Photographs (and photomontages) provide an aid to assessing landscape and visual effects. The photographs included in LTP 4 illustrate views under the conditions prevailing at the time of carrying out the viewpoint photography. Visual effects vary depending on light and weather conditions and also the time of day and time of year. Accordingly, the assessment endeavours to assess "worst case" conditions within the written assessment and allowing for the limitations presented by the conditions in the photographs.

22. It is confirmed that where the LVIA makes reference to cultural heritage assets, the assessment of landscape and visual effects is limited to matters pertaining to visitor experience and/or contribution of the cultural heritage asset to landscape character. There is no assessment of setting of cultural heritage assets which is covered elsewhere within the ES.

23. A detailed residential visual amenity assessment (RVAA) was not included within LTP 4. As noted within Landscape Institute's Technical Guidance Note 2/19 "*With respect to visual impact the focus of GLVIA3 and LVIA is on public views and public visual amenity. Residential Visual Amenity Assessment (RVAA) is*

a stage beyond LVIA and focuses exclusively on private views and private visual amenity. RVAA has become more common particularly when development proposals are the subject of a planning appeal. A RVAA may be used by the decision maker when weighing potential effects on Residential Amenity in the planning balance." LTP 4 does include an assessment of effects upon views and visual amenity of local residents using representative viewpoints from nearby publicly accessible locations, such as viewpoint VP1 on a footpath near to properties around Hanging Birch Farm and Willow Brook, VPA on Holcroft Lane and VPB in a footpath to the rear of dwellings on Churchill Avenue, Culcheth. This did not identify any significant effects due to a combination of distance, the overall quality, experience and nature of views, as well as the specific elements of the proposed Development.

24. No other technical limitations or constraints were encountered in the preparation of this LVIA summary.

Planning Context

25. Full details of the relevant planning policy context of the Application Site are contained in the planning supporting statement that accompanies the planning application.

26. The relevant landscape-related policies are set out in Section 2 of LTP 4 and include those contained within the National Planning Policy Framework (2019), Warrington Borough Council Local Plan Core Strategy (Adopted July 2014), WBC Supplementary Planning Document (SPD) Design and Construction October 2010 and Warrington Unitary Development Plan (Operative date 23rd January 2006). LTP 4 includes full quotes from the relevant parts of these policies and a summary only is provided below.

27. As noted in LTP 4 the National Planning Policy Framework states *inter alia* that planning policies and decisions should contribute to and enhance the natural and local environment by *"protecting and enhancing valued landscapes*" and *"recognising the intrinsic character and beauty of the countryside…"*

28. As noted in LTP 4 the more local policies produced by Warrington Borough Council confirms *inter alia* that the Application Site lies in the Green Belt, that there is a requirement for consideration of local landscape character, protection of trees and other landscape features and encourages the use of new trees and woodland to soften visual impact of development.

29. The Application Site is not located within any national or local level landscape planning designations.

30. As noted in LTP 4 the Application Site is located within the Mersey Forest, which promotes new tree planting. In particular, Area W3 Urban edges, motorways and highways has an objective to "*Increase woodland planting density and create linear woodlands"* and for Area W5 Agricultural land around the M62…and Culcheth, where "*Planting should soften any new development".*

31. As noted in HS2 route-wide effects report, in January 2018 the Government announced plans for a new multi-regional Northern Forest which would extend across the whole width of England and incorporate the Mersey Forest (and therefore the site). The Northern Forest project aims to plant more than 50 million trees over the next 25 years, to increase woodland cover.

Baseline Appraisal

This section of the report includes a summary description of baseline landscape and visual resource, future baseline and summary of key receptors, as identified within LTP 4.

32. This section deals with the landscape and visual resource and key receptors separately.

Landscape Baseline

33. Landscape baseline conditions for the Application Site and surrounding study area as described within LTP 4 are summarised below.

Character of the Landscape

34. Section 2 of LTP 4 includes details of the published National and local level landscape character assessments which are of relevance to the Application Site and surrounding area, including the following:

- Natural England's National Landscape Character Area (NCA) 60: Mersey Valley. The Application Site is located within this area which is described as a wide, low-lying river valley landscape, with predominantly arable regular and large-scale field pattern in the north of the NCA, often defined by degraded hedgerow with isolated hedgerow trees, and field boundaries often marked by lines of trees and drainage ditches;
- The Cheshire Historic Landscape Characterisation 2007. This describes the Mersey Valley as gently undulating lands to the north, having interspersed peat deposits;
- Warrington: A Landscape Character Assessment 2007. This shows the site within Landscape Character Type (LCT) 2 Mossland Landscape, specifically LCT2B – Holcroft and Glazebrook Moss; and
- Salford Landscape Character Assessment 2007. This covers land at over 1.5km to the east of the site, east of Glaze Brook/River Glaze which is described as Rural Mosslands Sub Area 2 Landscape Character Area.

35. LTP 4 describes how in the publication for LCT2B – Holcroft and Glazebrook Moss, the mosslands are characterised by level basin form, open and exposed nature of the mossland areas, expansive views towards the Pennines, with a general absence of hedgerows and hedgerow trees, predominantly expansive arable farmland. There is also reference to the visually-dominant forms of the (now over-soiled and planted) landfill site at Silver Lane and the elevated sections of the disused Glazebrook to Wigan railway line connecting to the Culcheth Linear Park to the north of the former landfill site. The M62 motorway passes through the mossland areas, in cutting for much of its length, although it is often prominent in the landscape.

36. The HS2 Risley to Bamfurlong report also references LCT2B character area and describes how the M62 is an intrusive element in the landscape, cutting across the existing landform, causing severance and contributing to low tranquillity.

Summary of Landscape Attributes of Site and Immediate Surroundings

37. Section 5 of LTP 4 includes a summary of the main landscape elements and features of the Application Site and immediately surrounding area, including the following:

- The Application Site is in mainly agricultural (arable) use;
- Junction 11 of the M62 Motorway lies to the southwest of the site, and the M62 Motorway runs east-west immediately to the south;
- Arable farmland extends further to the east and north and is buffered by an existing tall hedgerow containing mature trees along part of the Site's eastern boundary, and by a very sparse line of birch trees along its northern perimeter. A watercourse also follows part of the north and eastern boundary;
- The western Site perimeter runs along the lower eastern flank of the former landfill site, where there is a water course, known as Silver Lane Brook that extends into part of the Application Site
- A small triangular area of rough grass containing a small agricultural structure is formed where the Brook turns doglegs into the Application Site; and
- The former Risley Landfill site, recently restored and planted, rises to the west of the Application Site.

38. LTP 4 makes reference to how the wider study area includes the following landscape elements and features:

- Farmland characterised by a field pattern that varies in scale and with scattered dwellings and isolated farmsteads to the north and north-east and Culcheth to the north-west;
- within 2km of the Application Site there are protected sites of national environmental significance (Holcroft Moss SAC, SSSI to the east), local environmental significance (Silver Lane Pools Local Wildlife Site to the north of the former Risley Landfill) and cultural significance (listed buildings at Holcroft Hall to the north-east and Great Woolden Hall to the east);
- An elevated section of disused railway line to the north and northeast of the Site and the remnant mosslands of Chat Moss further to the east; and
- Gorse Covert Mounds Woodland Trust Site to the south of M62 Motorway, junction 11 (including the area known as Pestfurlong Hill), with the residential area of Gorse Covert immediately to the south and employment land to south-west, forming part of Birchwood Urban Area.

39. Using the information within LTP 4, and description of LCT2 Mossland Landscape and LCT2B – Holcroft and Glazebrook Moss landscape character area, the aesthetic and perceptual qualities of the Application Site and study area are summarised as follows:

- Scale – medium to large arable fields, interspersed with small woodland areas, large-scale motorway corridor and built up areas to south-west, scattered farmsteads and dwellings to the M62 north and north-east;
- Enclosure – open fields and elevated man-made mounds, being characterised by offering wide expansive and sweeping views. The southern and central Site areas have a sense of enclosure owing to perimeter vegetation and the elevated ground of the former landfill site and Pestfurlong Hill. The northern Site area feels less enclosed owing to limited perimeter vegetation, with views north and northeast contained by the disused railway embankment at over 300m away. The elevated access road offers longer distance views;
- Diversity – simple, agricultural fields with diversity associated with areas of vegetation, woodland and watercourses and M62 motorway corridor and built up areas to south-west and scattered farmsteads and dwellings to the north and north-east;

- Texture – smooth to textured fields and rougher areas of vegetation, woodland and watercourses, M62 motorway corridor and built up areas to south-west and scattered farmsteads and dwellings to the north and north-east;
- Form and Line – relatively flat land of the agricultural fields / former mossland and raised Risley landfill and Gorse Covert mounds / Pestfurlong Hill, straight field boundaries, watercourses and ditches, M62 motorway, elevated farm tracks and disused railway line embankment;
- Colour – dark peaty soils, muted colours from vegetation in woodland areas, colourful vehicle movements along the M62 motorway and built-up area to the south-west and Holcroft Lane to the north and north-east;
- Balance – contrast between agricultural land and scattered farmsteads and dwellings of the site and areas to the north and north-east, woodland and wetlands to the west and north-west, M62 motorway and built up areas to south-west;
- Movement – tranquillity within parts of the agricultural land and around the woodlands and wetlands is reduced by movement and noise along the M62 and Holcroft Lane, although this is restricted to a corridor along each of the transport routes and influenced by landform and vegetation; and
- Pattern – predominantly rural, organised pattern of fields and drainage ditches and access to the scattered farmsteads and dwellings to the north and north-east, divided into urban in the southwest (Birchwood), rural with inset urban area (Culcheth) in the northwest, and rural to the southwest and northeast. It is bisected by the dominant M62 Motorway communications corridor.

40. LTP 4 confirms that the study area is generally well lit in its southwestern and southern extents as a result of the proximity of residential areas at Birchwood, employment areas and the M62 Motorway corridor including Junction 11 (refer to Lighting Assessment Report). Culcheth is also well lit to the north-west, with lighting columns extending along part of Holcroft Lane, north of the site. The agricultural parts of the Application Site do not currently contain any lighting sources, although the access onto the Junction 11 roundabout is lit.

Classification of the Existing Site and Immediate Surroundings

41. LTP 4 confirms that the analysis of existing landscape attributes of the Application Site and study area is generally consistent with the published key characteristics in the various aforementioned documents and more specifically the “Mossland Landscape” and “LCT2B – Holcroft and Glazebrook Moss” landscape character area.

42. The Application Site is typical of farmland within the area, being flat and irregularly enclosed, and underlain by peat which has been drained by perimeter ditches and therefore it forms one of the key characteristics of the local area where level, expansive agricultural land is a feature. The immediate context of the Application Site is also heavily influenced by the visually dominant restored landfill (being some 24m higher) and the M62 which are both also recognised features in the publication. Overall the Application Site can be classified as “Mossland Landscape”.

Landscape Value

43. The Application Site and Study Area is not subject to any national or local landscape designations, although is located within Green Belt (which aims to prevent urban sprawl by keeping land permanently open). Further consideration of the identified landscape and visual effects in relation to the functionality of the Green Belt are discussed in a separate section below.

44. The landscape value of the Application Site and the Study Area have been assessed within Section 5 of LTP 4, including detailed analysis within Tables 4.18 and 4.19 of landscape quality, scenic quality, rarity, representativeness, conservation interests, recreational value, perceptual aspects and associations. A summary of the ascribed landscape value is as follows:

- the Study Area, comprising Warrington LCA LCT2B Holcroft and Glazebrook Moss and Salford LCA Rural Mosslands, is assessed to range from Low to High value (given the variation in landscape quality, regional recreation opportunities and conservation interests); and
- the Application Site is assessed to be of overall Low to Moderate landscape value, due to its agricultural nature contributing to the wider landscape (and recognising public right of way, footpath 13 along the western edge and perceptual influence of the restored landfill also to the west, M62 motorway, Junction 11 and Pestfurlong Hill to the south and disused railway embankment to the north).

45. The HS2 Risley to Bamfurlong report also references LCT2B Holcroft and Glazebrook Moss and describes how the overall value of this character area is medium-low based on the woodland, pockets of mossland and low levels of tranquillity.

Key Landscape Receptors and Sensitivity

46. In addition to the published Landscape Character Areas (Warrington LCT2B Holcroft and Glazebrook Moss and Salford Rural Mosslands Sub Area 2), Section 5 of LTP 4 confirmed the following key landscape receptors:

- The Application Site;
- Existing Built Form – Settlements;
- Existing Built Form – Other Types of Development including Employment;
- Topography and Landform;
- Vegetation including Grassland, Woodland and Hedgerows;
- Access;
- Communication;
- Land Use Pattern;
- Surrounding Farmland;
- Water Bodies and Drainage Systems;
- Scale and Enclosure;
- Recreation and The Wider Green Space Network;
- Lighting;
- Landscape Condition;
- Cultural Heritage/Historic Designations; and
- Environmental Designations.

47. Each of these receptors make up either the physical landscape elements and features (attributes of the site and surroundings), contribute to aesthetic and perceptual aspects and/or key characteristics and overall character.

48. Section 5 of LTP 4 confirmed that the landscape sensitivity of the key landscape receptors ranges generally from Low to Medium, with incidences of High sensitivity relating to the Study Area comprising Warrington LCA LCT2B (Holcroft and Glazebrook Moss), and Salford LCA (Rural Mosslands), as well as certain Cultural Heritage Designations and Environmental Designations. Table 4.20 provides a more

detailed assessment of sensitivity for each of the receptors identified (using susceptibility, value and capacity).

49. The HS2 Risley to Bamfurlong report also references LCT2B Holcroft and Glazebrook Moss and ascribes a low-medium susceptibility and sensitivity to the character area.

Visual Baseline

50. Visual baseline conditions for the Application Site and surrounding study area are described within LTP 4 are summarised below.

Visibility of the Application Site

51. Section 5 of LTP 4 described how the ZTV of the Development (referring to Figure 4.4) emphasises the largely local nature of views deriving from the flat mossland landscape, with enclosure from the man-made former Risley landfill site, disused railway embankment and Pestfurlong Hill, as follows:

- Views of the Application Site from the north and east are restricted by intervening vegetation and localised landform. Views from the south and west are restricted by both landform and urban areas;
- Direct views of the Application Site from lower ground to the north, south, east and west are limited beyond approximately 1km from the Application Site boundary;
- Features limiting views into the Site include the tall tree screen to the Site's eastern edge, the elevated disused railway line running within 1km of the Site to the north and northeast, the former Risley landfill site to the west and Pestfurlong Hill to the south; and
- Open elevated views of the Site are available from the raised paths on the former landfill site (which is relatively newly planted and not fully wooded / enclosed yet), whilst the majority of views from Pestfurlong Hill are more restricted by the wooded nature of the hill (with a few glimpsed / framed views at certain locations only, where there are breaks in the vegetation).

Key Visual Receptors and Sensitivity

52. Potential visual receptors in the area identified on Figure 4.1 Scoping Stage: Potential Receptor Viewpoints Mapped on Aerial Photographs within 1km of the Application Site included the following:

- inhabitants of settlements, such as Culcheth and individual properties, such as Ratcliffe House Farm to the north, Franks Farm and properties around Hanging Birch Farm and Willow Brook to the north-east (and other scattered farmsteads and properties in the area and accessed via Holcroft Lane);
- users of the local road network, including the M62 to the south, B5212 Holcroft Lane to the north-east and A574 Birchwood Way to the south-west, as well as other interconnecting routes; and
- users of the Public Rights of Way surrounding the Application Site and connecting with recreational areas such as former Risley landfill to the west and Pestfurlong Hill to the south and including footpath number 13 on the western edge of the site.

53. Other potential visual receptors in the area identified on Figure 4.1 Scoping Stage: Potential Receptor Viewpoints Mapped on Aerial Photographs, but within 2km of the Application Site included the following:

- inhabitants of individual properties and farmsteads, such as Hole Mill Farm to the north-east;

- residents and visitors to listed buildings at Holcroft Hall to the north-east and Great Woolden Hall to the east;
- users of the local road network, including the M62 to the south, B5212 Holcroft Lane to the north-east and A574 Birchwood Way to the south-east, as well as other interconnecting routes; and
- users of the Public Rights of Way and connecting with recreational areas such as Glaze Brook Trail to the north-east.

54. From the Scoping Stage viewpoint survey, an initial assessment of receptor sensitivity was carried out to identify a number of Key Representative Viewpoints (VP) representing worst case scenarios for further assessment of visual effects arising as a result of the Development:

- The sensitivity of all residential and recreational visual receptors was assessed as High, as set Table 4.21 and 4.22 of LTP 4;
- The sensitivity of all place of work visual receptors was assessed as Low, as set Table 4.23 of LTP 4; and
- The sensitivity of transport receptors was assessed as ranging between Low to Medium, as set Table 4.24 of LTP 4.

55. Key representative views were selected for each of the visual receptors identified:

- Viewpoint 1 (VP1), on the basis that this represents the worst known case scenario for residential receptors and for road users overlooking the Site. It is also sufficiently close to Holcroft Lane (see view VP19) to represent open views from cars and other vehicles where the roadside hedge is absent or over the hedge if the driver is elevated;
- VP4, as it represents a receptor view from the PROW within the Site (which would be subsequently diverted over part of its route);
- VP6, as it is from a PROW outwith but closely adjacent to the Site Boundary, having uninterrupted views into the Site;
- VP7 from a PROW linking to Culcheth village having uninterrupted views towards the northern Site boundary;
- VP10 from elevated location on permissive bridleway on former Risley landfill site;
- VP14 from an elevated location on Pestfurlong Hill, Local Wildlife Site (LWS);
- VP16 on the basis that this represents the worst known case scenario for places of work receptors, being at a field corner immediately adjacent to the northern Site boundary, having open views across the Site.; and
- VP17 representing a driver's view from the M62 motorway westbound lanes. For reasons of safety this image has been copied from Google Earth Pro website.

56. Key Representative Views are recorded as photographs taken from publicly accessible locations as close to the receptor as possible where a broadly similar view would be experienced. Figure 4.4 showed the locations of the key representative viewpoints. For clarity, the key representative visual receptor viewpoint locations are shown at a closer in scale on the aerial photograph plan included in this report (taken from Figure 4.1: Scoping Stage).

Future Landscape and Visual Baseline

57. Section 5.100 of the LTP 4 described how it is anticipated that without the Proposed Development, the Application Site would continue in arable or agricultural use and that the landscape and visual baseline would be broadly unchanged.

58. It was also recognised that trees and hedgerows bounding the site would continue to grow, including the relatively recent planting on the former Risley landfill site to the west, which would develop from the short whips into a taller and denser woodland belt, with scrub edge. This anticipated tree growth in the locality, in conjunction with the objectives of increasing planting cover within the Mersey Forest / Northern Forest, was a key consideration for the overall landscape masterplan and additional woodland planting framework proposed for the development.

59. HS2 is also a likely addition to the study area, as discussed in greater detail under cumulative below.

Summary of Key Impact Generators and Mitigation

This section of the report includes a summary of key landscape and visual impact generators as identified within LTP 4, including sources of potential impact during construction and operational life of the proposed development and priorities and mitigation design.

Key Impact Generators

60. LTP 4 describes how interactions between the proposed development and landscape receptors would potentially occur in two ways: through direct loss of landscape elements or through additional landscape elements, which in both cases can lead to a change in landscape character.

61. LTP 4 continues by emphasising how the Site is located on agricultural land to the north-east of Birchwood and south of Culcheth, and north of the M62 Motorway and that implementation of the proposals would result in the loss of characteristic landscape elements, such as agricultural land and limited perimeter trees.

62. LTP 4 also describes how indirect effects from the proposed development on landscape character would mostly be dependent on inter-visibility.

63. The main aspects of the proposed Development that have the potential to affect the landscape resource (elements and features, aesthetic and perceptual characteristics and overall landscape character), visual amenity and views include the following:

- New buildings and structures (including Facilities Building and Hotel, service yard, Fuel Filling Station, Electric Charging Station, lighting and boundary fencing, pumping station(s), substation(s), retaining structures and associated infrastructure);
- Changes in landform and topography (including diversion of Silver Lane Brook watercourse and surface water drainage areas, but also the peat habitat zone and other landscaping);
- Both new and changed circulation / access (including parking facilities and internal roads, lighting, pedestrian and cycle links, including diversion of PROW which pass through the site);
- New areas of green open space (including structured and natural landscaping with outside amenity space/picnic space and dog walking zone); and
- Disposition of vegetation cover and ecological mitigation (new woodland framework, in accordance with the objectives of the Mersey Forest).

64. LTP 4 describes how potential landscape and visual effects would occur during the construction stage (anticipated to take place over approximately 12 months and therefore of short-term duration) and also the operational phase (which is permanent) with people working at, servicing, visiting and staying at the MSA. Changes would also occur as the landscape planting establishes and matures. A 15 year and beyond category has been used to capture this within the assessment.

65. During the construction stage it would be necessary to clear and remediate the site in preparation for development, including cut and fill earthworks, alterations to the watercourse and landscaping. In addition to the direct changes to landscape elements and features (and resultant effect on aesthetics, perceptual aspects and overall character), other potential construction stage visual effects also identified within LTP 4 included the following:

- HGV movements - Visual impact to arise from HGV movements during the Construction period (clearing and remediation of Site in preparation for development, then construction phase). Site operations to include removal of waste products including and haulage of general construction materials to Site. The clearing, remediation and construction phases of the development are likely to generate a number of two-way HGV and lightweight vehicle movements per week accessing the Site M1 Motorway Junction 11;
- Storage of Site Materials, Equipment, Temporary Site Structures - Construction to involve an amount of associated Site infrastructure including Site materials, equipment, temporary Site structures including Site office and welfare areas. According to the requirements of the scheme, the significance of the impacts of storage, Site equipment, and temporary structures may vary;
- Topsoil and Subsoil Heaps - There is a requirement for cut and fill across the Site which will result in formation of temporary soil heaps as work progresses. Topsoil from these heaps will be re-used for garden and landscaped areas;
- General Building Works - These may at any time include one or more of the following; scaffolding, cranes, large scale equipment etc.;
- Hoardings at Street Level - To secure the Site, fencing will be required to Site boundaries. Impact will vary depending on type of fence used; and
- Site Lighting during Construction - There may be a requirement to light construction operations during winter months prior to the end of the working day. Security lighting may also be required with certain parts of the site.

Mitigation Measures relating to Landscape and Visual Effects

66. The following specific design measures, based on the topics requested by Ramboll, are noted in LTP 4 as intending to provide mitigation or to offer beneficial landscape and visual effects of the Development:

- Forms - the indicative Facilities Building design is based on a series of simple linear pitched roof elements, arranged as a cluster to reflect the form and grouping of local farm buildings;
- Scale - The Indicative Landscape Masterplan (Figure 4.14) has been developed to provide the necessary services in a compact form to maximise soft landscape areas and ecological enhancement, and to assimilate the development into the landscape;
- Massing - The fragmented form of the indicative Facilities Building aims to reduce the overall massing and therefore the visual impact of the building at a distance, e.g. replicating an isolated and compact farmstead;
- Layout - The Indicative Landscape Masterplan (Figure 4.14) shows the proposed MSA set within a landscape framework. Boundary vegetation would be retained and managed where feasible, and planting including native tree and scrub planting will be established to the perimeter of parking and amenity areas (this would respond to the objectives of the Mersey Forest and Northern Forest and the wooded hill of the restored Risley landfill site adjacent);
- Layout - The location of different elements has been determined to minimise their visual impact from key vantage points. The indicative Facilities Building is located at the base of the restored landfill slope so that it does not break the skyline when viewed from various locations, such as to the north-east and east;
- Links – the indicative Facilities Building will be designed to create strong links with external amenity spaces and the wider area, particularly the adjacent Restored Risley landfill site to offer recreational benefits;

- Links - to be provided to the Public Rights of Way network that currently exists within the Site, thereby allowing linkages to the wider non-definitive and definitive footpath network and the permissive footpaths across the adjacent restored Risley landfill site to offer recreational benefits;
- Colour preferences – the selection of materials would also reference the local vernacular / local farm buildings and peat/mossland and consequently be muted tones, earthy and be less intrusive than alternative more metallic or reflective materials and colours; and
- The proposed MSA would be operational 24-hours of the day and night. The proposed design and specification of lighting to circulation areas aims to reduce visual impact on longer distance receptors.

Assessment of Residual Effects

This section of the report includes a summary and update analysis of residual landscape and visual effects as identified within LTP 4.

Landscape Effects during Construction Phase

67. LTP 4, within the Stage 1 assessment confirms that during the construction phase, significant landscape effects have been attributed to the proposed Application Site with a Moderate to High Adverse effect. The agricultural fields would change to a construction site and the change is measured against the baseline condition. Moderate to High Adverse is also attributed to Water Bodies and Drainage Systems due to the works necessary to divert Silver Lane Brook. Closely associated, but less than significant effects are also attributed to the following receptors:

- Topography and Landform - Moderate Adverse due to stripping of soils and peat and formation of internal roads and peat habitat creation area;
- Access - Range from Minor to Moderate Adverse with diversion of PRoW Footpath No 13 and use of the existing former landfill site access for road vehicles;
- Land Use Pattern - Moderate to Minor Adverse from the loss of agricultural land within the Application Site and replacement with new land-use / construction activities;
- Surrounding Farmland - Moderate to Minor Adverse from the changes to the character and aesthetic and perceptual characteristics of loss of agricultural land and replacement with new land-use / construction activities;
- Recreation and The Wider Green Space Network - Minor to Moderate Adverse with diversion of PRoW Footpath No 13 and changes to the character and aesthetic and perceptual characteristics of the network (diverted route to be over adjacent landfill on elevated ground to offer more expansive panoramic views);
- Landscape Condition - Moderate Adverse, due to disturbances from construction works and changes to elements and features; and
- Environmental Designations - Minor to High Adverse due to changes to the character and aesthetic and perceptual characteristics of Pestfurlong Hill (in particular in terms of views north over the Site owing to change in character from an agricultural field to a construction site, but only at certain locations from within the designation) and Silver Lane Pools (in particular in terms of views south over the Site owing to change in character from an agricultural field to a construction site, but only at certain locations from within the designation).

68. LTP 4 confirms that during the construction phase, less than significant landscape effects have been attributed to the following receptors:

- Warrington LCT2B Holcroft and Glazebrook Moss - Minor Adverse to Negligible due to the small scale of Development and the wider character area context;
- Salford Rural Mosslands Sub Area 2- Minor Adverse due to the small scale of Development and the wider character area context and distance of the site away from this area;
- Existing Built Form – Settlements - Minor Adverse to Negligible due to limited scale of changes to the character and aesthetic and perceptual characteristics of settlements and other residential areas;

- Existing Built Form – Other Types of Development including Employment - Negligible Adverse due to limited scale of changes to the character and aesthetic and perceptual characteristics of other types of development;
- Vegetation including Grassland, Woodland and Hedgerows - Minor Adverse due to the limited area of trees and scrub to be removed and change of arable crop surface to a construction site;
- Communication – Negligible due to limited scale of changes to the character and aesthetic and perceptual characteristics of roads and lanes;
- Lighting- Minor Adverse as the Site will be lit after sunset and before sunrise during the Autumn and Winter months resulting in a change to the current unlit site context, albeit influenced by the M62 motorway and Junction 11 adjacent (see lighting section below);
- Cultural Heritage/Historic Designations - Minor Adverse to Negligible due to limited scale of changes to the character and aesthetic and perceptual characteristics of Listed Buildings at Holcroft Hall and Great Woolden Hall, both at over 1km away to the north-east.

Landscape Effects during Operational Phase

69. LTP 4, within the Stage 1 assessment confirms that during the operational phase, a significant landscape effect has been attributed to the Application Site as a whole with a Moderate to High Adverse effect. The proposed Application Site would change from agricultural fields to a Motorway Service Area (MSA). However, waterbodies and drainage systems would experience a Minor Positive effect with proposals for SUDs features and wildlife ponds within the MSA and as part of the diversion of the Silver Lane Brook. A similar Minor Positive effect is predicted for recreation as additional permissive access is allowed into the MSA and the Site's contributions to the wider green space network (management and maintenance of woodland, creation of new footpaths) are put into place. Closely associated, but less than significant effects are attributed to the following receptors:

- Topography and Landform – Minor to Moderate Adverse as the development platforms created to accommodate the scheme will be less visually obtrusive / not significantly higher than the current low-lying farmland;
- Access - Minor Adverse to Negligible with diversion of PRoW Footpath No 13 over adjacent landfill, set within the establishing MSA and use of existing former landfill access road for vehicles;
- Land Use Pattern - Moderate to Minor Adverse from the replacement of fields with new MSA land-use and green space / landscaping activities;
- Surrounding Farmland - Minor Adverse to Negligible from the changes to the character and aesthetic and perceptual characteristics from the replacement of agricultural land with MSA and additional perimeter tree planting / landscaping;
- Landscape Condition - Moderate Adverse, due to changed character from an agricultural field to an MSA with extensive paved circulation and car and HGV parking areas and areas of woodland and grassland; and
- Environmental Designations – Negligible to Moderate and Adverse due to changes to the character and aesthetic and perceptual characteristics of Pestfurlong Hill (in particular in terms of views north over the Site owing to change in character from an agricultural field to an MSA, but only at certain locations from within the designation) and Silver Lane Pools (in particular in terms of views south over the Site owing to change in character from an agricultural field to an MSA, but only at certain locations from within the designation).

70. LTP 4 confirms that during the operational phase, less than significant effects have been attributed to the following receptors:

- Landscape Character Areas Warrington LCT2B - Minor Adverse to Negligible due to small scale of Development and the wider character area context;
- Salford Rural Mosslands Sub Area 2- Minor Adverse due to small scale of Development and the wider character area context;
- Existing Built Form – Settlements - Minor Adverse to Negligible as there will be no discernible change to the character and aesthetic and perceptual characteristics of nearby settlements;
- Existing Built Form – Other Types of Development including Employment - Negligible Adverse as there will be no discernible change to the character and aesthetic and perceptual characteristics of settlements;
- Vegetation including Grassland, Woodland and Hedgerows - Minor Adverse to Negligible due to the inclusion of additional new areas of tree, scrub vegetation and hedge planting to compensate for those to be removed and change of arable crop surface;
- Communication – Negligible due to limited scale of changes to the character and aesthetic and perceptual characteristics of roads and lanes. There will be no discernible change to the alignment of local roads, although there will be works to the M62 Junction 11 to extend the existing spur to form an access to the proposed MSA;
- Lighting- Minor Adverse as the proposed development including buildings and circulation spaces will be lit. Previously the Site has been unlit (albeit influenced by the M62 motorway and Junction 11 adjacent (see lighting section below); and
- Cultural Heritage/Historic Designations - Minor Adverse to Negligible due to limited scale of changes to the character and aesthetic and perceptual characteristics of Listed Buildings at Holcroft Hall and Great Woolden Hall, at over 1km away to the north-east.

71. Although the loss of farmland field is a characteristic element, the new MSA buildings have been designed to agricultural typology barn style with local materials. This would be a sympathetic addition which is in keeping with the local character of the scattered and isolated farmsteads in the local area (e.g. Franks Farm and Holcroft Hall to the north-east).

72. It should be noted that the effects on the aesthetic and perceptual characteristics of changes to the surrounding areas will reduce with time as the proposed landscape planting establishes and matures, as indicated by photomontages within Appendix 4.3 of LTP 4. For example, whilst certain views north over the Site from parts of Pestfurlong Hill (Environmental Designation) will experience a change in character from an open, brown/green agricultural field to an MSA, it will in turn become more enclosed and return to a green colour as the tree planting on the southern boundary matures and obscures much of the buildings and hardstanding areas (over a 15 year period).

73. Similarly, the effects on vegetation as a result of planting 2.29ha of trees and shrubs and 800m of hedgerow would become beneficial in nature as it matures and contributes to woodland cover, especially within the context of the Mersey Forest / Northern Forest objectives.

Key Vertical Elements

74. The following key vertical elements have been noted as part of the visual assessment:

- the site is at the western edge of a broad flat / gently sloping mossland landscape typically of around 21m AOD and sloping gently eastwards;
- the Risley landfill immediately to the west is currently approximately 50m AOD at its highest point, with anticipated final post-settlement landform of 46m AOD, in other words around 25m above the site level;

- tree planting on Risley landfill will increase the perceived height of the mound as it matures;
- Pestfurlong Hill (also a man-made mound) immediately to the south of the M62 is approximately 6m higher than the mossland landscape, and also includes extra tree cover and height;
- there is a white metallic sculpture of approximately 5m high, which is referred to as 'Encounter' on the junction 11 roundabout, marking the gateway to Birchwood;
- the maximum height of the proposed development buildings, which would be positioned close to the base of the Risley landfill, would be 15m high;
- the new native woodland and tree planting around the boundaries of the site were assumed within LTP 4 to reach between 7.5m to 9m over a period of 15 years. This is considered conservative given the quality of the soils and it is anticipated that the trees my reach this height sooner and would certainly continue to grow beyond this height as they mature; and
- the elevated disused railway line is mostly 4m high as it passes to the north of the site (400m away), although there is a gap where the non-designated track extends south of Frank's Farm, north-east of the site. To the east, the disused railway line is no longer elevated and merges with the adjacent ground levels around the former peat workings.

75. In addition to the above, the long-distance views of Manchester (high-rise tower blocks) and hills behind are a key focal point obtained from more elevated permissive paths on Risley landfill.

Visual Effects during Construction Phase

76. Appendix 1 provides a Summary Visual Assessment for all Viewpoints, VP 1-17 and VP A – G, specifically focusing on the construction stage.

77. LTP 4, within the Stage 1 assessment confirms that during the construction phase significant visual effects would be experienced by recreational visual receptors closely adjacent to the Site, including visitors to the diverted PROW No.13 and un-diverted sections further north, users of Silver Lane and certain parts of Pestfurlong Hill and on some of the permissive paths over the restored landfill site. In each case, users would experience Substantial Adverse effects due to the visibility of vehicles, construction, lighting and earthworks. VP4, VP6, VP7, VP10 and VP14 are representative of these receptors and all located within 200m of the site.

78. LTP 4 confirms that during the construction phase, less than significant visual effects would be experienced by local residents, users of PRoWs further from the Site boundary and transportation routes including travellers along Holcroft Lane and on the M62 and people working outdoors (farm workers on adjacent fields). In these cases, local people may experience Moderate Adverse effects to views and visual amenity due to the visibility of vehicles, construction, lighting and earthworks. VP1, VP16 and VP17 are representative and all located within 700m of the site.

79. As shown in Appendix 1, at distances beyond 1km of the site there are a wider range of residential dwellings, users of recreational footpaths and travellers along roads where the changes to views from the construction stage would be so small that the character or quality would be unchanged and / or would be missed by the casual observer. This includes visitors to elevated parts of Risley landfill, parts of Pestfurlong Hill and rights of way north of the disused railway embankment and travellers along Holcroft Lane, M62 motorway and Glazebrook Trail.

Visual Effects during Operational Phase

80. Appendix 2 provides a Summary Visual Assessment for all Viewpoints, VP 1-17 and VP A – G, specifically focusing on the Operational Stage (from Year 1).

81. LTP 4, within the Stage 1 assessment confirms that during the operational phase significant visual effects would be experienced by recreational visual receptors closely adjacent to the Site, including visitors to the diverted PROW No.13 and un-diverted sections further north, users of Silver Lane and certain parts of Pestfurlong Hill and on some of the permissive paths over the restored landfill site. In each case, users would experience Substantial Adverse effects due to the visibility of the MSA facilities building and hotel, fuel filling station and circulation spaces with vehicle parking, to varying degrees. VP4, VP6, VP7, VP10 and VP14 are representative of these receptors and all located within 200m of the site.

82. LTP 4 confirms that during the operational phase, less than significant visual effects would be experienced by local residents, users of PRoWs further from the Site boundary and transportation routes including travellers along Holcroft Lane and on the M62 and people working outdoors (farm workers on adjacent fields). In these cases, local people may experience Moderate Adverse effects to views and visual amenity due to the more restricted views of visibility of the MSA facilities building and hotel, fuel filling station and circulation spaces with vehicle parking, to varying degrees. VP1, VP16 and VP17 are representative and all located within 700m of the site.

83. As shown in Appendix 2, at distances beyond 1km of the site there are a wider range of residential dwellings, users of recreational footpaths and travellers along roads where the changes to views from the operational stage would be so small that the character or quality would be unchanged and / or would be missed by the casual observer. This includes visitors to elevated parts of Risley landfill, parts of Pestfurlong Hill and rights of way north of the disused railway embankment and travellers along Holcroft Lane, M62 motorway and Glazebrook Trail.

84. However, it is also noted in LTP 4 that many Stage 1 visual effects (views and visual amenity) will reduce with time as tree planting around the perimeters and resulting additional intervening vegetation establishes. This is illustrated by the photomontages within Appendix 4.3 of LTP 4, for example, whilst the views for recreational visitors to parts of Pestfurlong Hill looking north over the Site will initially experience a change from an agricultural field to an MSA, it will in turn become more enclosed and return to a green colour as the tree planting on the southern boundary matures and obscures much of the buildings and hardstanding areas (over a 15 year period).

85. The exception would be the recreational routes along the western part of the site immediately adjacent to the building and where views of agricultural fields are currently possible (see VP 3 and 4). At VP 2 by the site entrance the tidying up of the spur road would be beneficial effect.

86. Appendix 3 provides a summary Visual Assessment for all Viewpoints, VP 1-17 and VP A – G, specifically focusing on Year 15 and beyond, when the new woodland planting around the site is established and growing towards maturity. The overall result for the majority of receptors is of glimpsed views of the upper parts of an isolated barn style building, set amongst a strong framework of woodland. This includes visitors to certain parts of footpath 13 and other rights of way north of the disused railway embankment, elevated parts of Risley landfill and parts of Pestfurlong Hill.

87. This assessment has not identified any circumstances where the proposed development, new building and/or an increase in tree cover would result in obscuring any important focal points or views. The objectives of the Mersey Forest are to increase linear woodland belts along road corridors and use additional planting to soften the effect of development and the Northern Forest is to increase woodland cover more generally; the proposed development would make a positive contribution in this regard. As shown in Appendix 3, there are several locations where continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan

would result in adverse effects at the operational stage being reduced (including residential dwellings, users of recreational footpaths and travellers along roads).

88. The panoramic long-distance views of Manchester (high-rise tower blocks) and hills behind from the upper permissive routes on landfill would not be obscured as a result of the development.

89. The 'Encounter' sculpture is also not anticipated to be obscured from any valued locations as a result of the proposed development.

Assessment of Potential Lighting Effects

This section of the report includes a summary analysis of potential lighting effects on landscape character and visual amenity as identified within LTP 4.

90. LTP 4 refers to the Lighting Impact Assessment Appendix 16 of ES Part 1 Report which has been used in conjunction with the landscape and visual assessment, to provide a qualitative description of the baseline night-time / darkness landscape character and visual amenity, a discussion of potential lighting effects on baseline resource, specific mitigation measures and an assessment of effects on receptors.

Night-time / Darkness Baseline

91. The Lighting Impact Assessment Appendix 16 of ES Part 1 Report states "*Due to the presence of local skyglow, existing artificial urban and highway lighting bordering the Proposed Development, it is considered that this area is typical of an E2 / partial E3 zone. However, due to the rural nature of the location and areas of natural conditions, on a precautionary approach the thresholds are based on E2 Zone classification (Low district brightness*)."

92. The CPRE interactive mapping of England's Light Pollution and Dark Skies (https://www.nightblight.cpre.org.uk/maps/) shows the level of radiance (night lights) shining up into the night sky, using categories into colour bands to distinguish between light levels. The CPRE mapping shows the application site as within 8-16 NanoWatts band, which is two categories below the Brightest (>32) and which covers Birchwood and two categories above Brighter (2-4) which covers the farmland along Holcroft Lane to the north-east. There is nowhere within the study area which is plotted as Darkest (<0.25) category.

93. LTP 4 confirms that in terms of landscape character and visual amenity the study area is generally well lit in its southwestern and southern extents as a result of the relative proximity of residential areas at Birchwood, employment areas and the M62 Motorway corridor including Junction 11 (refer to Lighting Assessment Report).

94. The Site does not currently contain any lighting sources, other than at the site entrance and Junction 11 roundabout. However, reference is made within LTP 4 to how lighting columns along the M62, as well as slip roads and vehicles on the motorway itself affect tranquillity within parts of the site and study area.

95. The HS2 Risley to Bamfurlong report also references how the M62 is an intrusive element in the landscape, is well lit at night, with gantries and junctions visible above the line of roadside vegetation. The Risley Remand Centre, Taylor Business Park and associated lighting and security fencing, are described as imposing structures in the agricultural landscape south of Culcheth.

96. Culcheth itself in the north-west of the study area is also well lit and lighting columns extend along Holcroft Lane, north of the site. To the north-east of the site, Holcroft Lane is unlit and most of the public rights of way and the scattered residential properties and farmsteads to the north and east of the site are unlit. Darkness is however interrupted by vehicles on the roads and security and other lightings within and around individual properties. The recreational routes over the former Risley landfill are also unlit.

Potential Effects on Baseline Resource

97. LTP 4 describes how the proposed MSA will be operational 24-hours of the day and night and therefore potential effects on the baseline resource relate to the addition of lighting to the circulation routes (roadways, footpaths and signage) and buildings and service areas, as well as vehicle lights from visitors and workers.

98. This has the potential to alter the night-time / darkness character of the site and views and visual amenity for nearby receptors, during both construction and operational stages.

Specific Mitigation Measures

99. Under the mitigation section, LTP 4 describes how the lighting designers have proposed the design and specification of lighting to circulation areas which will reduce visual impact on longer distance receptors.

100. The Institution of Lighting Engineers (ILE) provides guidelines on obtrusive light limits for sky glow, light trespass, and glare in exterior lighting installations (published in 2000) and it is proposed that this would be adopted as part of detailed scheme for the site.

101. Table 4.30 of LTP 4 describes how lighting to buildings and circulation spaces will be designed to minimise light spill into adjacent areas and how site lighting during the hours of darkness, within normal working hours, would be kept to the minimum required for safe and efficient working. There is also confirmation that the detailed design of the lighting scheme would avoid excessive light spill into adjacent areas.

Effects on Lighting on Landscape and Visual Receptors

102. The effects of lighting are considered in the assessment using fieldwork and night-time photomontages for representative views at VP1 on the footpath and access road which serves a number of farms (Franks Farm and Hanging Birch Farm) and residential properties and VP4 on the recreational path along the western edge of the site.

103. It is recognised that the Site lies within an area influenced by the lighting of the M62 Motorway corridor and Junction 11, whilst the wider study area is influenced by both M62 and other highways such as Holcroft Lane and areas of residential and employment use, in particular around Culcheth to the northwest and Birchwood to the southwest.

104. At distances beyond approximately 0.5km to the north and east of the site there are a range of residential dwellings, users of recreational footpaths and travellers along roads where the conditions are generally darker than the site and in the vicinity of the M62. However, lights from the M62 and skyglow from around Birchwood are nevertheless still visible, to varying degrees and the changes to views from the additional lighting levels on the site would be so small that the night-time character or quality would be unchanged at each of the viewpoint locations.

105. Table 4.30 of LTP 4 describes how in landscape terms, set against the backdrop of the M62 motorway, the MSA would be perceived as part of the wider motorway corridor and the result overall would be minor adverse.

106. There are no significant effects anticipated as a result of lighting the proposed development.

Cumulative Assessment

This section of the report includes a summary of cumulative landscape and visual effects of the proposed Development, including those identified within LTP 4.

107. LTP 4, under Section 10 describes the cumulative landscape and visual impact assessment of the proposed Development. For the purposes of the ES, additive cumulative effects are defined as "*Those that result from additive impacts (cumulative) caused by other past, present or reasonably foreseeable actions together with the project itself*". Further definitions of cumulative effects are also given with reference to GLVIA3 and Schedule 4 of the EIA Regulations 2011.

108. The other known proposed development within the vicinity of the Site and considered in the cumulative assessment is HS2 (adjacent to the Site). The assessment within LTP 4 is based on information which is currently available for HS2, including the land safeguarded for the HS2 route Government consultation and the current programme.

109. LTP 4 describes how commencement of the HS2 Advanced Works would coincide with completion of the MSA construction works (based on current programmes). The cumulative assessment therefore focuses on the potential additional and in-combination effects of the operational MSA and the HS2 project.

110. The HS2 engineering report relating to M62 to Lowton, describes how the route would pass through the north-east corner of the Risley Landfill site on an 8m high embankment. The HS2 embankment would typically have 1:2.5 side slopes and 18.9m wide track bed width to incorporate the overhead line equipment (OHLE), walkways, drainage and fencing, as well as the twin tracks (at 5m apart, centre to centre). There would be a viaduct over the M62 and also the diversion of part of footpath 13 and accommodation underpass, an underbridge for a track referenced as Risley East and a culvert for Silver Lane Brook. In addition to the main engineering works, there would be landscape mitigation planting, new wetlands and balancing ponds.

111. The HS2 Risley to Bamfurlong report describes the following significant effects during its construction phase:

- LCT2B Holcroft and Glazebrook Moss Mossland, including loss of woodland, trees and hedgerows along the disused railway embankment and embankments of the M62, loss of arable farmland and severance of blue-green networks, changes to landform, closure and diversion of footpaths;
- construction activity, additional lighting in a partially lit landscape, and increased noise levels generated by construction activity, would further reduce tranquillity of the LCT2B Holcroft and Glazebrook Moss Mossland; and
- major adverse visual effects for residential and users of recreational footpaths including substantial changes to near and middle-distance views, some partially filtered through intervening vegetation, as a result *inter alia* of construction of the Culcheth south embankment and Risley east underbridge.

112. The HS2 Risley to Bamfurlong report describes the following significant effects during Year 1 operational phase:

- LCT2B Holcroft and Glazebrook Moss Mossland, including the introduction of large-scale elements such as M62 West viaduct and Culcheth south embankment, which would be at variance with the character of the level basin of the mosslands. Although set within a highly altered landscape, the proposed HS2 scheme would be at a much greater scale than the existing infrastructure elements;
- the HS2 high level linear element would sever the character area almost along its centreline, resulting in fragmentation of fields, the diversion of PRoW, realignment of access roads, and interrupting contextual and open views to the hills in the east;
- the noise of trains moving through the landscape would further reduce tranquillity of the LCT2B Holcroft and Glazebrook Moss Mossland; and
- major adverse visual effects for residential and users of recreational footpaths where the Culcheth south embankment would be a high wide linear element within this predominantly flat landscape, and along with its associated noise fence barriers, overhead line equipment and movement of trains, would be highly visible in near and middle-distance views from the north, viewed against the backdrop of the restored Risley Landfill site.

113. The HS2 Risley to Bamfurlong report also describes the following significant effects during Year 15 operational phase:

- LCT2B Holcroft and Glazebrook Moss Mossland, landscape mitigation planting, landscape earthworks, hedgerow, wetland and grassland habitat creation would be sufficiently established to assist with some integration of the HS2 scheme into the existing landscape. However, new features would remain prominent in the landscape due to their scale and variance with the existing landform. Severance of the landscape, loss of long-distance views, fragmentation of field patterns and reduction in levels of tranquillity would remain; and
- major adverse visual effects for residential and users of recreational footpaths relating to Culcheth south embankment, which although partially screened by a combination of mitigation planting and landscape earthworks, the movement of trains, overhead line equipment, embankment and overbridges would be uncharacteristic elements across near and middle-distance views in this rural landscape.

114. As noted in HS2 route-wide effects report, a wide range of new woodland planting would be provided as part of the proposed design of HS2. This new planting would mitigate the loss of woodland and provide *inter alia* habitat and landscape connectivity. Such planting would also provide visual screening and help integrate embankments and other structures into the local landscape. The new planting for HS2 would provide a net gain of 1,225ha woodland cover within the Northern Forest (which incorporates the Mersey Forest). The report concludes, that in contributing to the aims of the Northern Forest in this way, HS2 would result in a significant beneficial effect on woodland cover a route-wide basis.

115. In the absence of the MSA development, the construction and operation of HS2 would therefore alter the value and susceptibility of the landscape both within and the around the site:

- the HS2 embankment would be a new large-scale landform feature adjacent to the north and east of the site and result in a new level of enclosure in conjunction with the Risley landfill landform adjacent to the west and Pestfurlong Hill (and Junction 11) to the south;
- this level of enclosure would increase as the HS2 mitigation planting establishes and develops in conjunction with the planting on the Risley landfill and the vegetation along the M62 and Pestfurlong Hill; and
- the addition of noise and movement from trains along the HS2 embankment would extend the influence of existing noise from the M62 and reduce the already disrupted levels of tranquillity within the site.

116. The overall result of HS2 on the character of the site may therefore be to alter the current characterisation of the agricultural fields from being part of a broader area of flat mossland landscape, to a severed or remnant area. It is noted that the mossland character of the site is already eroded due to intensification of farming methods and drainage and other man-made elements and features of M62 and Risley landfill adjacent to the south and west, and to a lesser degree the former railway embankment to the north. Typically, landscape in such a condition may be better able to accommodate change to development and therefore any potential effects associated with the proposed MSA alone would be altered / reduced.

117. In addition to the reduction of landscape quality and condition within and around the site as a result of HS2, as described above, the value attached to views and susceptibility of viewers would also reduce (although they may still have value to local people). Similarly, the availability of views of the site (and therefore the proposed MSA development) may also reduce as HS2 increases enclosure and screening, for visual receptors to the north-and north-east.

118. Appendix 4 provides a Summary Visual Assessment for all Viewpoints, VP 1-17 and VP A – G (Cumulative with HS2).

119. LTP 4 describes how landscape changes resulting from the MSA operational phase in combination with the HS2 advanced construction works and operation, would not result in any additional changes of effect overall on the following receptors:

- National Character Area NCA 60: Mersey Valley, due to the additional land take and disturbance of the MSA being a relatively small part of this area overall;
- the Application Site, due to the degree of change already resulting from the MSA development on its own;
- Existing Built Form – Settlements, due to any additional noticeable changes to the character and aesthetic and perceptual characteristics of Culcheth and Gorse Covert resulting from the MSA development only being limited;
- Topography and landform resulting from limited additional changes to elevations and gradients of the MSA development within the predominately flat topography of the site and Risley landfill access road and embankment;
- Vegetation, including grassland and woodland which would be affected by additional impacts on existing tree cover within the landscape surrounding the Site, as a result of HS2, both in terms of clearance at construction however, anticipated mitigation measures and establishment of new vegetation and planting corridors would be effective and significant. The addition of the 2.29ha of new woodland (native tree and shrub) planting at the MSA would therefore also represent a cumulative beneficial effect, although the scale / amount is unlikely to be significant; and
- land use pattern and the character and aesthetic and perceptual characteristics of surrounding farmland would change following HS2, and this would alter susceptibility as noted above.

120. LTP 4 describes how the main predicted cumulative landscape effects during the MSA's operational phase, arising from HS2 advanced construction works and operation are as follows:

- there is the potential for the effects on LCT2B - Holcroft & Glazebrook Moss and Salford Rural Mosslands Sub Area 2 LCA, to increase above Minor Adverse during the MSA operational phase in conjunction with HS2, due to the additional land take and disturbance / alteration to key characteristics. As noted above, the HS2 Risley to Bamfurlong report ascribes a significant effect on LCT2B as a result of HS2 alone; and

- there is potential for water bodies and drainage systems (including Silver Lane Brook and Silver Lane Pools), recreational receptors and on the wider green space network (PRoW Footpath No. 13, 27 and 28) to be adversely affected by HS2 construction phase and that this could therefore alter the Minor Beneficial effects upon these receptors resulting from the MSA operational stages to an Adverse impact in the local context overall. However, upon completion of HS2 construction and establishment of the mitigation measures this is anticipated to improve, with long-term contributions to woodland cover, as noted above.

121. The permanent diversions of footpath 13 as part of both HS2 (c2km) and the MSA (c3km) would therefore also represent a cumulative effect on users of this recreational route, via changes to sequential views, although there is already a high degree of change noted from the MSA development alone and the landscaping associated with both projects would provide mitigation and provision of an attractive wooded route (refer to VP 5 and 7).

122. LTP 4 also describes how landscape effects due to changes to the character and aesthetic and perceptual characteristics of cultural heritage/historic designations and environmental designations could potentially increase above Moderate Adverse during MSA operational phase/HS2 construction phases, which is recognising the large-scale nature of HS2, as noted above. However, simultaneous visibility of HS2 and the MSA development is not predicted at all locations, for example at Pestfurlong Hill, as illustrated by VP6 and VP13.

123. LTP 4 describes how cumulative visual effects during MSA operational phase, arising from HS2 advanced works and development are assessed as follows:

- Recreational receptors using footpaths at within 500m of the Site boundary (eg VP4, VP6, VP7, VP10 and VP14) will experience views of the construction phase HS2 works in addition to views of the operational MSA, as will farm workers (eg VP 16); and
- Residential receptors (eg VP1) will experience views from within 1km of the Site boundary of the construction phase HS2 works. It is likely that the latter will screen views from the northeast and east of the proposed MSA.

124. As shown in Appendix 4, the overall result for the majority of receptors is of limited in-combination views, including visitors to certain parts of footpath 13 and other rights of way north of the disused railway embankment, elevated parts of Risley landfill and parts of Pestfurlong Hill. The exception would be parts of the recreational routes along the lower edge of Risley landfill and the diverted footpath 13 route and where combined visibility of the two projects would be most noticeable (VP9).

125. In summary, at operation stage in comparison with the assessment of only the MSA development, it is predicted that additional residual effects upon visual receptors located to the northeast and east of the Site would reduce owing to the screening effect of HS2, and there are unlikely to be additional changes for landscape and visual receptors located to south and west of the Site due to the distance and the presence of the MSA in the foreground.

Green Belt Assessment

This section of the report discusses how the landscape and visual effects identified within LTP 4 and this revised summary report may result in perceived changes to the functionality of the Green Belt.

126. LTP 4 described how the Application Site is located within Green Belt. The National Planning Policy Framework (NPPF) states that the essential characteristics of Green Belts are their openness and their permanence and serve the five following purposes:

- *To check the unrestricted sprawl of large built-up areas;*
- *To prevent neighbouring towns from merging one into another;*
- *To assist in safeguarding the countryside from encroachment;*
- *To preserve the setting and special character of historic towns; and*
- *To assist in urban regeneration, by encouraging the recycling of derelict and other land.*

127. The findings of LTP 4 can be used to support an analysis of how the Site performs against each of the first four functions of the Green Belt and the degree to which this may be altered by the landscape and visual effects of the proposed Development.

128. However, in relation to the further function and the setting and special character of historic towns, this does not apply to this project as the Birchwood part of Warrington is a New Town and was developed on former Royal Ordnance Factory in the 1960s.

129. In relation to the fifth function of assisting in urban regeneration, by encouraging the recycling of derelict and other land, this applies equally to all green field locations in the Green Belt outside of urban areas and so performance against this function has not been assessed with reference to LTP 4.

130. Visual assessment is frequently used in Green Belt assessments to assess potential effects on the openness of the Green Belt, and the effectiveness of land parcels in preventing encroachment, sprawl, coalescence or providing a setting for a historic settlement. The use of a visually based approach has also been accepted in numerous precedents, including the High Court decision by Lord Justices Arden, Floyd and Sales (18th May 2016, reference EWHC 2788) which states at paragraph 15 that:

> *The question of visual impact is implicitly part of the concept of "openness of the Green Belt" as a matter of the natural meaning of the language used in para. 89 of the NPPF. I consider that this interpretation is also reinforced by the general guidance in paras. 79-81 of the NPPF, which introduce section 9 on the protection of Green Belt Land. There is an important visual dimension to checking "the unrestricted sprawl of large built-up areas" and the merging of neighbouring towns, as indeed the name "Green Belt" itself implies. Greenness is a visual quality: part of the idea of the Green Belt is that the eye and the spirit should be relieved from the prospect of unrelenting urban sprawl. Openness of aspect is a characteristic quality of the countryside, and "safeguarding the countryside from encroachment" includes preservation of that quality of openness. The preservation of "the setting … of historic towns" obviously refers in a material way to their visual setting, for instance when seen from a distance across open fields. Again, the reference in para. 81 to planning positively "to retain and enhance landscapes, visual amenity and biodiversity" in the Green Belt makes it clear that the visual dimension of the Green Belt is an important part of the point of designating land as Green Belt.*

131. The Landscape Institute's briefing April 2018 on Green Belt Policy confirms that Green Belt is a spatial planning tool, not a designation that provides landscape protection. Current Green Belt policy does not require Green Belt to be of high landscape quality or even particularly attractive.

132. In relation to unrestricted sprawl of large built-up areas, LTP 4 confirms that although the Site is located to the north of Birchwood it is separated by the M62 Motorway corridor and Pestfurlong Hill to the south and the restored Risley landfill to the west. Whilst not "built-up", these elements are however man-made engineered structures. Due to a combination of these man-made landforms and vegetation cover, there is limited perception of the technology park and residential areas from most of the publicly accessible viewpoints in the study area (for example other than along the road corridors near to Junction 11). The 'Encounter' sculpture at the entrance to Birchwood Way can be seen in certain views to the north-east. The proposed Development would change an agricultural field to an MSA with facilities buildings, hotel and fuel filling station, extensive paved circulation and vehicle parking areas, but also with areas of new woodland and grassland. However, the design of the buildings as isolated elements with agricultural typology, barn style, the visual separation from Birchwood and the screening offered by the proposed planting would ensure that there would be no perception of sprawl in the medium to long-term and the openness of the wider Green Belt would be preserved (refer to VP1, VP6 and VP 7).

133. In relation to preventing neighbouring towns from merging one into another, LTP 4 confirms that there is a lack of settlement in this area, particularly to the east and north-east (being scattered dwellings and isolated farmsteads), with the residential estates of Gorse Covert and Birchwood Technology Park to the southwest, south of the M62 Motorway corridor. The large village of Culcheth lies approximately 1km to the northwest, with Taylor Business Park to the south of the village, and HM Prison Risley to the west of the former landfill site. The perception of Birchwood and/or Culcheth is mostly restricted to elevated sequential / panoramic views from permissive paths on the top of the Risley landfill. It is not possible to see one town from the other (refer to VP 8 and VPB for views from Culcheth). The addition of the proposed Development is unlikely to result in the two settlements appearing to merge simultaneously together due to the degree of separation and intervening landform and vegetation cover. The built form of the MSA is anticipated to appear more as an isolated farmstead / barn style and in conjunction with screening by the proposed planting, the openness of the wider Green Belt would be preserved (refer to VP1, VP6 and VP 7). There would be no increase in either inter-visibility (mutually visible) or intra-visibility (visibility of the other from within) of settlements.

134. In relation to assisting in safeguarding the countryside from encroachment, it is confirmed in LTP 4 that the proposed Development would change an agricultural field to an MSA with facilities buildings, hotel and fuel filling station, extensive paved circulation and vehicle parking areas, but also with areas of new woodland and grassland. Thus, the Development would constitute the construction of built development on open countryside. However, the visibility and perception of change is localised, as evidenced within the viewpoint assessment (refer to VPA, VPG and VP10 for more distant locations to the north and east). Also, as described above, the design of the facilities building and hotel as a free-standing element, with agricultural barn-style forms and materials provides for a more rural character (large-isolated farmstead), with the parking areas set down and within a strong framework of tree planting. These mitigation measures seek to safeguard the countryside from encroachment, as far as possible, and would increase in effectiveness during operational phases and as the new planting matures and provides screening (refer to VP 1, VP6 and VP7).

135. As noted above, the addition of HS2 to the land to the north and east of the site would alter the perception of openness, in the form of a large-scale engineered embankment and moving trains. This

would extend the existing man-made elements and features of M62 and Risley landfill and effectively severe the mossland farmland and enclose the site.

Summary of Significant Effects and Conclusions

This section of the report includes a summary of all significant landscape and visual effects identified within LTP 4.

136. LTP 4 has a two stage approach for assessing significant landscape and visual effects: Stage 1 which broadly follows the guidelines for landscape and visual impact assessment (GLVIA3) and assesses landscape and visual effects; and then Stage 2 which takes the findings of Stage 1 and adjusts the impacts on the landscape and visual receptors to determine environmental impacts using methodology utilised in other technical papers in the ES. This summary focuses on the Stage 1 effects.

137. The proposed development will change the existing arable fields to a MSA incorporating green open spaces, retained hedgerows and woodland and new hedgerows and woodland. In most part important trees, scrub and hedgerows will be retained and enhanced where feasible, as part of a comprehensive landscape infrastructure planting strategy. The latter actions and establishment of new trees within circulation spaces, hedgerows and species-rich grassland with scrub will help soften the proposed built form and assimilate development into the wider landscape context.

138. LTP 4, within the Stage 1 assessment confirms that during the construction phase, significant landscape effects have been attributed to the proposed Application Site with a Moderate to High Adverse effect. The agricultural fields will change to a construction site and the change is measured against the baseline condition. Moderate to High Adverse is also attributed to Water Bodies and Drainage Systems due to the works necessary to divert Silver Lane Brook.

139. LTP 4, within the Stage 1 assessment confirms that during the operational phase, a significant landscape effect has been attributed to the Application Site as a whole, with a Moderate to High Adverse effect. The Application Site will change from agricultural fields to a MSA. However, waterbodies and drainage systems would experience a Minor Positive effect with proposals for SUDs features and wildlife ponds within the MSA and as part of the diversion of the Silver Lane Brook. A similar Minor Positive effect is predicted for recreation as additional permissive access is allowed into the MSA and the Site's contributions to the wider green space network (management and maintenance of woodland, creation of new footpaths) are put into place.

140. It should be noted that the effects on the aesthetic and perceptual characteristics of changes to the surrounding areas will reduce with time as the proposed landscape planting establishes and matures, as indicated by photomontages within Appendix 4.3 of LTP 4. For example, whilst views north over the Site from parts of Pestfurlong Hill (Environmental Designation) will experience a change in character from an agricultural field to an MSA, it will in turn become more enclosed and return to a green colour as the tree planting on the southern boundary matures and obscures much of the buildings and hardstanding areas (over a 15 year period).

141. LTP 4, within the Stage 1 assessment confirms that during the construction phase significant visual effects would be experienced by recreational visual receptors closely adjacent to the Site, including visitors to the diverted PROW No.13 and un-diverted sections further north, users of Silver Lane and certain parts of Pestfurlong Hill and on some of the permissive paths over the restored landfill site. In each case, users would experience Substantial Adverse effects due to the visibility of vehicles, construction, lighting and earthworks. VP4, VP6, VP7, VP10 and VP14 are representative of these receptors.

142. LTP 4, within the Stage 1 assessment confirms that during the operational phase significant visual effects would be experienced by recreational visual receptors closely adjacent to the Site, including visitors to the diverted PROW No.13 and un-diverted sections further north, users of Silver Lane and certain parts of Pestfurlong Hill and on some of the permissive paths over the restored landfill site. In each case, users would experience Substantial Adverse effects due to the visibility of the MSA facilities building and hotel, fuel filling station and circulation spaces with vehicle parking, to varying degrees. VP4, VP6, VP7, VP10 and VP14 are representative of these receptors.

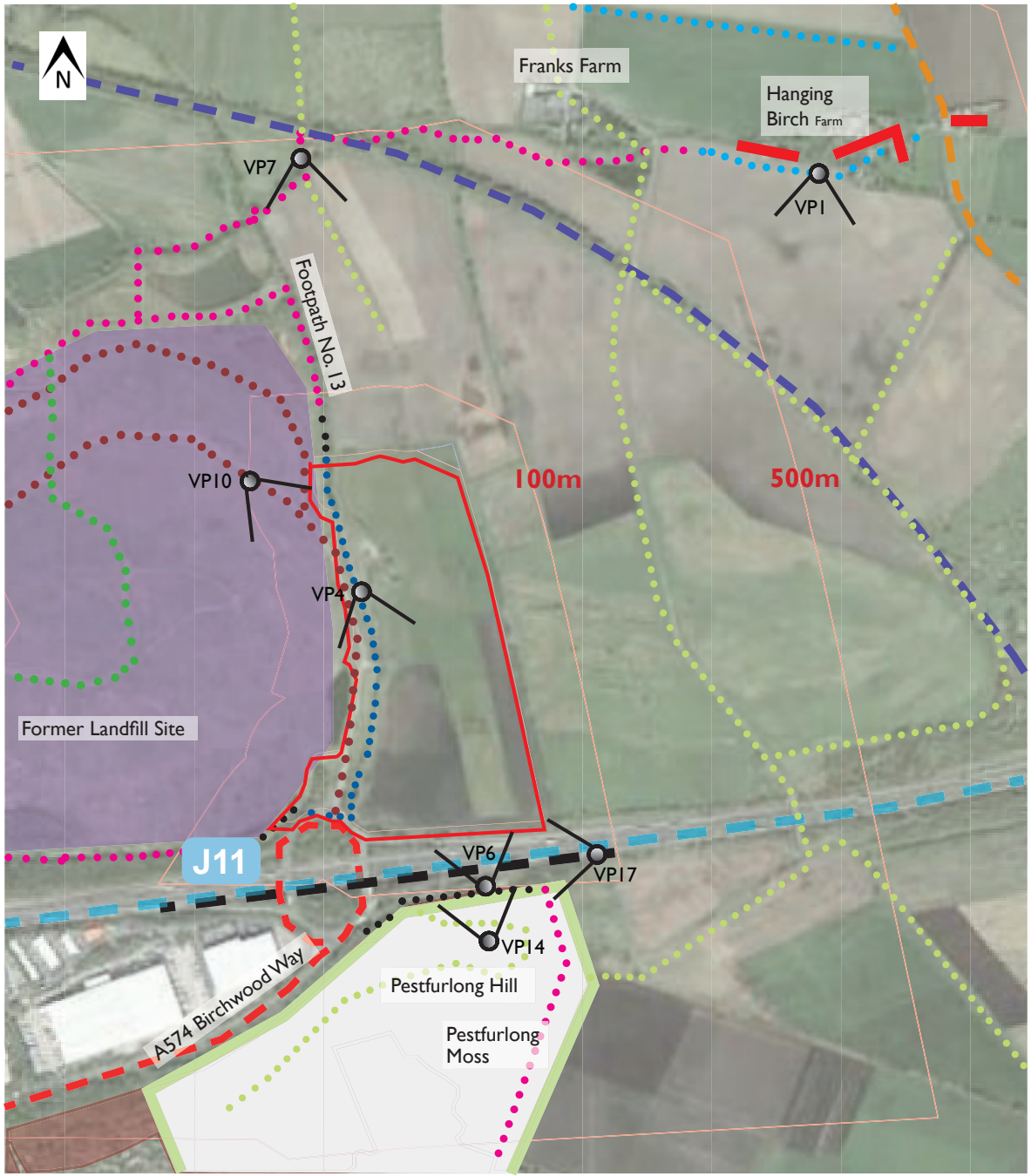
143. However, it is also noted in LTP 4 that Stage 1 significant visual effects will reduce with time as tree planting around the perimeters and resulting additional intervening vegetation establishes, as indicated by photomontages within Appendix 4.3 of LTP 4, for example, whilst the views for recreational visitors to parts of Pestfurlong Hill looking north over the Site will initially experience a change from an agricultural field to an MSA, it will in turn become more enclosed and return to a green colour as the tree planting on the southern boundary matures and obscures much of the buildings and hardstanding areas (over a 15 year period).

144. The overall result for most visual receptors is of glimpsed views of the upper parts of an isolated barn style building, set amongst a strong framework of woodland and often with wider, panoramic views. This includes visitors to certain parts of footpath 13 and other rights of way north of the disused railway embankment, elevated parts of Risley landfill and parts of Pestfurlong Hill.

145. The planting heights shown in the photomontages are considered to be conservative and further screening and enclosure is predicted. Nevertheless, the additional tree planting would make a positive contribution to the aims and objectives of increasing woodland cover within the Mersey Forest and Northern Forest, as well as softening and screening parts of the development.

DRAWINGS

Key Representative Visual Receptor Viewpoints Mapped on Aerial Photograph (taken from figure 4.1 scoping stage)



KEY

Proposed Application Boundary

Offsets from Application Boundary

Potential receptor Viewpoints identified in LVIA Scoping

VP7

Residential receptors

R1 - properties with front, rear or side elevations facing site, within 1.5km (representative view is VP1)

Recreation receptors

R2 - Public Right of Way within the Site (VP4)

R3 - Public Right of Way within 100m of Site Boundary (VP6)

R4 - Public Right of Way within 500m of Application Boundary (VP7)

R5- Public Rights of Way within 2km of Application Boundary (VP1)

R6 - Permissive Bridleway and Footpath on former (restored) landfill site within 1000m of Application Boundary (VP10)

R7 - Non-designated access track within 500m of Application Boundary

Place of work receptors

R8 - Elevated disused railway line within 1km of Application Boundary (VP15)

Transport receptors

R10 - M1 Motorway and slip roads within 100m of Application Site boundary (VP17)

R11- M1 Motorway and slip roads within 1km of Application Site boundary

R12 - A-Roads within 500m of the Application Site boundary

R13 - B-Roads within 1km of the Application Site boundary

Source of Aerial Photography is Google Earth Pro. Please refer to Photoviews.

APPENDIX 1

Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Construction Stage)

Warrington MSA - Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Construction Stage)

							Construction Phase		
View Point (VP)	Receptor Location	Approx. distance from Site Boundary	Description of Receptor and View	Assessment of Sensitivity	Sensitivity	Direction of Development Relative to Receptor	Description of Change	Assessed Magnitude of Change	Significance of Effect
VP1	PROW following route of access road serving a limited number of farms (Franks Farm and Hanging Birch Farm) and residential properties.	0.7km approx.	Walker turning to look southwest over fields towards Site. The view is open and panoramic Driver looking southwest over fields towards Site. The view is open and panoramic. The view is representative of that for residential receptors at ground floor level. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW and also residential occupancy and the Good quality, although the drivers would be **Low to Medium** owing to the relatively slow speed of travel but nonetheless short-lived view.	High (R and R), Low to Medium (D)	Development would be offset to users of the route (westbound users).	Upper parts of the construction works may be visible in the distance, although sometimes partially or fully screened by intervening vegetation and the elevated disused railway line (4m high embankment) and anticipated to be mostly backgrounded by Risley landfill (c25m high). Perceptible change, but would not affect the character or quality of the view, the development would appear as a small element in a wider landscape and may be missed by the casual observer.	Small	Moderate Adverse
VP2	Spur of M62 Junction 11, currently used as a parking area and elevated above the Site	adjacent	Person with a parked car or walker accessing the PROW looking over the Site. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be directly in line for users of parking area, and passing users of roundabout over short section only.	Construction works would be clearly visible from the elevated position, with only a few intervening trees along the site boundary. Whilst a noticeable change, relating to a loss of agricultural land, the works would only slightly alter the character or quality of the view, due to the proximity of the M62 and Junction 11, and associated detractors of moving vehicles. Also the southern part of the site in the middle ground would accommodate the diversion of the watercourse and corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Medium	High Adverse
VP3	Looking east from access track at eastern edge of former landfill site towards western Site boundary	adjacent	Walker on permissive path turning to look east. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route .	High	Development would be immediately adjacent to users of the route.	Construction works would be clearly visible from the elevated position, with only a few intervening trees along the site boundary. The works would result in a prominent change, relating to a loss of agricultural land and this would alter the quality of the view, even when taking into account the proximity of the M62 and Junction 11, and associated detractors of moving vehicles. Also the western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Medium	High Adverse
VP4	PRoW through Site, western edge	adjacent	Walker on Footpath No. 13 looking south/straight ahead. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be immediately adjacent to users of the route.	Construction works would be clearly visible from this position, with little to no intervening trees along the site boundary. The works would necessitate the diversion of this part of the footpath route and result in a prominent change, with the viewpoint being moved up on to the elevated part of the adjacent restored landfill., Changes relate to a loss of agricultural land and this would alter the quality of the view, even when taking into account the M62 and Junction 11, and associated detractors of moving vehicles. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Large	Substantial Adverse
VP5	PROW north of northern Site boundary	Within 100m	Walker stepping slightly off of PROW to look southeast through gap in vegetation. The view is relatively open and panoramic	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW, although the view is taken from a point just to the side of the PRoW.	High	Development would be in line along route, for southbound users only (behind for north-bound users).	Construction works would be clearly visible, with only a few intervening trees along the site boundary. The works would break the skyline formed vegetation along the M62 corridor. Whilst there would be a noticeable change within a narrow part of the view, the character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields around to the east and the wooded slopes of Risley landfill to the west.	Medium	High Adverse
VP6	Silver Lane/PROW	Within 500m	Walker turning to look north. The view is open and panoramic	The view quality is assessed as **Ordinary** being across motorway corridor but with agricultural land in the background. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be offset and perpendicular to users of the route.	Construction works would be clearly visible, with only a few intervening trees along the site boundary. The works are anticipated to be mostly backgrounded by the vegetation around the site and lower than the landform of Risley landfill adjacent (c25m high). Whilst there would be a noticeable change within a narrow part of the view, the character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. The portion of agricultural field to the right of the view would remain as brown/green as part of the peat mitigation area and stand off to the gas pipeline, with the built elements to the right nearer to the landfill landform.	Medium	High Adverse
VP7	PROW north of northern Site boundary	Within 500m	Walker turning to look south over fields towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	Construction works would be clearly visible, with only a few intervening trees along the site boundary. However, the works are anticipated to be mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). Whilst there would be a noticeable change within a narrow part of the view, the character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west	Medium	High Adverse
VP8	PROW east of Culcheth	0.8km approx.	Walker turning to look south over field towards Site. The Site is screened by the intervening elevated disused railway line	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	Construction works not anticipated to be visible due to screening by intervening vegetation and the elevated disused railway line (4m high embankment). No change to view.	No Change	No Change
VP9	Permissive bridleway on landfill site	adjacent	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	Construction works would be clearly visible from this position, with little to no intervening trees along the site boundary. The works would result in a prominent change, relating to a loss of agricultural land and this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Large	Substantial Adverse
VP10	Permissive bridleway on landfill site	Within 100m	Walker turning to look southeast from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	Construction works would be clearly visible from this position, with little to no intervening trees along the site boundary. The works would result in a prominent change, relating to a loss of agricultural land and this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained. The long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Large	Substantial Adverse

VP11	Former landfill site	Within 200m	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the location.	High	Development would be offset to line of route, for north-bound users only (behind for south-bound users).	Construction works would be clearly visible from this position, with little to no intervening trees along the site boundary. However the position of the viewpoint and intervening landform of the landfill slope would result in the changes only appearing as the loss of a small area of agricultural land, due to the peat mitigation area, standoff for the gas pipeline and water course diversion towards the eastern boundary. Overall this would be a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Medium	High Adverse
VP12	Permissive footpath on landfill site	Within 200m	Walker looking east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive footpath.	High	Development would be offset / perpendicular to users of the route.	Construction works would be clearly visible from this position, with little to no intervening trees along the site boundary. However the position of the viewpoint and intervening landform of the landfill slope would result in the changes only appearing as the loss of a small area of agricultural land, due to the peat mitigation area, standoff for the gas pipeline and water course diversion towards the eastern boundary. Overall this would be a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP13	Summit of Pestfurlong Hill	Within 200m	Walker pausing at viewpoint to look north. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	Construction works would be mostly obscured by intervening vegetation, with the portion of agricultural land within the site which is visible being part of the peat mitigation area and stand off to the gas pipeline. Changes within this part of the view would not affect character or quality and would be a small element in a wider landscape. The view would also still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. Distance also reduces the appearance of the development	Small	Moderate Adverse
VP14	Northern footpath approach to Pestfurlong Hill	Within 200m	Walker turning to look south. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	Construction works would be clearly visible, with only a few intervening trees along the site boundary. The works are anticipated to be mostly backgrounded by the vegetation around the site and lower than the landform of Risley landfill adjacent (c25m high). There would be a noticeable change to agricultural land within a narrow part of the view. The view is panoramic, albeit framed towards the site and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns.	Large	Substantial Adverse
VP15	Elevated disused railway line. **NOTE: this location is currently prohibited for public use**	500m approx.	Person with permitted access turning to look south through gap in vegetation. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** owing to prohibited public access.	Low	Development would be offset and perpendicular to the route of the embankment.	Construction works would be clearly visible, with only a few intervening trees along the site boundary. However, the works are anticipated to be mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). Whilst there would be a noticeable change within a narrow part of the view, the rural character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields in the foreground and the wooded hill of Risley landfill to the south-west	Medium	Minor Adverse
VP16	Arable field at northeast Site corner along the eastern Site edge	adjacent	Agricultural worker looking south. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be adjacent to field area.	Construction works would be clearly visible, with only a few intervening trees along the site boundary. However, part of the works are anticipated to be backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). The development would result in a prominent change to the existing view and alter the quality of the view and easily noticed by the observer. The view is however panoramic and would still include undisturbed open fields to the north and east.	Large	Moderate Adverse
VP17	M62 Motorway looking towards southern Site boundary	Within 100m	Person driving in westerly direction. The view is dominated by the motorway corridor (in cutting) containing slip roads and bridge for M62 Junction 11. The southern Site boundary is clearly visible from this location.	The view quality is assessed as **Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be offset and perpendicular to users of the route.	Construction works may be visible, to varying degrees with only a few intervening trees along the site boundary, although the driving position is set down in a slight cutting and the drivers attention is focused on the road corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point.	Small	Negligible Adverse
VP18	M62 Motorway from J11 motorway bridge (pedestrian footpath)	Within 100m	Walker turning to look east along motorway corridor. The Site is partially obscured by tall vegetation.	The view quality is assessed as **Poor to Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be in line for north-bound users of the route (behind for south-bound users).	Construction works within the site would be mostly obscured from this elevated position, due to intervening trees along the boundary and Junction 11 slip road, although the main access is to the north of this location. This vegetation would reduce the degree of noticeable change, relating to a loss of agricultural land and the works would not alter the character or quality of the view, due to the proximity of the M62 and associated detractors of moving vehicles. Also the southern part of the site in the middle ground would accommodate the diversion of the watercourse and corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Small	Negligible Adverse
VP19	Spur leading to gated field access at side of B5212 Holcroft Lane	900m approx.	Representative of driver/passenger's view from B5212 Holcroft Lane. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	Upper parts of the construction works may be visible in the distance, although partially or fully screened by intervening vegetation and the elevated disused railway line (4m high embankment) anticipated to be mostly backgrounded by Risley landfill (c25m high). Perceptible change, but would not affect the character or quality of the view, the development would appear as a small element in a wider landscape and may be missed by the casual observer.	Small	Negligible Adverse
VP20	Sidewalk, M62 Motorway from B5212 Holcroft Lane bridge	1.5km	Walker looking southwest along motorway corridor and west towards Site. View indicates Holcroft Moss's heavily wooded northern edge. Also representative of driver/passenger's view.	The view quality is assessed as **Ordinary** being across a motorway corridor The sensitivity of the walker receptor is assessed as **Medium** The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for north-bound users of route (behind for south-bound users).	Construction works not anticipated to be visible due to screening by intervening vegetation within farmland, the disused railway line and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP21	Railway bridge on Dam Head Lane southwest of Glazebrook	1.6km	Walker looking northwest towards Site. View indicates former landfill site on skyline and woodland at Holcroft Moss to right of view. The view is open and panoramic. Also representative of driver/passenger's view.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low (D), Medium (R)	Development would be offset for north-bound users of route (behind for south-bound users).	Construction works not anticipated to be visible due to screening by intervening vegetation within farmland and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse

VPA	Gap in roadside hedge, layby on Holcroft Lane B5212, Culcheth. Opposite row of two-storey dwellings.	1.3km approx.	The view is representative of that for residential receptors at ground floor level, front garden or front of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to screening by intervening vegetation and the elevated disused railway line (4m high embankment). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPB	Informal track along field edge to rear of two-storey dwellings on Churchill Ave, Culcheth	1.6km approx.	The view is representative of that for residential receptors at ground floor level, rear garden or rear of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to screening by intervening vegetation and the elevated disused railway line (4m high embankment). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPC	PROW northwest of Holcroft Hall	1.6km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to intervening landform (associated with the route of Holcroft Lane). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPD	PROW immediately south of Holcroft Hall	1.4km approx.	Walker turning to look southwest towards the Site	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in-line for south-bound users of route (behind for north-bound users).	Very limited amount of construction works only anticipated to be visible due to intervening landform and vegetation (associated with the route of Holcroft Lane). There are a few buildings in the existing view including parts of Holcroft Cottage and Hanging Birch Farm, with white roofs of Birchwood Technology Park in the distance (backgrounded by trees), The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPE	Glazebrook Timberland Trail	2km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPF	Farmland adjacent to Glazebrook Timberland Trail	1.7km approx.	Agricultural worker looking southwest. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse
VPG	Holcroft Lane B5212 at private access road entrance to Holcroft Hall Farm	900m approx.	Walker or driver on private access road.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low to Medium** as the person experiences a relatively short lived view whilst waiting to turn onto Holcroft Lane.	Low to Medium (D), Medium (W)	Development would be offset and perpendicular for south-bound users of route (behind for north-bound users).	Construction works not anticipated to be visible due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse

APPENDIX 2

Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Operational Stage)

Warrington MSA - Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Operational Stage)

							Operational Phase		
View Point (VP)	Receptor Location	Approx. distance from Site Boundary	Description of Receptor and View	Assessment of Sensitivity	Sensitivity	Direction of Development Relative to Receptor	Description of Change	Assessed Magnitude of Change	Significance of Effect
VP1	PROW following route of access road serving a limited number of farms (Franks Farm and Hanging Birch Farm) and residential properties.	0.7km approx.	Walker turning to look southwest over fields towards Site. The view is open and panoramic Driver looking southwest over fields towards Site. The view is open and panoramic. The view is representative of that for residential receptors at ground floor level. The view is southwest and is open and panoramic.	The view quality is assessed as Good being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as High owing to recreational nature of the PRoW and also residential occupancy and the Good quality, although the drivers would be Low to Medium owing to the relatively slow speed of travel but nonetheless short-lived view.	High (R and R), Low to Medium (D)	Development would be offset to users of the route (westbound users).	The upper parts of the proposed development buildings (max 15m high) would be visible over intervening vegetation and elevated disused railway line (4m high embankment), although anticipated to be mostly backgrounded by Risley landfill (c25m high). The agricultural building typology features simple barn forms and materials. Perceptible change, but would not affect the character or quality of the view, the development would appear as a small element in a wider landscape and may be missed by the casual observer. Distance also reduces the appearance of the development. (see Photomontage Photoviewpoint VP1 (1 Year)	Small	Moderate Adverse
VP2	Spur of M62 Junction 11, currently used as a parking area and elevated above the Site	adjacent	Person with a parked car or walker accessing the PROW looking over the Site. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be directly in line for users of parking area, and passing users of roundabout over short section only.	The development would be visible from the elevated position, with the few existing intervening trees along the site boundary to be interplanted and reinforced as part of a wide corridor of new planting. This would filter views of the fuel filling station, roads and parking areas at the southern end of the site. Whilst a noticeable change, relating to a loss of agricultural land, the development would only slightly affect the character or quality of the view, due to the proximity of the M62 and Junction 11, and associated detractors of moving vehicles. Also the southern part of the site would accommodate the diversion of the watercourse and the existing tree belt to the eastern boundary (and forming the background) would be retained.	Medium	High Adverse
VP3	Looking east from access track at eastern edge of former landfill site towards western Site boundary	adjacent	Walker on permissive path turning to look east. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be immediately adjacent to users of the route.	The development would be clearly visible from the elevated position, with passing vehicles accessing the site at this location and the new buildings to both the left and right of the view. The few intervening trees along the site boundary would be interplanted and reinforced as part of a wide corridor of new planting. This is designed to filter and frame views at this location. The works would result in a prominent change, relating to a loss of agricultural land and this would alter the quality of the view, even when taking into account the proximity of the M62 and Junction 11, and associated detractors of moving vehicles. The existing tree belt to the eastern boundary (and forming the background) being retained.	Medium	High Adverse
VP4	PRoW through Site, western edge	adjacent	Walker on Footpath No. 13 looking south/straight ahead. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be immediately adjacent to users of the route.	The development would be clearly visible from this position, with little to no existing intervening trees along the site boundary. The works would necessitate the diversion of this part of the footpath route and result in a prominent change, with the viewpoint being moved up on to the elevated part of the adjacent restored landfill., Easily noticeable changes relate to the replacement of agricultural land with a new building (which would break the skyline) and planting on the edge and this would alter the quality of the view. Circulation spaces with vehicle parking will be visible to the rear of the building.	Large	Substantial Adverse*
VP5	PROW north of northern Site boundary	Within 100m	Walker stepping slightly off of PROW to look southeast through gap in vegetation. The view is relatively open and panoramic	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW, although the view is taken from a point just to the side of the PRoW.	High	Development would be in line along route, for southbound users only (behind for north-bound users).	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the northern site boundary and along the edge of the diverted watercourse. The parking areas would be mostly hidden, however, parts of the building (max 15m high) would be visible and extend above the vegetation along the M62 corridor. The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. Whilst there would be a noticeable change within a narrow part of the view, the character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields around to the east and the wooded slopes of Risley landfill to the west.	Medium	High Adverse*
VP6	Silver Lane/PROW	Within 500m	Walker turning to look north. The view is open and panoramic	The view quality is assessed as **Ordinary** being across motorway corridor but with agricultural land in the background. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be offset and perpendicular to users of the route.	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the site boundary and along the edge of the diverted watercourse. The upper parts of buildings are anticipated to break a small part of the skyline formed by the vegetation around the northern part of the site, but would be lower than the landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. There would be a noticeable change within a narrow part of the view - the development would not dominate the view, which is panoramic and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. However the agricultural fields would be replaced by a belt of new woodland / trees. This would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors. (see Photomontage Photoviewpoint VP6 (1 Year)).	Medium	High Adverse*

VP7	PROW north of northern Site boundary	Within 500m	Walker turning to look south over fields towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the northern site boundary and along the edge of the diverted watercourse. The parking areas would be mostly hidden, however, the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. Whilst there would be a noticeable change within a narrow part of the view, the character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west. (see Photomontage Photoviewpoint VP7 (1 Year)	Medium	High Adverse*
VP8	PROW east of Culcheth	0.8km approx.	Walker turning to look south over field towards Site. The Site is screened by the intervening elevated disused railway line	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The development is not anticipated to be visible due to screening by intervening vegetation and the elevated disused railway line (4m high embankment). No discernible change to view (without aid or reference).	Negligible	Minor Adverse
VP9	Permissive bridleway on landfill site	adjacent	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The development would be clearly visible from this position, with little to no intervening trees along the site boundary. The works would result in a prominent change, relating to a loss of agricultural land and addition of car parking and new buiding which would break the skyline; this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Large	Substantial Adverse
VP10	Permissive bridleway on landfill site	Within 100m	Walker turning to look southeast from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The development would be clearly visible from this position, with little to no existing intervening trees along the site boundary. The works would result in a prominent change, relating to a loss of agricultural land and addition of car parking and new building which would break the skyline; this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained and extended with additional planting. The long distance and panoramic views towards Manchester and surroundings would be uninterupted .(see Photomontage Photoviewpoint VP10 (1 Year)).	Large	Substantial* Adverse
VP11	Former landfill site	Within 200m	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the location.	High	Development would be offset to line of route, for north-bound users only (behind for south-bound users).	The development would be clearly visible from this position, with little to no existing intervening trees along the site boundary. However the position of the viewpoint and intervening landform of the landfill slope would result in the changes only appearing as the loss of a small area of agricultural land (and addition of car parking and new building which would be set down at this elevated position) due to the peat mitigation area, standoff for the gas pipeline and water course diversion towards the eastern boundary. Overall this would be a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Medium	High Adverse
VP12	Permissive footpath on landfill site	Within 200m	Walker looking east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive footpath.	High	Development would be offset / perpendicular to users of the route.	The development would be clearly visible from this position, with little to no existing intervening trees along the site boundary. However the position of the viewpoint and intervening landform of the landfill slope would result in the changes only appearing as the loss of a small area of agricultural land (and addition of car parking and new building, which would be set down at this elevated position) due to the peat mitigation area, standoff for the gas pipeline and water course diversion towards the eastern boundary. Overall this would be a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP13	Summit of Pestfurlong Hill	Within 200m	Walker pausing at viewpoint to look north. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The development would be mostly obscured by intervening vegetation, with the portion of agricultural land within the site which is visible being part of the peat mitigation area and stand off to the gas pipeline. Additional trees would be planted to fill in the gaps between the few intervening trees along the site boundary and along the edge of the diverted watercourse. Changes within this part of the view would not affect character or quality and would be a small element in a wider landscape. The view would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. Distance also reduces the appearance of the development	Small	Moderate Neutral

VP14	Northern footpath approach to Pestfurlong Hill	Within 200m	Walker turning to look south. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the site boundary and along the edge of the diverted watercourse. The proposed buildings (max 15m high) are anticipated to break a small part of the skyline formed by the vegetation around the northern part of the site, but would be lower than the landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. There would be a noticeable change within a narrow part of the view with the loss of agricultural land - the view is panoramic, albeit framed towards the site and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. The new belt of new woodland / trees would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors. (see Photomontage Photoviewpoint VP14 (1 Year)).	Large	Substantial Adverse*
VP15	Elevated disused railway line. **NOTE: this location is currently prohibited for public use**	500m approx.	Person with permitted access turning to look south through gap in vegetation. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** owing to prohibited public access.	Low	Development would be offset and perpendicular to the route of the embankment.	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the site boundaries and along the edge of the diverted watercourse. The parking areas would be mostly hidden, however, the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. Whilst there would be a noticeable change within a narrow part of the view, the rural character and quality would be unchanged; the development would not dominate the view, which is panoramic and would still include undisturbed open fields in the foreground and the wooded hill of Risley landfill to the south-west.	Medium	Minor Adverse
VP16	Arable field at northeast Site corner along the eastern Site edge	adjacent	Agricultural worker looking south. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be adjacent to field area.	The development would be visible, with additional trees to be planted to fill in the gaps between the few intervening trees along the site boundaries and along the edge of the diverted watercourse. The parking areas would be mostly hidden, however, the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and the vegetation and landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. The development would result in a prominent change to the existing view and alter the quality of the view and easily noticed by the observer. The view is however panoramic and would still include undisturbed open fields to the north and east.	Large	Moderate Adverse
VP17	M62 Motorway looking towards southern Site boundary	Within 100m	Person driving in westerly direction. The view is dominated by the motorway corridor (in cutting) containing slip roads and bridge for M62 Junction 11. The southern Site boundary is clearly visible from this location.	The view quality is assessed as **Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be offset and perpendicular to users of the route.	The development may be visible, to varying degrees, with the few intervening trees along the site boundary to be interplanted and extended with a belt of new trees. Nevertheless the driving position is set down in a slight cutting and the drivers attention is focused on the road corridor. Any potentially visible elements (such as fuel filling station or moving vehicles accessing the site) also anticipated to be mostly backgrounded by Risley landfill (c25m high). The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point.	Small	Negligible Adverse
VP18	M62 Motorway from J11 motorway bridge (pedestrian footpath)	Within 100m	Walker turning to look east along motorway corridor. The Site is partially obscured by tall vegetation.	The view quality is assessed as **Poor to Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be in line for north-bound users of the route (behind for south-bound users).	The development within the site would be mostly obscured from this elevated position, due to new and existing intervening trees along the boundary and Junction 11 slip road, although the main access is to the north of this location. This vegetation would reduce the degree of noticeable change, relating to a loss of agricultural land and the works would not alter the character or quality of the view, due to the proximity of the M62 and associated detractors of moving vehicles. Also the southern part of the site in the middle ground would accommodate the diversion of the watercourse and corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Small	Negligible Adverse
VP19	Spur leading to gated field access at side of B5212 Holcroft Lane	900m approx.	Representative of driver/passenger's view from B5212 Holcroft Lane. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	The upper parts of the proposed development buildings (max 15m high) would be visible over intervening vegetation and elevated disused railway line (4m high embankment), although anticipated to be mostly backgrounded by Risley landfill (c25m high). The agricultural building typology features simple barn forms and materials. Perceptible change, but would not affect the character or quality of the view, the development would appear as a small element in a wider landscape and may be missed by the casual observer. Distance also reduces the appearance of the development.	Small	Negligible Adverse
VP20	Sidewalk, M62 Motorway from B5212 Holcroft Lane bridge	1.5km	Walker looking southwest along motorway corridor and west towards Site. View indicates Holcroft Moss's heavily wooded northern edge. Also representative of driver/passenger's view.	The view quality is assessed as **Ordinary** being across a motorway corridor The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for north-bound users of route (behind for south-bound users).	The majority of the development not anticipated to be visible due to screening by intervening vegetation within farmland, the disused railway line and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP21	Railway bridge on Dam Head Lane southwest of Glazebrook	1.6km	Walker looking northwest towards Site. View indicates former landfill site on skyline and woodland at Holcroft Moss to right of view. The view is open and panoramic. Also representative of driver/passenger's view.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low (D), Medium (R)	Development would be offset for north-bound users of route (behind for south-bound users).	The majority of the development not anticipated to be visible due to screening by intervening vegetation within farmland and along the M62 corridor. Any potentially visible elements, such as the upper parts of the building (at 15m max height) also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPA	Gap in roadside hedge, layby on Holcroft Lane B5212, Culcheth. Opposite row of two-storey dwellings.	1.3km approx.	The view is representative of that for residential receptors at ground floor level, front garden or front of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse

VPB	Informal track along field edge to rear of two-storey dwellings on Churchill Ave, Culcheth	1.6km approx.	The view is representative of that for residential receptors at ground floor level, rear garden or rear of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPC	PROW northwest of Holcroft Hall	1.6km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening landform (associated with the route of Holcroft Lane). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPD	PROW immediately south of Holcroft Hall	1.4km approx.	Walker turning to look southwest towards the Site	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in-line for south-bound users of route (behind for north-bound users).	Small amount of development only anticipated to be visible due to intervening landform and vegetation (associated with the route of Holcroft Lane). There are a few buildings in the existing view including parts of Holcroft Cottage and Hanging Birch Farm, with white roofs of Birchwood Technology Park in the distance (backgrounded by trees), The topos of the proposed buildings would be visible adjacent tot he Birchwood Technology Park buildings. The proposed agricultural building typology features simple barn forms and materials and would be less conspicuous that Birchwood and would also be backgrounded by trees. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged. (see Photomontage Photoviewpoint VPD (1 Year) - NB Photomontage incorrectly referenced as VPG).	Negligible	Minor Adverse
VPE	Glazebrook Timberland Trail	2km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPF	Farmland adjacent to Glazebrook Timberland Trail	1.7km approx.	Agricultural worker looking southwest. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse
VPG	Holcroft Lane B5212 at private access road entrance to Holcroft Hall Farm	900m approx.	Walker or driver on private access road.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low to Medium** as the person experiences a relatively short lived view whilst waiting to turn onto Holcroft Lane.	Low to Medium (D), Medium (W)	Development would be offset and perpendicular for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse

*It should be noted that Stage 1 significant effects will reduce with time as intervening vegetation establishes.

APPENDIX 3

Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Year 15)

Warrington MSA - Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Year 15 and beyond)

							Year 15 and beyond		
View Point (VP)	Receptor Location	Approx. distance from Site Boundary	Description of Receptor and View	Assessment of Sensitivity	Sensitivity	Direction of Development Relative to Receptor	Description of Change	Assessed Magnitude of Change	Significance of Effect
VP1	PROW following route of access road serving a limited number of farms (Franks Farm and Hanging Birch Farm) and residential properties.	0.7km approx.	Walker turning to look southwest over fields towards Site. The view is open and panoramic Driver looking southwest over fields towards Site. The view is open and panoramic. The view is representative of that for residential receptors at ground floor level. The view is southwest and is open and panoramic.	The view quality is assessed as Good being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as High owing to recreational nature of the PRoW and also residential occupancy and the Good quality, although the drivers would be Low to Medium owing to the relatively slow speed of travel but nonetheless short-lived view.	High (R and R), Low to Medium (D)	Development would be offset to users of the route (westbound users).	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation establishes to the eastern site perimeter, although at Year 15 when it is anticipated to reach 7.5-9m in height, the trees would only extend up to the eaves of the proposed facilities building. Further growth as the trees continue to mature would be necessary before fully screening the 15m maximum height of the proposed buildings (which is anticipated for the species selected and the good quality of the soil). The lower parts of the development would nevertheless be obscured by the intervening elevated disused railway line (4m high embankment) and the buildings would be mostly backgrounded by Risley landfill (c25m high), which would also become more wooded over this time period. The agricultural building typology features simple barn forms and materials. Perceptible change, with a diminishing and small part of the development, for part of the year or be a filtered view. The character and quality of the view would be unchanged. Distance reduces the appearance of the development. (see Photomontage Photoviewpoint VP (15 Years).	Small	Moderate Adverse
VP2	Spur of M62 Junction 11, currently used as a parking area and elevated above the Site	adjacent	Person with a parked car or walker accessing the PROW looking over the Site. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be directly in line for users of parking area, and passing users of roundabout over short section only.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation establishes to the site perimeter. This would filter views of the fuel filling station, roads and parking areas at the southern end of the site. Whilst a noticeable change, relating to a loss of agricultural land, the development would only slightly affect the character or quality of the view, due to the proximity of the M62 and Junction 11, and associated detractors of moving vehicles. Also the southern part of the site would accommodate the diversion of the watercourse and the existing tree belt to the eastern boundary (and forming the background) would be retained. This would be beneficial effect in the context of the objectives of the Mersey Forest and objective of increasing tree cover along road corridors, also that the spur has litter and is in a disused condition.	Medium	High Beneficial
VP3	Looking east from access track at eastern edge of former landfill site towards western Site boundary	adjacent	Walker on permissive path turning to look east. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be immediately adjacent to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation establishes to the site perimeter. This would filter and frame views of the buildings, roads and parking areas at the southern end of the site. A noticeable change, relating to a loss of agricultural land, the development would affect the character and quality of the view, with passing vehicles accessing the site.	Medium	High Adverse
VP4	PRoW through Site, western edge	adjacent	Walker on Footpath No. 13 looking south/straight ahead. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be immediately adjacent to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation establishes to the eastern site perimeter, although at Year 15 when it is anticipated to reach 7.5-9m in height, the trees would only extend up to the eaves of the proposed facilities building. Further growth as the trees continue to mature would be necessary before fully screening the 15m maximum height of the proposed buildings (which is anticipated for the species selected and the good quality of the soil). (see Photomontage Photoviewpoint VP4 (15 Years)). This would eventually become a beneficial effect in the context of the objectives of the Mersey Forest and objective of increasing tree cover along road corridors.	Medium	High Adverse
VP5	PROW north of northern Site boundary	Within 100m	Walker stepping slightly off of PROW to look southeast through gap in vegetation. The view is relatively open and panoramic	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW, although the view is taken from a point just to the side of the PRoW.	High	Development would be in line along route, for southbound users only (behind for north-bound users).	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the northern Site edge establishes to screen views as it matures. The parking areas and lower elements would be hidden, however, the upper parts of the building (max 15m high) would be visible above the skyline. Whilst there would be a perceptible change, the character and quality of the view would be unchanged. The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. The tops of the building would appear as a small element in the wider landscape, which may be missed by the casual observer; the view is panoramic and would still include undisturbed open fields around to the east and the wooded hill of Risley landfill to the west which would also become more wooded over this time period.	Small	Moderate Adverse
VP6	Silver Lane/PROW	Within 500m	Walker turning to look north. The view is open and panoramic	The view quality is assessed as **Ordinary** being across motorway corridor but with agricultural land in the background. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be offset and perpendicular to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the southern Site boundary establishes to screen views into the Site. There would be a noticeable change within a narrow part of the view - the development would not dominate the view, which is panoramic and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. However the agricultural fields would be replaced by a belt of new woodland / trees. This would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors. (see Photomontage Photoviewpoint VP6 (1 Year)).. (see Photomontage Photoviewpoint VP6 (15 Years)).	Small	Moderate Adverse
VP7	PROW north of northern Site boundary	Within 500m	Walker turning to look south over fields towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the northern Site edge establishes to screen views as it matures. The parking areas and lower elements would be hidden, however, the upper parts of the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). Whilst there would be a perceptible change, the character and quality of the view would be unchanged. The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. The tops of the building would appear as a small element in the wider landscape, which may be missed by the casual observer; the view is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west which would also become more wooded over this time period. (see Photomontage Photoviewpoint VP7 (15 Years)).	Small	Moderate Adverse
VP8	PROW east of Culcheth	0.8km approx.	Walker turning to look south over field towards Site. The Site is screened by the intervening elevated disused railway line	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The development is not anticipated to be visible due to screening by intervening vegetation and the elevated disused railway line (4m high embankment). No discernible change to view (without aid or reference).	Negligible	Minor Adverse
VP9	Permissive bridleway on landfill site	adjacent	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The building would remain clearly visible from this position, but with the rest of the development concealed by the established planting on the site and landfill. The development would result in a noticeable change, relating to a loss of agricultural land and addition of woodland cover and new building; this would alter partly alter the character and quality of the view. The long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Medium	High Adverse

VP10	Permissive bridleway on landfill site	Within 100m	Walker turning to look southeast from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The building would remain clearly visible from this position, but with the rest of the development concealed by the established planting on the site and landfill. The development would result in a perceptible change, relating to a loss of agricultural land and addition of woodland cover and new building; this would alter partly alter the character and quality of the view. The long distance and panoramic views towards Manchester and surroundings would be uninterupted. (see Photomontage Photoviewpoint VP10 (Year 15)).	Small	Moderate Adverse
VP11	Former landfill site	Within 200m	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the location.	High	Development would be offset to line of route, for north-bound users only (behind for south-bound users).	The building would be visible from this position, but with the rest of the development mostly concealed by the established planting on the site and landfill. with little to no existing intervening trees along the site boundary. The development would result in a perceptible change, relating to a loss of agricultural land and addition of woodland cover and new building; this would alter partly alter the character and quality of the view. The long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP12	Permissive footpath on landfill site	Within 200m	Walker looking east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive footpath.	High	Development would be offset / perpendicular to users of the route.	The development would be partly visible from this position, with established planting on the site and landfill. However the position of the viewpoint and intervening landform of the landfill slope would result in the changes only appearing as the loss of a small area of agricultural land (the new building would be set down at this elevated position). Overall this would be a small change in a much wider landscape. The long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP13	Summit of Pestfurlong Hill	Within 200m	Walker pausing at viewpoint to look north. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The development would be mostly obscured by intervening vegetation, with the portion of agricultural land within the site which is visible being part of the peat mitigation area and stand off to the gas pipeline. Additional trees planted between the few intervening trees along the site boundary and along the edge of the diverted watercourse would become a bigger woodland belt. Changes within this part of the view would not affect character or quality and would be a small element in a wider landscape. The view would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. Distance also reduces the appearance of the development. The planting would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors.	Small	Moderate Adverse
VP14	Northern footpath approach to Pestfurlong Hill	Within 200m	Walker turning to look south. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the southern Site boundary establishes to screen views into the Site. There would be a noticeable change within a narrow part of the view - the development would not dominate the view, which is panoramic, albeit framed towards the site and would still include the busy M62 corridor which is a key detractor in the foreground with moving vehicles and lighting columns. However the agricultural fields would be replaced by a belt of new woodland / trees and views of the tops of the new building. The planting would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors. (see Photomontage Photoviewpoint VP6 (15 Years)).	Small	Moderate Adverse
VP15	Elevated disused railway line. **NOTE: this location is currently prohibited for public use**	500m approx.	Person with permitted access turning to look south through gap in vegetation. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** owing to prohibited public access.	Low	Development would be offset and perpendicular to the route of the embankment.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the northern Site edge establishes to screen views. The parking areas and lower elements would be hidden, however, the upper parts of the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). Whilst there would be a perceptible change, the rural character and quality of the view would be unchanged. The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. The tops of the building would appear as a small element in the wider landscape, which may be missed by the casual observer; the view is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west which would also become more wooded over this time period.	Small	Negligible Adverse
VP16	Arable field at northeast Site corner along the eastern Site edge	adjacent	Agricultural worker looking south. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be adjacent to field area.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the northern Site edge establishes to screen views. The parking areas and lower elements would be hidden, however, the upper parts of the building (max 15m high) would be visible, but mostly backgrounded by Pestfurlong Hill (c6m high) and vegetation along the M62 corridor and junction 11 and lower than the vegetation and landform of Risley landfill adjacent (c25m high). The building would be close to the base of the Risley landform and the agricultural building typology features simple barn forms and materials. The tops of the building may be noticeable by the observer but would not dominate the view; the view is panoramic and would still include undisturbed open fields around to the north and east.	Medium	Minor Adverse
VP17	M62 Motorway looking towards southern Site boundary	Within 100m	Person driving in westerly direction. The view is dominated by the motorway corridor (in cutting) containing slip roads and bridge for M62 Junction 11. The southern Site boundary is clearly visible from this location.	The view quality is assessed as **Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be offset and perpendicular to users of the route.	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the site edge establishes to screen views. Nevertheless the driving position is set down in a slight cutting and the drivers attention is focused on the road corridor. The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point .The planting would be in accordance with the objectives of the Mersey Forest to increase woodland cover along road corridors.	Small	Negligible Beneficial
VP18	M62 Motorway from J11 motorway bridge (pedestrian footpath)	Within 100m	Walker turning to look east along motorway corridor. The Site is partially obscured by tall vegetation.	The view quality is assessed as **Poor to Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be in line for north-bound users of the route (behind for south-bound users).	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation planted to the site edge establishes to screen views. The development within the site would be mostly obscured from this elevated position, due to new and existing intervening trees along the boundary and Junction 11 slip road, although the main access is to the north of this location. This vegetation would reduce the degree of noticeable change, relating to a loss of agricultural land and the works would not alter the character or quality of the view, due to the proximity of the M62 and associated detractors of moving vehicles. Also the southern part of the site in the middle ground would accommodate the diversion of the watercourse and corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Small	Negligible Adverse
VP19	Spur leading to gated field access at side of B5212 Holcroft Lane	900m approx.	Representative of driver/passenger's view from B5212 Holcroft Lane. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	Continuing management and maintenance of all new vegetation, in accordance with Landscape and Ecological Management Plan. The operational adverse effect would reduce as vegetation establishes to the eastern site perimeter, although at Year 15 when anticipated to reach 7.5-9m in height, the trees would only be up to the eaves of the proposed building. Further growth as the trees continue to mature would be necessary before fully screening the 15m maximum height of the proposed buildings (which is anticipated for the species selected and the good quality of the soil.). The lower parts of the development would nevertheless be obscured by the intervening elevated disused railway line (4m high embankment) and the buildings would be mostly backgrounded by Risley landfill (c25m high), which would also become more wooded over this time period. The agricultural building typology features simple barn forms and materials. Perceptible change, with a diminishing and small part of the development, for part of the year or be a filtered view. The character and quality of the view would be unchanged. Distance reduces the appearance of the development.	Small	Minor Adverse

VP20	Sidewalk, M62 Motorway from B5212 Holcroft Lane bridge	1.5km	Walker looking southwest along motorway corridor and west towards Site. View indicates Holcroft Moss's heavily wooded northern edge. Also representative of driver/passenger's view.	The view quality is assessed as **Ordinary** being across a motorway corridor The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for north-bound users of route (behind for south-bound users).	The majority of the development not anticipated to be visible due to screening by intervening vegetation within farmland, the disused railway line and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP21	Railway bridge on Dam Head Lane southwest of Glazebrook	1.6km	Walker looking northwest towards Site. View indicates former landfill site on skyline and woodland at Holcroft Moss to right of view. The view is open and panoramic. Also representative of driver/passenger's view.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low (D), Medium (R)	Development would be offset for north-bound users of route (behind for south-bound users).	The majority of the development not anticipated to be visible due to screening by intervening vegetation within farmland and along the M62 corridor. Any potentially visible elements, such as the upper parts of the building (at 15m max height) also anticipated to be mostly backgrounded by Risley landfill (c25m high). The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPA	Gap in roadside hedge, layby on Holcroft Lane B5212, Culcheth. Opposite row of two-storey dwellings.	1.3km approx.	The view is representative of that for residential receptors at ground floor level, front garden or front of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening vegetation and landform. Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPB	Informal track along field edge to rear of two-storey dwellings on Churchill Ave, Culcheth	1.6km approx.	The view is representative of that for residential receptors at ground floor level, rear garden or rear of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening vegetation and landform. Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPC	PROW northwest of Holcroft Hall	1.6km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening landform (associated with the route of Holcroft Lane). Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPD	PROW immediately south of Holcroft Hall	1.4km approx.	Walker turning to look southwest towards the Site	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in-line for south-bound users of route (behind for north-bound users).	Small amount of development only anticipated to be visible due to intervening landform and vegetation (associated with the route of Holcroft Lane). There are a few buildings in the existing view including parts of Holcroft Cottage and Hanging Birch Farm, with white roofs of Birchwood Technology Park in the distance (backgrounded by trees), The topos of the proposed buildings would be visible adjacent tot he Birchwood Technology Park buildings. The proposed agricultural building typology features simple barn forms and materials and would be less conspicuous that Birchwood and would also be backgrounded by trees. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged. (see Photomontage Photoviewpoint VPD (1 Year) - NB Photomontage incorrectly referenced as VPG).	Negligible	Minor Adverse
VPE	Glazebrook Timberland Trail	2km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Minor Adverse
VPF	Farmland adjacent to Glazebrook Timberland Trail	1.7km approx.	Agricultural worker looking southwest. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse
VPG	Holcroft Lane B5212 at private access road entrance to Holcroft Hall Farm	900m approx.	Walker or driver on private access road.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low to Medium** as the person experiences a relatively short lived view whilst waiting to turn onto Holcroft Lane.	Low to Medium (D), Medium (W)	Development would be offset and perpendicular for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. Perimeter planting would further reinforce this vegetation cover as it matures. The view is at such a distance as to render the change virtually indiscernible without aid or reference. The character or quality of the view would be unchanged.	Negligible	Negligible Adverse

APPENDIX 4

Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Cumulative with HS2)

Warrington MSA - Summary Visual Assessment for Viewpoints VP 1-17 and VP A – G (Cumulative, with HS2)

							Cumulative - operational stage, with HS2		
View Point (VP)	Receptor Location	Approx. distance from Site Boundary	Description of Receptor and View	Assessment of Sensitivity	Sensitivity	Direction of Development Relative to Receptor	Description of Change	Assessed Magnitude of Change	Significance of Effect
VP1	PROW following route of access road serving a limited number of farms (Franks Farm and Hanging Birch Farm) and residential properties.	0.7km approx.	Walker turning to look southwest over fields towards Site. The view is open and panoramic Driver looking southwest over fields towards Site. The view is open and panoramic. The view is representative of that for residential receptors at ground floor level. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as High owing to recreational nature of the PRoW and also residential occupancy and the Good quality, although the drivers would be Low to Medium owing to the relatively slow speed of travel but nonetheless short-lived view.	High (R and R), Low to Medium (D)	Development would be offset to users of the route (westbound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north-east of the development) on an 8m high embankment and with gantries above, with a viaduct over the M62. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). From this viewpoint the upper parts of the proposed development buildings (max 15m high) would be visible over intervening vegetation and elevated disused railway line (4m high embankment), although anticipated to be mostly backgrounded by Risley landfill (c25m high). Construction works from HS2 and its subsequent operation would be mostly obscured by the intervening vegetation and elevated disused railway line and would in turn obscure and detract from the proposed development beyond. Landscape planting along HS2 would also screen views of the development as it matures. Perceptible cumulative change, but would not affect the character or quality of the view, the development would appear as a small additional element in conjunction with HS2 and part of a wider landscape and may be missed by the causal observer. Distance also reduces the appearance of the development.	Small	Moderate Adverse
VP2	Spur of M62 Junction 11, currently used as a parking area and elevated above the Site	adjacent	Person with a parked car or walker accessing the PROW looking over the Site. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be directly in line for users of parking area, and passing users of roundabout over short section only.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north-east of the development) on an 8m high embankment and with gantries above, with a viaduct over the M62 at approximately 0.7km away from the viewpoint. The existing tree belt to the eastern boundary of the site (and forming the background) would be retained and is anticipated to screen the majority of HS2. Notwithstanding this, the new planting around the site boundary would further filter views towards the development and HS2. Overall there is little to no cumulative change anticipated as result of the proposed development in conjunction with the limited visibility of HS2 at this location.	Negligible	Minor Adverse
VP3	Looking east from access track at eastern edge of former landfill site towards western Site boundary	adjacent	Walker on permissive path turning to look east. The view is to the east and is open and panoramic.	The view quality is assessed as **Ordinary** being across agricultural land and having detractors in view. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be immediately adjacent to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north-east of the development) on an 8m high embankment and with gantries above, with a viaduct over the M62 at approximately 0.7km away from the viewpoint. The existing tree belt to the eastern boundary of the site (and forming the background) would be retained and is anticipated to screen the majority of HS2. Notwithstanding this, the new planting around the site boundary would further filter views towards the development and HS2. Overall there is little to no cumulative change anticipated as result of the proposed development in conjunction with the limited visibility of HS2 at this location.	Negligible	Minor Adverse
VP4	PRoW through Site, western edge	adjacent	Walker on Footpath No. 13 looking south/straight ahead. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be immediately adjacent to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north-east of the development) on an 8m high embankment and with gantries above, with a viaduct over the M62 at approximately 0.7km away from the viewpoint. The existing tree belt to the eastern boundary of the site (and forming the background) would be retained and is anticipated to screen the majority of HS2. Notwithstanding this, the new building and new planting around the site boundary would further obscure and filter views towards the development and HS2. Overall there is little to no cumulative change anticipated as result of the proposed development in conjunction with the limited visibility of HS2 at this location.	Negligible	Minor Adverse
VP5	PROW north of northern Site boundary	Within 100m	Walker stepping slightly off of PROW to look southeast through gap in vegetation. The view is relatively open and panoramic	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW, although the view is taken from a point just to the side of the PRoW.	High	Development would be in line along route, for southbound users only (behind for north-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above, with the diversion of footpath 13 via a new underpass to be incorporated into the project. This viewpoint location is on part of the diverted section, between the proposed belts of landscape mitigation planting south of the HS2 route (shrub and woodland). Construction works from HS2 and its subsequent operation would be clearly visible at this location, but in the opposite direction to the development. Perceptible cumulative change, as the view is currently panoramic but would become woodland and enclosed as the HS2 planting establishes and in conjunction with the planting around the development site and the wooded hill of Risley landfill to the south-west which would also become more wooded over this time period. The additional effects of the development would be limited and may be missed by the causal observer.	Small	Moderate Adverse
VP6	Silver Lane/PROW	Within 500m	Walker turning to look north. The view is open and panoramic	The view quality is assessed as **Ordinary** being across motorway corridor but with agricultural land in the background. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive route.	High	Development would be offset and perpendicular to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above at approximately 0.9km away from the viewpoint and north of the tree belt on the eastern side of the site and other vegetation to the north. Construction works from HS2 and its subsequent operation would not be clearly visible at this location. Planting around the site would screen views towards HS2 as it establishes and the M62 corridor would continue to be a detractor features.	Negligible	Minor Adverse
VP7	PROW north of northern Site boundary	Within 500m	Walker turning to look south over fields towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above, with the diversion of footpath 13 via a new underpass to be incorporated into the project. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland) and a balancing pond and an area of wetland habitat would be created in the foreground of the viewpoint. Construction works from HS2 and its subsequent operation would be clearly visible at this location, but would in turn obscure and detract from the proposed development beyond. Landscape planting along HS2 would also screen views of the development as it matures. Perceptible cumulative change, but would not affect the character or quality of the view, the agricultural building typology features simple barn forms and materials and the tops would appear as a small additional element in conjunction with the broader HS2 corridor, but part of a wider landscape and may be missed by the causal observer; the view is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west which would also become more wooded over this time period.	Small	Moderate Adverse
VP8	PROW east of Culcheth	0.8km approx.	Walker turning to look south over field towards Site. The Site is screened by the intervening elevated disused railway line	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above. It woudl be positioned south of the elevated disused railway line (4m high embankment). The development is not anticipated to be visible due to screening by intervening vegetation and embankments and therefore no discernible cumulative change to view is anticipated (without aid or reference).	Negligible	Minor Adverse
VP9	Permissive bridleway on landfill site	adjacent	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above . Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). Construction works from HS2 and its subsequent operation would be clearly visible at this location, and would restrict views of farmland beyond. The simultaneous view of the development would result in a noticeable change, relating to a loss of agricultural land and addition of car parking and new buiding which would break the skyline; this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained.	Medium	High Adverse

VP10	Permissive bridleway on landfill site	Within 100m	Walker turning to look southeast from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive bridleway.	High	Development would be in line along route, for south-bound users only (behind for north-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above . Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). Construction works from HS2 and its subsequent operation would be clearly visible at this location, and would restrict views of farmland beyond. The simultaneous view of the development would result in prominent change, relating to a loss of agricultural land and addition of car parking and new building which would break the skyline; this would alter the quality of the view. The western part of the site in the foreground would accommodate a corridor of new planting, with the existing tree belt to the eastern boundary (and forming the background) being retained and extended with additional planting. The long distance and panoramic views towards Manchester and surroundings would be uninterupted	Small	Moderate Adverse
VP11	Former landfill site	Within 200m	Walker turning to look east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the location.	High	Development would be offset to line of route, for north-bound users only (behind for south-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above . Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). Construction works from HS2 and its subsequent operation would be clearly visible at this location, and would restrict views of farmland beyond. The simultaneous view of the development would result in a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP12	Permissive footpath on landfill site	Within 200m	Walker looking east from elevated position towards Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the permissive footpath.	High	Development would be offset / perpendicular to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above . Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). Construction works from HS2 and its subsequent operation would be clearly visible at this location, and would restrict views of farmland beyond. The simultaneous view of the development would result in a small change in a much wider landscape, as the western part of the site in the foreground would accommodate a corridor of new planting, with the existing planting on the landfill to further develop and the long distance and panoramic views towards Manchester and surroundings would be uninterupted.	Small	Moderate Adverse
VP13	Summit of Pestfurlong Hill	Within 200m	Walker pausing at viewpoint to look north. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above and on a viaduct over M62, extedning southwards towards Glazebrook. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). However construction works from HS2 and its subsequent operation would not be clearly visible in the direction of the site at this location due to intervening vegetation. There may be sequential views with the development from the panoramic viewpoint, but this would result in a small change in a much wider landscape, with the long distance views towards Manchester and surroundings uninterupted.	Small	Moderate Adverse
VP14	Northern footpath approach to Pestfurlong Hill	Within 200m	Walker turning to look south. The view is panoramic but obscured by intervening winter vegetation.	The view quality is assessed as **Ordinary** as it includes views of the motorway corridor and is partially screened by intervening vegetation. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset and perpendicular to users of the route.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the and east of the development) on an 8m high embankment and with gantries above and on a viaduct over M62, extedning southwards towards Glazebrook. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). However construction works from HS2 and its subsequent operation would not be clearly visible in the direction of the site at this location due to intervening vegetation. There may be sequential views with the development from the panoramic viewpoint, but this would result in a small change in a much wider landscaped.	Negligible	Minor Adverse
VP15	Elevated disused railway line. **NOTE: this location is currently prohibited for public use**	500m approx.	Person with permitted access turning to look south through gap in vegetation. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** owing to prohibited public access.	Low	Development would be offset and perpendicular to the route of the embankment.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above, with the diversion of footpath 13 via a new underpass to be incorporated into the project. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland) and a balancing pond and an area of wetland habitat would be created in the foreground of the viewpoint. Construction works from HS2 and its subsequent operation would be clearly visible at this location. Due to elevated nature of the viewpoint, HS2 is unlikely to obscure the proposed development beyond, although the landscape planting alongside may offer screening some as it matures. Perceptible cumulative change of the proposed development in conjunction with HS2 would therefore be limited; there would be no additional alteration to the character or quality of the view. The agricultural building typology features simple barn forms and materials and the tops would appear as a small additional element in conjunction with the broader HS2 corridor, but part of a wider landscape and may be missed by the causal observer; the view is panoramic and would still include undisturbed open fields around to the south and south-east and the wooded hill of Risley landfill to the south-west which would also become more wooded over this time period.	Small	Negligible Adverse
VP16	Arable field at northeast Site corner along the eastern Site edge	adjacent	Agricultural worker looking south. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be adjacent to field area.	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north of the development) on an 8m high embankment and with gantries above, with the diversion of footpath 13 via a new underpass to be incorporated into the project. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). This viewpoint is located directly on the route of HS2 and consequently construction works and its subsequent operation would completely alter the character and quality of the view, either to embankment or an extensive area of woodland. Perceptible cumulative change, of the proposed development in conjunction with HS2 would therefore be limited; there would be no additional alteration to the character or quality of the view.	Negligible	Negligible Adverse
VP17	M62 Motorway looking towards southern Site boundary	Within 100m	Person driving in westerly direction. The view is dominated by the motorway corridor (in cutting) containing slip roads and bridge for M62 Junction 11. The southern Site boundary is clearly visible from this location.	The view quality is assessed as **Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be offset and perpendicular to users of the route.	The HS2 route would be noticeable over a new viaduct over the M62 at approximately 0.7km away from the viewpoint, in the opposite direction to the site; any road travellers would have passes beneath it before reaching this viewpoint. From this viewpoint the majority of the development is not anticipated to be visible due to screening by new intervening vegetation along the site boundary / M62 corridor. There would be little to no discernible cumulative change to character or quality of the view; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP18	M62 Motorway from J11 motorway bridge (pedestrian footpath)	Within 100m	Walker turning to look east along motorway corridor. The Site is partially obscured by tall vegetation.	The view quality is assessed as **Poor to Ordinary** being across a motorway corridor and junction, and hence having a number of detractors. The sensitivity of the receptor is assessed as **Low** for those travelling through the landscape in cars or other motor vehicles.	Low	Development would be in line for north-bound users of the route (behind for south-bound users).	The HS2 route would be noticeable over a new viaduct over the M62 at approximately 0.7km away from the viewpoint and extend northwards along an 8m high embankment and with gantries above, in the land beyond the boundaries of the site. From this viewpoint the majority of the development is not anticipated to be visible due to screening by new intervening vegetation along the site boundary / M62 corridor. There would be little to no discernible cumulative change to character or quality of the view; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP19	Spur leading to gated field access at side of B5212 Holcroft Lane	900m approx.	Representative of driver/passenger's view from B5212 Holcroft Lane. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	The HS2 route would pass by the north-east corner of the Risley Landfill Site (and north-east of the development) on an 8m high embankment and with gantries above, with a viaduct over the M62. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). From this viewpoint the upper parts of the proposed development buildings (max 15m high) would be visible over intervening vegetation and elevated disused railway line (4m high embankment), although anticipated to be mostly backgrounded by Risley landfill (c25m high). Construction works from HS2 and its subsequent operation would be mostly obscured by the intervening vegetation and elevated disused railway line and would in turn obscure and detract from the proposed development beyond. Landscape planting along HS2 would also screen views of the development as it matures. Perceptible cumulative change, but would not affect the character or quality of the view, the development would appear as a small additional element in conjunction with HS2 and part of a wider landscape and may be missed by the casual observer. Distance also reduces the appearance of the development.	Small	Minor Adverse

VP20	Sidewalk, M62 Motorway from B5212 Holcroft Lane bridge	1.5km	Walker looking southwest along motorway corridor and west towards Site. View indicates Holcroft Moss's heavily wooded northern edge. Also representative of driver/passenger's view.	The view quality is assessed as **Ordinary** being across a motorway corridor The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low	Development would be offset for north-bound users of route (behind for south-bound users).	The HS2 route would be noticeable over a new viaduct over the M62 at approximately 0.9km from the viewpoint. It would then extend over the adjacent farmland on an 8m high embankment and with gantries above. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). From this viewpoint the majority of the development is not anticipated to be visible due to screening by intervening vegetation within farmland, the disused railway line and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). Construction works from HS2 and its subsequent operation would mostly obscured the proposed development beyond. Landscape planting along HS2 would also screen views of the development as it matures. There would be little to no discernible cumulative change to character or quality of the view; the M62 traffic would remain as the key visual detractor and focal point.	Negligible	Negligible Adverse
VP21	Railway bridge on Dam Head Lane southwest of Glazebrook	1.6km	Walker looking northwest towards Site. View indicates former landfill site on skyline and woodland at Holcroft Moss to right of view. The view is open and panoramic. Also representative of driver/passenger's view.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low** as the person experiences a short lived view whilst travelling through the landscape in a car.	Low (D), Medium (R)	Development would be offset for north-bound users of route (behind for south-bound users).	The HS2 route would be noticeable over a new viaduct over the M62 and then extend towards the viewer over the adjacent farmland on an embankment and with gantries above. Belts of landscape mitigation planting are also proposed along either side of most of the HS2 route (shrub and woodland). From this viewpoint the majority of the development is not anticipated to be visible due to screening by intervening vegetation within farmland and along the M62 corridor. Any potentially visible elements also anticipated to be mostly backgrounded by Risley landfill (c25m high). Construction works from HS2 and its subsequent operation would detract from the glimpsed views of the proposed development beyond. There would be little to no discernible cumulative change to character or quality of the view; the HS2 may become a key visual detractor and focal point from this location.	Negligible	Minor Adverse
VPA	Gap in roadside hedge, layby on Holcroft Lane B5212, Culcheth. Opposite row of two-storey dwellings.	1.3km approx.	The view is representative of that for residential receptors at ground floor level, front garden or front of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening landform and vegetation. Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening elements, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Minor Adverse
VPB	Informal track along field edge to rear of two-storey dwellings on Churchill Ave, Culcheth	1.6km approx.	The view is representative of that for residential receptors at ground floor level, rear garden or rear of house. The view is southwest and is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to the residential occupancy and the Good quality.	High	Development would be offset for south and east-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible due to intervening landform (associated with the route of Holcroft Lane). Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening elements, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Minor Adverse
VPC	PROW northwest of Holcroft Hall	1.6km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible intervening landform (associated with the route of Holcroft Lane). Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening vegetation and landform, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Minor Adverse
VPD	PROW immediately south of Holcroft Hall	1.4km approx.	Walker turning to look southwest towards the Site	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be in-line for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible intervening landform (associated with the route of Holcroft Lane). Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening vegetation and landform, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Minor Adverse
VPE	Glazebrook Timberland Trail	2km approx.	Walker turning to look southwest towards the Site. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality without distracting features. The sensitivity of the receptor is assessed as **High** owing to recreational nature of the PRoW.	High	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform. Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening vegetation and landform, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Minor Adverse
VPF	Farmland adjacent to Glazebrook Timberland Trail	1.7km approx.	Agricultural worker looking southwest. The view is open and panoramic.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the receptor is assessed as **Low** as the person is at their place of work.	Low	Development would be offset for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening vegetation and landform. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Negligible Adverse
VPG	Holcroft Lane B5212 at private access road entrance to Holcroft Hall Farm	900m approx.	Walker or driver on private access road.	The view quality is assessed as **Good** being an uninterrupted view across a landscape of recognised character and quality. The sensitivity of the walker receptor is assessed as **Medium**. The sensitivity of the driver receptor is assessed as **Low to Medium** as the person experiences a relatively short lived view whilst waiting to turn onto Holcroft Lane.	Low to Medium (D), Medium (W)	Development would be offset and perpendicular for south-bound users of route (behind for north-bound users).	No more than a very small part of the proposed development would be visible and for a part of the year or be a filtered view due to intervening vegetation and landform, although it would be positioned between the viewpoint and the proposed development and therefore likely to provide further screening and/or detraction. Similarly, construction works from HS2 and its subsequent operation would be mostly obscured by intervening vegetation and landform. The view is at such a distance as to render any cumulative visual change of the development in conjunction with HS2 to be virtually indiscernible without aid or reference. There would be no additional changes to the character or quality of the view resulting from the development.	Negligible	Negligible Adverse

EUROPEAN OFFICES

United Kingdom

AYLESBURY
T: +44 (0)1844 337380

BELFAST
T: +44 (0)28 9073 2493

BRADFORD-ON-AVON
T: +44 (0)1225 309400

BRISTOL
T: +44 (0)117 906 4280

CAMBRIDGE
T: + 44 (0)1223 813805

CARDIFF
T: +44 (0)29 2049 1010

CHELMSFORD
T: +44 (0)1245 392170

EDINBURGH
T: +44 (0)131 335 6830

EXETER
T: + 44 (0)1392 490152

GLASGOW
T: +44 (0)141 353 5037

GUILDFORD
T: +44 (0)1483 889800

LEEDS
T: +44 (0)113 258 0650

LONDON
T: +44 (0)203 805 6418

MAIDSTONE
T: +44 (0)1622 609242

MANCHESTER
T: +44 (0)161 872 7564

NEWCASTLE UPON TYNE
T: +44 (0)191 261 1966

NOTTINGHAM
T: +44 (0)115 964 7280

SHEFFIELD
T: +44 (0)114 245 5153

SHREWSBURY
T: +44 (0)1743 23 9250

STAFFORD
T: +44 (0)1785 241755

STIRLING
T: +44 (0)1786 239900

WORCESTER
T: +44 (0)1905 751310

Ireland

DUBLIN
T: + 353 (0)1 296 4667

France

GRENOBLE
T: +33 (0)6 23 37 14 14