

Appendix 10A: Landscape and Visual Method of Assessment

10.1 Landscape and Visual Baseline

Sensitivity

10.1.1 Landscape sensitivity considers the structure, quality and value of the existing landscape and the extent to which it is considered as being capable of accepting the type of development proposed. In this assessment, sensitivity to change is ranked as follows.

- High Sensitivity - A landscape displaying particularly distinctive character; highly valued and considered susceptible to relatively small changes.
- Moderate Sensitivity - A landscape of moderately valued characteristics considered reasonably tolerant of change.
- Low Sensitivity - A landscape of generally low valued characteristics considered tolerant of substantial levels of change.

10.2 Landscape Impacts

10.2.1 Nature of change involves consideration of the magnitude of impact, the geographic extent of the change and the predicted duration and reversibility of the change. In this assessment magnitude is ranked as follows:

- Major Adverse - Where the development would appear as a conspicuous new component in the landscape and result in a total or large scale loss of or major alteration to the existing balance of components in the baseline context;
- Moderate Adverse - Where the development would appear as a distinctly noticeable new component in the landscape and result in a partial loss of or alteration to the existing balance of components in the baseline context;
- Minor Adverse - Where the development would appear as a new but uncharacteristic component in the landscape and result in a slight loss of or alteration to the existing balance of components in the baseline context;
- Negligible Adverse - Where the development would appear as a new uncharacteristic component in the landscape and result in a barely noticeable alteration to the existing balance of components in the baseline context;
- No Change – No noticeable loss, damage or alteration to character or features or elements;
- Negligible Beneficial - Where the development would result in the removal of uncharacteristic features or appear as a new characteristic component in the landscape and result in a barely noticeable improvement to the existing balance of components in the baseline context;

- Minor Beneficial - Where the development would result in the removal of uncharacteristic features or appear as a new characteristic component in the landscape and result in a slight improvement to the existing balance of components in the baseline context;
- Moderate Beneficial - Where the development would result in the removal of uncharacteristic features or appear as a new characteristic component in the landscape and result in a noticeable improvement to the existing balance of components in the baseline context; and
- Major Beneficial - Where the development would result in the removal of uncharacteristic and/or conspicuous features or appear as a new distinctive characteristic component in the landscape and result in a large scale and noticeable improvement to the existing balance of components in the baseline context.

Significance of Effect Criteria

- 10.2.2 The prime criteria used to evaluate the effect on landscape character are centred on the extent to which existing landscape elements, features and key characteristics would be lost or modified by the proposals and how this may result in a change in the way in which a landscape is perceived. Other aspects such as existing tranquility within the landscape are also considered.
- 10.2.3 Effects can be adverse where features or key characteristics such as established planting have to be removed to permit construction. Conversely, effects can prove beneficial where poorly maintained landscape features are restored or replaced, or through introduction of a new planting framework and structure where none currently exists, constituting an improvement in the existing vegetation pattern.
- 10.2.4 The analysis of the significance of effect derives from consideration of sensitivity to change and magnitude of impact in relation to landscape character zones and their constituent components. Account is then taken of the effect mitigation measures would have in addressing potential effects.

Significance of Effect Ratings

- 10.2.5 The findings are represented using a descriptive, descending scale ranging from large - moderate - slight and adverse through neutral to an ascending scale of slight - moderate - large and beneficial. There is a further effect rating, very large adverse, used to indicate adverse effects on a very high quality landscape or on important and rare combinations of landscape features and their elements. Such a rating would indicate that the effect is considered highly prejudicial in relation to the specific topic of landscape character. Explanation of the significance of effect ratings is provided below.

Large Beneficial Effect

- 10.2.6 The proposals:
- Enhancement of the character of the landscape.
 - Constitute a major restructuring or enhancement of a degraded landscape.
 - The restoration of characteristic features previously lost, enabling a sense of place to be enhanced.

Moderate Beneficial Effect

10.2.7 The proposals:

- Fit very well with the scale, landform and pattern of the landscape.
- Through mitigation, enable the restoration of characteristic features, partially lost or diminished as the result of changes to the baseline context, e.g. from previous inappropriate development.
- Would enable a sense of place and scale to be restored through well designed planting and mitigation measures, that is, characteristic features are enhanced through the use of local materials and planting species to fit the proposal into the surrounding landscape.
- Enable some sense of quality to be restored or enhanced through beneficial landscaping and sensitive road design.
- Further government objectives to regenerate degraded areas.

Slight Beneficial Effect

10.2.8 The proposals:

- Fit well with the scale, landform and pattern of the landscape.
- Incorporate measures for mitigation to ensure they would blend in well with the surrounding landscape structure.
- Would enable some sense of place and scale to be restored through well designed planting and mitigation measures.
- Maintain or enhance existing landscape quality and character.

Neutral Impact

10.2.9 The proposals:

- Complement the scale, landform and pattern of the landscape.
- Incorporate measures for mitigation to ensure that the scheme would integrate well with surrounding features and elements.
- Avoid having an adverse effect on the current level of tranquility in which the development would sit.
- Maintain existing landscape quality and character.

Slight Adverse Effect

10.2.10 The proposals:

- Do not quite fit the landform and scale of the landscape.
- Although not very visually intrusive, would impact on certain views into and across the area.

- Cannot be completely mitigated for because of the nature of the proposal itself or the character of the landscape in which the development would sit.
- May affect an area of recognised landscape quality.

Moderate Adverse Effect

10.2.11 The proposals:

- Are out of scale with the landscape, or at odds with the local landscape pattern.
- Are not possible to fully mitigate for, that is, mitigation would not prevent the scheme from scarring the landscape in the longer term as some features of interest would be partly destroyed or their setting reduced or removed.
- Would have an adverse impact on a landscape of recognised quality or on vulnerable and important characteristic features or elements.

Large Adverse Effect

10.2.12 The proposals:

- Are at considerable variance with the landform, scale and pattern.
- Are visually intrusive and would disrupt fine and valued views of the area.
- Are likely to degrade, diminish or even destroy the integrity of a range of characteristic features and elements of their setting.
- Would be substantially damaging to a high quality or highly vulnerable landscape, resulting in fundamental change and its quality considerably diminished.
- Cannot be adequately mitigated for.

Very Large Adverse Effect

10.2.13 The proposals:

- Are at complete variance with the landform, scale and pattern.
- Are highly visually and extremely intrusive, destroying fine and valued views both into and across the study area.
- Would irrevocably damage or degrade, badly diminish or even destroy the integrity of characteristic features and elements and their setting.
- Would cause a very high quality or highly vulnerable landscape to be irrevocably changed and its quality very considerably diminished.
- Cannot be mitigated for, that is, there are no measures that would protect or replace the loss of a nationally important landscape.

10.3 Visual Impacts

Sensitivity

10.3.1 Sensitivity considers the nature, context and expectations of the viewer referred to as the receptor. Least sensitive receptors are considered, for example, to be people engaged in

indoor work whose primary focus would not necessarily be on the surrounding landscape views. Conversely, more emphasis is placed upon receptors whose change in view or visual amenity is either the prime focus, greater in scale or potentially covers a wider area.

10.3.2 The degree and importance of the view gained by a receptor also contributes to an understanding of how sensitive a given receptor is towards change; therefore the value of the view and scenic quality are also taken into account. In this assessment, sensitivity is ranked as follows.

- High Sensitivity – where individual dwellings or dwelling groupings with a view in which the proposed scheme would become an important focal element from either gardens or room windows, both upper and lower storey. Roads, footpaths and bridleways, and public open spaces with a view in which the proposed scheme would be an important focal element in that view.
- Medium Sensitivity – where individual dwellings or dwelling groupings with a view from either gardens or room windows, both upper and lower storey, in which the proposed scheme would not be a focal element but would be a notable element in the view. Roads, footpaths and bridleways, and public open spaces with a view in which the proposed scheme would not be a focal element but would be a notable element in the view. Industrial / commercial buildings with a view in which the proposed scheme would be a focal element in the view.
- Low Sensitivity – where dwellings with a view from either gardens or room windows, both upper and lower storey, in which the proposed scheme would not be a notable element in the view but would be discernible. Roads, footpaths and bridleways, and public open spaces with a view in which the proposed scheme would not be a notable element in the view but would be discernible. Industrial / commercial buildings with a view in which the proposed scheme would not be a focal element but would be a notable element in the view.

Nature of Change

10.3.3 Factors considered in describing the nature of change include the extent of development visible, the percentage of the existing view newly occupied by the proposals and the viewing distance from the receptor to the development. In this assessment magnitude of change is ranked as follows:

- Major – Where the development, or part thereof, would become the dominant feature or focal point to the view being assessed.
- Moderate - Where the development, or part thereof, would become a noticeable feature or readily apparent as a feature within the view being assessed.
- Minor - Where the development, or part thereof, would be a perceptible without altering the overall balance of components that comprise the existing view.
- Negligible - Where the development, or part thereof, would be discernible or where distance would render the change barely noticeable.
- No change - Where the development, or part thereof, including work or activity is not discernible.

Significance of Effect Criteria

- 10.3.4 The prime criteria used to evaluate visual effect relate to the extent to which existing views for key receptors would be impacted upon, taking into account landscape proposals and other mitigation measures.
- 10.3.5 The introduction of new development can change people's direct experience and perception of the landscape depending on existing context, the scale, form, colour and texture of the proposals, the nature of activity associated with the development and the distance and angle of view. Development proposals may not just alter the composition of a view but can, by virtue of proximity, obstruct the overall outlook to a degree.
- 10.3.6 Effects can be adverse where features or key characteristics such as established planting has to be removed, directly affecting the existing view or outlook of a given receptor. Conversely, effects can prove beneficial where poorly maintained landscape features are restored or replaced, or where there is the introduction of new tree planting or landscape structure where none currently exists, constituting an improvement in the current view.
- 10.3.7 The analysis of the significance of effects derives from consideration of receptor sensitivity to change and the magnitude of impact in relation to existing receptor outlook. Account is then taken of the effect mitigation measures would have in addressing potential effects.

Significance of Effect Ratings

- 10.3.8 The findings are represented using a descriptive scale ranging from large - moderate - slight and adverse through neutral to an ascending scale of slight - moderate - large and beneficial. There is a further rating, very large adverse, which is used to indicate effects on a receptor of very high sensitivity, significantly affecting an existing view of very high value and quality. Such a rating would indicate that the effect is considered highly prejudicial in relation to the specific topic of visual impact. Explanation of the significance of effect ratings is provided below.

Large Beneficial Effect

- 10.3.9 This would typically apply where a proposal leads to the removal of a significant eyesore such as a derelict site or buildings and incorporates landscape measures which substantially remodel and enhance the outlook for a large number of people or highly sensitive receptor, or where the proposal would cause a significant improvement in the existing view.

Moderate Beneficial Effect

- 10.3.10 This would typically apply where visual intrusion associated with the existing view is noticeably relieved, or where the proposals would result in a noticeable improvement to a moderately sensitive receptor. It would also apply where the proposals include provision for landscape proposals which would largely reduce the visual intrusion of the existing outlook and enhance views for a considerable number of people.

Slight Beneficial Effect

- 10.3.11 This would typically occur where existing visual impact associated with the current outlook is slightly relieved, or where the proposals would cause a limited improvement in views from a medium sensitivity receptor or a more perceptible improvement to a more sensitive receptor.

Neutral Effect

- 10.3.12 This would typically occur where implementation of the proposals would not result in a perceptible improvement or deterioration in existing receptor view or outlook.

Slight Adverse Effect

- 10.3.13 This would typically occur where the receptor is at some distance from the proposals, or where the proposal would not constitute a new point of principal focus. It would also occur where the proposal is closely located to the viewpoint but is seen at an acute angle and at the extremity of the overall available view, or viewed from rarely occupied upper storey rooms or less sensitive receptor types.

Moderate Adverse Effect

- 10.3.14 This would typically apply where the proposals result in a obvious deterioration to the current outlook from a moderately sensitive receptor, involving removal of existing, visually screening elements in the view, exposing the scheme. It would also occur where large new structures are introduced as part of the proposals which may appear at distance but be positioned as a focal point the field of view, or where the proposal can only be partially mitigated.

Large Adverse Impact

- 10.3.15 This would typically apply where the proposal would cause a major deterioration in the current receptor view or outlook, be positioned prominently within an existing view of local interest in a valued landscape, or where only selected elements of the proposal can be effectively mitigated.

Very Large Adverse Impact

- 10.3.16 This would typically apply where the proposal would cause a highly prejudicial deterioration in the current highly sensitive view, be positioned prominently within an existing view of regional or national importance in a valued landscape, or where the proposal cannot be effectively mitigated and represents a highly visible discordant feature.

Appendix 10B: Sub Regional Character Areas

Sub-Regional Character Areas

- 10.1.1 Landscapes have been previously categorised nationally by the Countryside Agency, now part of Natural England however the scale of the impacts are not anticipated to materially change the landscape characteristics and this level of assessment has been scoped out.
- 10.1.2 Effects on the perception of landscape arising from the proposed scheme are anticipated at a sub regional level, studies undertaken by Stockport and Cheshire have identified several characters or types of landscape which have been outlined below and which are relevant to understanding the baseline and informing this assessment.

Character Areas within Stockport

- 10.1.3 SMBC has undertaken a broad level description of its areas of landscape as part of its Unitary Development Plan (UDP) to provide planning guidance for future development, this forms one of the saved policies as part of the Core Strategy. A number of LCAs¹ are located within the study area and are identified on Figure 10.1 – 10.4; the following extract details those relevant to the study area.

Area A - Woodford

- 10.1.4 Located at the extreme south of the Borough, the relative flatness of the LCA has facilitated the establishment of the former Woodford Aerodrome, the major part of which lies in Stockport. The land, which is in predominantly pastoral use with medium sized, even and rectangular field patterns, slopes away gently to the valley of the River Dean along the south-western boundary.
- 10.1.5 The roads through the area are characterised by varying degrees of ribbon development making up the settlement of Woodford. Infill development has occurred over the years and future expansion has been identified within a Supplementary Planning Document. The northern part of the area has been affected by the construction of the Manchester Airport Eastern Link Road.
- 10.1.6 The area contains a number of outdoor recreational facilities and while there may be scope for additional facilities their cumulative impact would need to be carefully monitored. This area contains a significant number of the remaining ponds in the Borough and these should be protected for their ecological value. Re-instatement of degraded hedges in the area, and the planting of new areas of woodland, particularly along the urban boundary and along the existing and proposed major road lines, should be encouraged.

Area B - Heald Green Fringe

- 10.1.7 This LCA is similar to Woodford in terms of its generally flat landform, field patterns and vegetation cover, but is more affected by “urban fringe” uses. The area is split into three compartments by urban development. The western part, together with the adjoining land in
- 10.1.1 _____

¹ Refer to Stockport UDP ref: Diagram 1 for the location and extent of Local Character Areas and Policy LCR1.1

Manchester, forms a narrow green finger between the two districts. The larger central area contains a number of institutional uses and is bisected by the new A34 road. The smaller eastern area, south of Grove Lane, includes sports grounds, mobile home park and a number of residential properties, many with large gardens.

- 10.1.8 In this LCA the pressure for urban and semi-urban development is likely to be considerable and care would be needed to protect the remaining open and agricultural character of the area. Tree planting should be encouraged, particularly in and around the institutional grounds and along major road lines.

Area C - Ladybrook Valley

- 10.1.9 This LCA covers the full extent of the Ladybrook Valley within Stockport, from High Lane in the east to the junction with the Mersey Valley at Cheadle. From High Lane just east of Bramhall the Ladybrook Valley forms the boundary with Macclesfield Borough. Most of this area was included within the former statutory river valley local plan, though the area of Bramhall Golf Course has been added in defining the LCA boundary. The central part of the valley contains the parkland grounds of Bramhall Hall.

Area I - Hazel Grove / High Lane

- 10.1.10 This is a large LCA between the Goyt and Ladybrook valleys, draining to the west via a number of brooks from the prominent feature of Marple Ridge in the east. The area contains SBI's including ancient woodland, but is dominated by farmsteads and hamlets, with two major golf courses adjoining the urban area to the west and one adjoining Marple to the north east. Two major north-south recreation routes cross the area in the form of the Macclesfield Canal and the Middlewood Way.
- 10.1.11 The western part of the area is affected by the proposed scheme. Measures to mitigate the impact of the road on the landscape and to strengthen the planting at urban/rural boundaries, together with enhancements to the agricultural landscape, would be important factors in this LCA.

Character Areas within Cheshire East

- 10.1.12 A Landscape Character Assessment for Cheshire has been completed and has identified 20 landscape types however only a single type is directly relevant to this assessment, Type 16 - Higher Farms and Woods (HFW) within which the sub type has been identified as HFW 3: Adlington Character Area. The key characteristics of this subtype are:

- Gentle rolling and moderate undulating topography
- A mix of medieval and post-medieval reorganised fields (irregular, semi-regular and regular up to 8ha)
- Hedgerow boundaries and hedgerow trees
- High density of woodland – blocks, coverts and riparian
- Predominantly low density dispersed settlement.
- Ponds
- Small mossland areas

- 10.1.13 CEC has published 'The Cheshire Historic Landscape Classification' 2008 that describes the development of the Cheshire landscape from prehistoric to modern times. The report broadly categorises the county into three different Historic Landscape Classification (HLC) levels: HLC group, HLC type and HLC sub type.

Character Areas within Manchester

- 10.1.14 There are currently no studies or publications available relating to regional landscape character for areas of landscape within MCC.

Appendix 10C: Visual Impact Tables

10.1 Figure 10.16

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|------------------------------|-------------------|-------------|---------------------------------|---|---|--|---|---|---|
| R1 (Sheet 1 of 9) | Sarsfield, Brookside Cottage | 2 | High | 19 | Overlook front gardens with boundary vegetation to Golf Club access road. Mature trees along hedgerows and neighbouring property with pasture beyond. Horizon is edge of woodland. | Direct views from upper floors to the front elevation, interrupted by trees towards junction in the distance. The magnitude of impact will be in the order of Moderate. | Slight/Moderate Adverse – Loss of vegetation in the distance would result in an awareness of construction activities. | Slight/Moderate Adverse – Views through trees in winter to junction in middle distance. Some woodland edge lost on horizon, | Slight Adverse – Junction screened by area of woodland planting and integrating road into wider landscape. Replacing some of the vegetation lost. Awareness remains of road lighting. | Neutral – Mitigation planting combined with existing planting will recreate woodland edge and screen most perceptible road elements. |
| R2 (Sheet 1 of 9) | Brookwood | 1 | High | 0 | Rear of property overlooks garden with boundary vegetation. Pasture beyond leads onto the rear of housing along the existing A6 and the A6 beyond a trimmed hawthorn hedgerow. Edge of housing is visible beyond. | Direct views from upper floors to the rear elevation. Interrupted by boundary vegetation. Entire view is affected to the rear by new link road and acute views to the junction in distance. The magnitude of impact will be in the order of Moderate/Major. | Moderate/Large Adverse – Awareness of construction activities in close proximity to rear of property. | Moderate / Large Adverse – New link road along with balance pond and proposed noise fence will dominate views to the rear. Existing short section partially screened will become long section, unscreened and closer proximity. Existing view of pasture is lost. | Moderate Adverse – Some views of traffic screened by hedgerow and interrupted by trees but still a noticeable change and loss of existing views. Views still dominated by new road. | Moderate Adverse – Trees and hedgerows with foliage will filter some views of new link road, view is still dominated by new road. |
| R3 (Sheet 1 of 9) | Easter Cottage | 1 | High | 0 | Front ground floor views across Golf Club access road to stand of mature trees and edge of rough pasture. Existing A6 is visible but partially screened by existing well trimmed hawthorn hedgerow. Housing beyond. | Changes to existing A6 will bring the new link road closer to the receptor. Traffic will dominate views. Existing hedge along A6 will no longer screen traffic and expose views of new road, local junction and noise barrier. The magnitude of impact will be in the order of Moderate/Major. | Moderate Adverse – Noticeable views of construction activities in close proximity to the front of the property set against existing A6 background. | Moderate Adverse – Existing A6 realigned brought further into the view and is unscreened by mitigation planting although views beyond partially screened by proposed noise barrier. Noticeable changes within the view. | Slight/Moderate Adverse – Views of traffic slightly screened by mitigation hedgerow and trees. Road remains dominate feature within the view with noise barrier beyond. | Slight/Moderate Adverse – Road surface and some traffic screened by hedgerow but road remains dominate feature within the view with noise barrier beyond. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|--|-------------------|-------------|---------------------------------|--|---|--|---|--|---|
| R4 (Sheet 1 of 9) | 2,4,6 Carlton Place & 67 Buxton Road | 4 | Medium | 0 | Views from upper floors of existing busy A6, including traffic and road surface. Mature street trees interrupt views in places. Adjacent housing beyond the existing A6. | Minor changes to road alignment will be barely perceptible. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction of minor changes to existing road would be perceptible. | Neutral – Post construction the changes to the road alignment will be barely perceptible. | Neutral –The changes to the road alignment will be barely perceptible. | Neutral –The changes to the road alignment will be barely perceptible. |
| R5 (Sheet 1 of 9) | 9 – 15 (odds) Dungevan Road & Yew Tree Cottage, Yew Tree Farm. | 6 | Medium | 0 | Views from front elevation partially filtered by existing boundary vegetation. Views of existing busy A6, mature street trees and housing beyond. | Minor changes to road alignment will be barely perceptible. The magnitude of impact will be in the order of Minor | Slight Adverse - Construction of minor changes to existing road would be perceptible. | Neutral – Post construction the changes to the road alignment will be barely perceptible. | Neutral –The changes to the road alignment will be barely perceptible. | Neutral –The changes to the road alignment will be barely perceptible. |
| R6 (Sheet 1 of 9) | 2 & 2a Yew Tree Avenue | 2 | Medium | 0 | Views from front ground floor of adjacent housing and wide grass verge with amenity trees. Oblique views of existing A6 with busy traffic with housing beyond. | Existing A6 will become minor access road and new route will pass behind adjacent housing, partially screened by proposed noise barrier. Existing junction with A6 will be moved further away and out of view. The magnitude of impact will be Minor. | Slight Adverse - Construction of minor changes to existing road would be perceptible to the side and front elevations. | Slight benefit – Most noticeable change will be the reduction in traffic to views set beyond the proposed noise barrier. Acute views will glimpse traffic in middle distance. | Moderate benefit – Existing A6 remains quiet access road. Woodland planting to road will screen where views of traffic exists. | Moderate benefit – Existing A6 remains quiet access road. Woodland planting to road will screen where views of traffic exists. |
| R7 (Sheet 1 of 9) | 1 Yew Tree Avenue & 106 – 112 (evens) Buxton Road | 5 | Medium | 0 | Direct views from front ground floor of gardens to wide grass verge and existing busy A6, housing beyond. | Main route is moved behind existing hedgerow and housing opposite including busy traffic flow beyond noise barrier. Existing A6 becomes quiet access road. The magnitude of impact will be in the order of Minor. | Slight Adverse - Construction of minor changes to existing road would be perceptible. | Slight benefit – Existing traffic is moved beyond existing hedgerow, proposed noise barrier and housing opposite. Traffic no longer dominates views to the front but high sided vehicles are still visible. | Slight/Moderate Benefit – Establishing woodland in winter will provide a good filter to remove views of traffic from view. Existing A6 is quiet side road. | Moderate Benefit – Woodland foliage will effectively screen views of traffic and remove road from sight. Existing A6 is quiet side road |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|---|-------------------|-------------|---------------------------------|--|---|--|--|--|--|
| R8 (Sheet 1 of 9) | 91 – 101 (odds) Buxton Road | 6 | Medium/High | 0 | The front of the properties overlooks the existing A6 and housing beyond. The rear of the properties overlooks gardens and garden boundary vegetation. Beyond this is pasture and woodland to the edge. | The rear mainly upper floors have views of the new link road as it passes to the rear of the properties beyond noise barrier. Initially views of traffic will be prominent within the view. Beyond the new route views of the pasture and woodland will be retained. The magnitude of impact will be in the order of Major. | Large Adverse – Substantial changes and views of construction activities to the rear of the receptors. | Moderate Adverse – New prominent feature although set beyond the proposed noise barrier within views to the rear of the property. Offset by the reduction in traffic flows at the front of the property. Attractive views are still lost to the rear with top of high sided vehicles will interrupt views. | Moderate – Adverse – Woodland planting to the rear will screen most views of traffic and noise barrier to the rear of the properties. Views of the pasture and woodland beyond will be lost. | Slight Adverse – Views of road and traffic are screened by summer foliage. Views to the rear are lost. Offset by reduction in traffic to the front of the properties, although components of the views remain unchanged. |
| R9 (Sheet 1 of 9) | 103 – 119 (odds) Buxton Road & 1, 3 Cranleigh Drive | 11 | Medium/High | 0 | The fronts of the properties either have direct or oblique views of the existing A6. The rears of the properties have views over gardens to open pasture beyond and woodland edge. | The rear mainly upper floors have views towards the main route set beyond false cutting. This will provide some screening post construction. Road lighting and Major sided vehicles will remain visible. The magnitude of impact will be in the order of Major. | Large Adverse - Substantial changes and views of construction activities to the rear of the receptors, gradually reducing as false cutting is formed to screen views. | Moderate/Large Adverse – Views to the rear are lost to false cutting and road elements, this is offset by the reduction in traffic at the front of the properties. | Moderate Adverse – Establishing woodland will provide some screening in combination with the earth mounding. Glimpses may still occur in places. | Moderate Adverse – Views to the rear are lost to a combination of woodland and earth mounding. Noticeable deterioration in views. Offset by the reduction in traffic to the front. |
| R10 (Sheet 1 of 9) | 4 Cranleigh Drive | 1 | High | 0 | The property is set at the end of a short private road and has oblique views of the existing A6. To the rear are open views to a small field bounded by hedgerows. Beyond and framing the horizon is a small area of woodland. Distant views exist of the A6 as it climbs towards High Lane. | The rear of the property has views towards the new junction beyond an area of significant false cutting. Views of road lighting and the loss of the existing woodland will be noticeable. The magnitude of impact will be in the order of Major. | Large Adverse – Loss of some vegetation and construction activities would initially be conspicuous before gradually reducing as false cutting partially screens views. | Large Adverse – View of woodland and field structure will be lost to false cutting. Impact is prominent new feature combined with the loss of existing attractive features. | Moderate/Large Adverse – Views of the false cutting and road lighting to the junction are partially filtered by establishing woodland planting. Remains a noticeable deterioration in views. | Moderate Adverse – Woodland foliage provides additional screening to the rear of the properties and reestablishes woodland at the edge of views. Loss of more distant views are noticeable. |
| R11 (Sheet 1 of 9) | 121 – 147 (odds) Buxton Road, 2 Cranleigh Drive | 15 | Medium/High | 0 | The fronts of the properties either have direct or oblique views of the existing A6. The rears of the properties have views over gardens to open pasture beyond and woodland edge. | The rear mainly upper floors have views interrupted by garden boundary vegetation towards the main route set beyond false cutting. This will provide some screening post construction. The magnitude of impact will be in the order of Major. | Large Adverse - Substantial changes and views of construction activities to the rear of the receptors, gradually reducing as false cutting is formed to screen views. | Large Adverse – Significant block of woodland on the horizon is removed and replaced with junction including road lighting. Most traffic is screened by false cutting. | Moderate Adverse – Tree planting to the false cutting will replace woodland element within view although field framework is disrupted and more distant views are restricted. | Moderate Adverse – Tree planting to the false cutting will replace woodland element within view although field framework is disrupted and more distant views are restricted. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|-------------------------------|-------------------|-------------|---------------------------------|--|--|--|---|--|---|
| R12 (Sheet 1 of 9) | 168 – 172 (evens) Buxton Road | 3 | Medium | 0 | The front of the properties overlooks the existing A6 on a very slightly elevated position. Views are dominated by heavy flows of traffic immediately in front of the property. Beyond the A6 is the end of properties running along the A6 and open farmland with hedgerows and woodland in the distance. | The front elevation of the properties overlooks the proposed location of the junction set beyond a significant false cutting. Woodland and hedgerows will be removed from views. All impacts are offset by the reduction in traffic along the existing A6. The magnitude of impact will be in the order of Moderate/Major. | Moderate/Large Adverse - Substantial changes and views of construction activities to the front elevation of the receptors, gradually reducing as false cutting is formed to screen views. | Moderate/Large Adverse – New elements are set within view. Woodland and hedgerows are lost and replaced with significant engineered embankment as false cutting. Road lighting will be visible. | Moderate Adverse – Woodland to false cutting will replace woodland lost. Winter vegetation will screen most road elements from the view. Changes to proposed A6 crossing will also be visible. | Slight/Moderate Adverse – Woodland planting to the false cutting will provide effective screening to the junction. Road lighting will remain visible above the planting. Changes to proposed A6 crossing will remain visible. |
| R13 (Sheet 1 of 9) | 164 – 166 (evens) Buxton Road | 2 | Medium | 27 | The front of the properties overlooks the existing A6. Views are dominated by heavy traffic flows of traffic immediately in front of the property. Beyond the A6 are further properties with oblique views to the open farmland. | Oblique views of proposed route corridor set within farmland. Most road elements are set beyond significant false cutting but road lighting will remain visible. Impacts are offset by the reduction in traffic along the existing A6. The magnitude of impact will be in the order of Moderate. | Moderate Adverse - Noticeable changes and views of construction activities to the front elevation of the receptors, gradually reducing as false cutting is formed to screen views. | Moderate Adverse – Noticeable changes within the views with the loss of farmland and some distant views of the woodland edge. | Slight Adverse – Tree planting around the false cutting will integrate engineered embankments into the wider landscape and provide additional screening to road elements. | Neutral/Slight Adverse – Despite summer foliage providing some additional screening. Changes around the A6 crossing are still noticeable with the loss of the edge of farmland. |
| R14 (Sheet 1 of 9) | 158 – 162 (evens) Buxton Road | 3 | Medium | 16 | The front of the properties overlooks the existing A6. Views are dominated by heavy traffic flows of traffic immediately in front of the property. Beyond the A6 are further properties with oblique views to the open farmland. | Acute views of proposed route corridor set within farmland. Most road elements are set beyond significant false cutting but road lighting will remain visible. Impacts are offset by the reduction in traffic along the existing A6. The magnitude of impact will be in the order of Minor. | Slight Moderate Adverse - Noticeable changes and views of construction activities to the front elevation of the receptors, to oblique views gradually reducing as false cutting is formed to screen views. | Slight Adverse – Narrow view of road set beyond false cutting. Road lighting visible above the engineered slopes. Very acute glimpses of A6 crossing. | Neutral – views of new route are largely screened by woodland planting, A6 crossing just visible, Offset by the reduction in traffic along the existing A6. | Neutral – Summer foliage will only provide a slightly better softer screen but route corridor still perceptible within the wider landscape. Offset by reduction in traffic along the existing A6. |
| R15 (Sheet 1 of 9) | 95 – 99 (odds) Mill Lane | 3 | Medium | 27 | Set on small no through road and sandwiched between the existing A6 and railway line the properties face directly towards the boundary wall. Acute glimpses from the front of the properties catch odd glimpses of traffic on the A6, woodland is just visible in the distance. | Acute views towards the existing A6 with short section of earth mounding visible. Impacts are offset by the reduction in traffic along the existing A6. The magnitude of impact will be in the order of Minor. | Slight Adverse – Acute views of construction activities over brow of slope set within existing road corridor. | Slight Beneficial – The reduction in traffic along the A6 will be the most noticeable change in the receptor's views. Top of false cutting just visible above rising ground. | Slight Beneficial – Woodland planting to false cutting will replace distant views of woodland lost within the view. Reduction in traffic remains the most noticeable improvement. | Slight Beneficial – Summer foliage will provide softer edge to the false cutting and give attractive background to views. Reduction in traffic remains most noticeable improvement. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R16 (Sheet 1 of 9) | Factory Building | 1 | Low | 4 | Largely disused former factory some office space is still used at the front of the building. Views from slightly elevated position above the existing A6. Busy road dominates the views with open views to farmland, hedgerows and woodland beyond. | Changes to the existing A6 and the creation of significant earth mounding to the new route would be clearly visible. Edge of junction may be glimpsed above earthworks along with direct views of access road. The magnitude of impact will be in the order of Major. | Large Adverse – Noticeable views to exterior of property to form new underpass to the A6, construction activities visible to the distance and formation of new junction. | Moderate Adverse – Changes to views of receptor with low sensitivity would be limited to changes to the existing A6, reducing traffic at grade. Most road elements are set lower within view and most would be partially screened by false cutting. | Slight/Moderate Adverse – Planting along the false cutting will screen most road elements within the view and replace some of the woodland lost from within the view. | Slight/Moderate Adverse – Planting along the false cutting will screen most road elements within the view and replace some of the woodland lost from within the view. |
| R17 (Sheet 1 of 9) | 176 – 178 (evens) Buxton Road | 2 | Medium/High | 0 | The front of the properties overlooks a small layby and the existing busy A6. Beyond the A6 is farmland with hedgerows and woodland in the distance. The rear of the properties overlooks gardens and some vegetation to the existing railway line, beyond is grazing pasture leading down to woodland along the Norbury Brook valley. | Both the front and rear of the properties are affected by the proposals. The front is substantially affected by the deep earth cutting as the new route passes below the existing A6 which is narrowed and realigned, along with the proposed access road. The side of the property will be set above a retaining structure as the new route then passes beneath the railway line. Beyond the railway line the road remains in cutting as it approaches Norbury Brook. The magnitude of impact will be in the order of Major. | Very Large Adverse – Substantial views of the construction activities will dominate views, excavations will be significant, and changes to existing A6. | Large Adverse – Although the properties already have existing views of the A6 it is felt that the overall impact of the new layout would have a very prominent adverse effect on the views from both the front and rear. Views into the deep cutting with the movement of traffic would be clearly visible although a reduction in traffic along the realigned A6 would also be noticeable. | Moderate/Large Adverse – Views along the cutting to the front and rear would be partially screened by woodland planting softening the engineered slopes. Views of traffic within the cutting would remain noticeable and in places prominent. Impacts are offset by the reduction in traffic along the existing A6 alignment. | Moderate/Large Adverse – Views along the cutting to the front and rear would be partially screened by woodland planting softening the engineered slopes and more effective with summer foliage. Views of traffic within the cutting would remain noticeable and in places prominent. Impacts are offset by the reduction in traffic along the existing A6 alignment. |
| R18 (Sheet 1 of 9) | 211 – 215 (odds) Buxton Road | 3 | Medium/High | 0 | The front of the properties overlooks the existing A6 as it climbs towards High Lane. The rears overlook gardens to grazing pasture to the rear and farmland as the ground gradually falls away to woodland and the rear of properties further along the A76. 211 has large window to the side and rear balcony. | The rear of the properties will have interrupted views of the road and junction set beyond false cutting. Views of some traffic and road lighting may be visible as the junction is set on lower ground. Significant amounts of woodland are lost to the scheme. The magnitude of impact will be in the order of Major. | Large Adverse – Views of construction activities to side and rear of property would be significant. Substantial impacts over broad views. | Large Adverse - The rear of the property will suffer noticeable new views of the engineered false cutting with road elements such as lighting beyond. Impacts are offset by the reduction in traffic immediately in front of the property. | Moderate/Large Adverse - Woodland planting to the false cutting will replace woodland lost from within the wider views. The route alignment will still be noticeable within the wide views but better integrated into the landscape. Impacts are offset by the reduction in traffic to the front. | Moderate Adverse - Woodland planting to the false cutting will replace woodland lost from within the wider views. The route alignment will still be noticeable within the wide views but better integrated into the landscape. Impacts are offset by the reduction in traffic to the front. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R19 (Sheet 1 of 9) | 219 – 225 (odds) Buxton Road | 4 | Medium/High | 41 | The front of the properties overlooks the existing A6 with views to the rear of grazing pasture and the edge of the woodland planting to the golf course. | Views to the rear will be dominated by engineered false cutting and the loss of significant woodland edge. Oblique views exist of the main junction and road elements such as lighting. Impacts are offset by the reduction in traffic to the front of the receptors. The magnitude of impact will be in the order of Major. | Moderate/ Large Adverse – Views of construction activities to rear of property would be significant. Substantial impacts over direct views to the rear of the properties. | Moderate adverse – Slightly enclosed views would be interrupted by occasional trees. Proposed mitigation earthworks would provide some screening to views of the route corridor. | Slight Adverse – Mitigation planting will integrate the false cutting into the wider landscape and replace some of the woodland edge that is lost. Route corridor remains a perceptible. | Slight Adverse – Mitigation planting will integrate the false cutting into the wider landscape and replace some of the woodland edge that is lost. Route corridor remains a perceptible. |
| R20 (Sheet 1 of 9) | 1 – 9 Park View, Pinfold Cottage | 10 | Medium/High | 16 | The front of the properties overlooks the existing A6 with views to the rear of grazing pasture and covered reservoir and the edge of the woodland planting to the golf course. | Views from the rear of the properties overlooks false cutting and the road set beyond the existing covered reservoir. There is significant loss of woodland as a background to the road. Impacts are offset by the reduction in traffic to the front of the receptors. The magnitude of impact will be in the order of Major. | Moderate/ Large Adverse – Substantial views to the rear of the property would be significant and uninterrupted by forming earthworks. | Moderate/ Large Adverse – Significant loss of trees to the horizon will open views up to golf course beyond. Traffic visible at grade between sections of false cutting, prominent new feature within the landscape. | Moderate Adverse – Short section of road visible between earthworks, hedgerow screen starting to establish to screen lower traffic elements. Woodland edge replaced with planting to mounding. | Moderate Adverse – Summer foliage will provide slightly enhanced screening however short section beyond reservoir is still noticeable. |
| R21 (Sheet 1 of 9) | Thai Fusion – Restaurant | 1 | Low / Medium | 0 | The front of the PH faces directly onto the existing A6 with its busy traffic. The rear of the property has a beer garden enclosed by a wall, beyond the beer garden is car parking leading to grazing pasture and woodland to the southern edge of the golf course. Some expansive views down the hill exist towards Hazel Grove. | Views from the rear face to the road corridor the majority of which is set beyond significant false cutting. A short section is visible at grade and is only partially screened by the landform of the covered reservoir. There is some significant loss of woodland screening to the north. Impacts are offset by the reduction of traffic to the front of the receptors. The magnitude of impact will be in the order of Major. | Moderate Adverse – Close proximity to the rear of the property would be clearly visible and significant. Views would be partially screened as the false cutting is formed. | Moderate Adverse – Substantial views to the rear are dominated by the new route. False cut will screen some views of the traffic but some views remain noticeable. | Slight Adverse – Planting to false cut will replace linear woodland features lost to the scheme, however extensive views will also be limited. Short section of new route is visible beyond establishing hedgerow. | Slight Adverse – Planting to false cut will replace linear woodland features lost to the scheme, however extensive views will also be limited. Traffic along short section of new route is visible beyond hedgerow. |

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| R22 (Sheet 1 of 9) | 1-5 Red Row | 5 | Medium/High | 0 | The front of the receptors face directly onto the busy A6. The rears face open grazing pasture gently falling to the north west to woodland edge along the southern boundary of the golf course. There are few disruptors to the views. | The rear of the properties will be affected by the large earth mounding to form a false cutting beyond which the road is set. More minor adjustments to link with the existing A6 are proposed to the side of number 5. Impacts are offset by the reduction in traffic to the front of the properties. The magnitude of impact will be in the order of Major. | Large Adverse – Close proximity to the rear of the property would be clearly visible and significant. Views would be partially screened as the false cutting is formed. | Moderate/Large Adverse – Attractive views of pasture are lost to the rear, replaced with engineered embankment. Views to the north west are restricted. External spaces to the rear will be aware of traffic to the side of the property as the road is realigned. | Moderate Adverse – Tree and shrub planting establishing to the rear and disguising engineered embankment. Planting to the side of No. 5 will filter views of revised road layout. Views lost are still noticeable. | Moderate Adverse – Summer foliage to the rear will screen views and disguise engineered embankment. Planting to the side of No. 5 will screen views of revised road layout. Views lost are still noticeable. |
| R23 (Sheet 1 of 9) | Gable Cottage, Robin Cottage and Clock Tower | 3 | High | 51 | Set back from the existing A6 and along a lane, the receptors are set within farmland between the railway line and the A6. Vegetation around the boundary to the property screens low level views of the existing A6. Views from upper floors and the Clock Tower are more noticeable and broad reaching. | From upper floors views are gained of the revised layout of the new alignment with the existing A6. Traffic will remain visible but reduced as the existing A6 will have reduced levels of traffic. The magnitude of impact will be in the order of Minor. | Slight Adverse – Perceptible changes to views of the construction activities beyond existing hedges. Set within the context of the existing road corridor. | Slight Beneficial – Although glimpses of the revised layout will exist, interruption of views by traffic will be reduced as main bulk of traffic will disappear behind earth mounding and housing to the north of the A6. | Slight Beneficial – Increased planting around the revised layout will provide some additional screening. Views of traffic will remain just visible in winter. | Slight Beneficial – Summer foliage will provide some additional screening, traffic is now largely screened from views. Other elements such as the existing A6 will remain largely unchanged. |
| R24 (Sheet 1 of 9) | Beechwood House | 1 | Medium/High | 0 | The front of the property overlooks a front garden to the existing A6 immediately beyond. The rear overlooks pasture and an assortment of shed type buildings. | Front elevations will have views of the new alignment as it rejoins the existing A6. This will result in the traffic being moved slightly further away from the original alignment. Tall hedgerow will be partially removed on the opposite side of the A6. The magnitude of impact will be in the order of Minor/Moderate. | Large Adverse – Substantial changes to the front of the property would be noticeable however considered in the context of the existing A6 corridor. | Slight Beneficial – Traffic and revised road is new element but is offset by the road having been moved away from its original location and further away from the receptor. Hedgerow opposite will continue to provide some screening. | Slight Beneficial – Existing A6 traffic has been moved slightly further away from the dwelling, but still constitutes main element of view to the front. | Slight Beneficial – Mitigation planting will provide little additional screening so impact remains the same. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R25 (Sheet 1 of 9) | Showroom | 1 | Low | 0 | Overlooks small car parking area immediately to the front with the existing A6 beyond. Traffic is dominant feature within existing views. Beyond A6 is boundary hedgerow and fields beyond. | Views across the car park to a revised road alignment with the main road moved slightly further away. New junction to the existing A6. Low level views likely to be partially screened by existing hedgerow. The magnitude of impact will be in the order of Minor/Moderate. | Large Adverse – Substantial changes to the front of the property would be noticeable however considered in the context of the existing A6 corridor. | Slight beneficial – Traffic is moved slightly further away from the receptor leading to slight improvement in views. Road remains a dominant feature. Existing hedgerow remains and partially screens some of the views of traffic. | Slight Beneficial – Existing A6 becomes quieter road, traffic still dominant within views but set slightly further away from the receptor slightly reducing its influence. | Slight Beneficial – Taller traffic beyond hedgerow remains visible but cars largely screened. Existing A6 and junction becomes quieter side road. |
| R26 (Sheet 1 of 9) | Sirestan | 1 | Medium/High | 0 | Two storey property that overlooks front garden to the existing A6 immediately beyond. Traffic is a dominant feature within the views. Hedgerow beyond A6 partially screens views of grazing pasture beyond. | Views of the main alignment are largely unchanged, Road rejoins existing alignment outside property. Main impacts will be during the construction period. The magnitude of impact will be in the order of Minor. | Large Adverse – Substantial changes to the front of the property would be noticeable however considered in the context of the existing A6 corridor. | Slight adverse - Views to the front of the property will be largely unchanged. Partial loss of hedgerow will open up some views beyond to grazing land and stables. | Neutral – Traffic remains dominant feature, views of fields beyond partially screened by establishing hedgerow beyond A6. | Neutral – Traffic remains dominant feature, views of fields beyond partially screened by establishing hedgerow beyond A6. |
| R27 (Sheet 1 of 9) | Wellington View, Eventide Cottage, 1 – 4 Werneth View, Summer Villa, Spring Villa | 9 | Medium/High | 0 | A series of semi detached and cottage style terraced dwellings facing immediately onto the existing A6 with only small gardens to act as buffers. Traffic is dominant feature within views. Beyond the A6 are a series of semi detached bungalows surrounded by substantial hedgerows. | The changes only extend to the slight realignment of the existing A6 as the new route joins with the existing. Extent and make up of the view remains unchanged. The magnitude of impact will be in the order of Minor. | Large Adverse – Perceptible changes to the front of the property have to be considered within the context of the existing A6 corridor. | Neutral – Views of the existing A6 will remain unchanged as neither the components of the view or the dominance of the views will be changed. | Neutral – Views of the existing A6 will remain unchanged as neither the components of the view or the dominance of the views will be changed. | Neutral – Views of the existing A6 will remain unchanged as neither the components of the view or the dominance of the views will be changed. |
| R28 (Sheet 1 of 9) | Wrenbury, Ellesmere, Lyndale, Richmond | 4 | Medium/High | 0 | The series of bungalows are set within generally tall hedgerows to the front of the properties beyond which the existing A6 is visible. Beyond are cottages that enclose views. | The road alignment is largely unchanged with only minor adjustments. The end property will have some slightly extended views to the west but this does not contribute a significant change as most views are beyond existing hedgerows. The magnitude of impact will be in the order of Minor. | Large Adverse – Perceptible changes to the front of the property have to be considered within the context of the existing A6 corridor. | Slight adverse - Most views of the new alignment are beyond existing hedgerows that partially screen views. Traffic remains a noticeable feature within the views to the front of the properties. | Neutral – Views remain of the A6 with only slight changes; hedgerows to the front and side of the properties provide screening along with establishing hedgerow to the edge of the new route. | Neutral – Views remain of the A6 with only slight changes; hedgerows to the front and side of the properties provide screening along with establishing hedgerow to the edge of the new route. |

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| R29 (Sheet 1 of 9) | Bungalows on Wellington Road | 3 | High | 32 | Bungalows set along Wellington Road are partially screened by boundary hedgerows. A further hedgerow on the western side of Wellington Road further encloses the views to the grazing pasture and stables beyond. Views to the rear are of grazing land and the edge of the golf course planting. | Views are largely screened by the existing hedgerows in the area, traffic will be glimpsed above but will not form a major element within the views as the grounds falls away to the west. The magnitude of impact will be in the order of Minor/Moderate. | Slight/Moderate Adverse – Noticeable changes to views to the front of the property during construction phase | Slight Adverse – Traffic beyond existing hedgerows moved into view. Top of HGVs just visible above the screening. Ground falling away so gradually disappearing. | Slight Adverse – Views of traffic remain just visible above hedgerow. Most traffic largely screened by hedgerows. Top of HGVs just visible. | Slight Adverse – Views of traffic remain just visible above hedgerow. Most traffic largely screened by hedgerows. Top of HGVs just visible. |
| R30 (Sheet 1 of 9) | Stables, Wellington Road | 1 | Low | 58 | Set on the end of Wellington Road, the stables are surrounded by grazing pasture. To the north views are enclosed by trees to the edge of golf course. More extensive views to the west with views of traffic on the existing A6 set beyond hedgerows. | The new alignment will bring the A6 into the extensive views to the west. Traffic will be clearly visible and noticeable within the views. Loss of hedgerow to the south will open up views of traffic. The magnitude of impact will be in the order of Moderate. | Moderate Adverse - Noticeable changes to views from the receptor during construction phase as road corridor is moved closer. | Slight/Moderate Adverse – New element of traffic is noticeable new feature within previously attractive views. Low sensitivity means that impact is not as great. Loss of hedgerows opens up views. | Slight Adverse – Replacement hedgerows along new alignment will screen most views of lower level traffic, HGVs remain visible above screening. Hedgerows replaced within views to south and west. | Slight Adverse – Replacement hedgerows along new alignment will screen most views of lower level traffic, HGVs remain visible above screening. Hedgerows replaced within views to south and west. |
| R31 (Sheet 1 of 9) | 91-93 (odds) Mill Lane | 2 | High | 55 | Rear overlooks gardens to railway on embankment. The front looks over side road and bridge. Views are largely screened by hedgerow to paddocks and fields beyond. Woodland frames views in the middle distance. | Views mainly from the front upper floors will have some views of the main alignment set within a combination of cutting and false cutting. Oblique views of proposed footbridge set on embankment. Most views of traffic screened. The magnitude of impact will be in the order of Moderate / Minor. | Moderate Adverse – Initially construction work would be noticeable within views from upper floors gradually diminishing as construction of cuttings is progressed and new overbridge obscures views to the south west. | Slight/Moderate Adverse – Views of road are mainly within cutting, route corridor and overbridge are visible but moving traffic screened. Loss of agricultural landscape. | Slight Adverse – Woodland [planting establishing along false cutting will further screen route corridor, woodland is existing element within view and is brought closer to receptor. | Slight Adverse – Road alignment across views remains perceptible. Traffic is screened from view by earthworks and woodland planting. |
| R32 (Sheet 1 of 9) | 153-159 (odds) Chatsworth Road | 4 | High | 43 | Views to the front are of front gardens with mature vegetation and amenity trees set within grass verges. Views along Mill Lane are bounded by hedgerow and mature ash tree. Beyond are more restricted views of grazing pasture, semi detached housing on Old Mill Lane and the edge of woodland planting in Norbury Brook. | Views of the route corridor from the upper floors set within extensive cutting and oblique views of proposed overbridge. Summer views largely screened by existing vegetation. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Some loss of woodland to Norbury Brook and exposure of views particularly from upper floors would initially appear noticeable. | Slight Adverse - Views from the upper floors will be of the false cutting along the edge of the route corridor and proposed overbridge. Traffic is largely screened from view although alignment is still perceptible. | Neutral – Views are screened by existing and establishing planting. Woodland planting to the edge of the cutting will screen views and establish new boundaries to the views. | Neutral – A combination of existing road side planting, hedgerows and establishing woodland planting will screen views of the new route, without altering the balance of the overall view. |

10.2 Figure 10.17

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R1 (Sheet 2 of 9) | 87-89 (odds) Mill Lane | 2 | High | 64 | Views to the front are of front gardens with mature vegetation and amenity trees set within grass verges. Views along Mill Lane are bounded by hedgerow. Beyond are more restricted views of grazing pasture and the edge of woodland planting in Norbury Brook. | Views from the upper floors of the route corridor set within extensive cutting and awareness of the proposed overbridge. Summer views largely screened by existing vegetation. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Initially construction would be clearly visible and noticeable, gradually reducing as cuttings and false cuttings are formed screening much of the activity. | Slight/Moderate Adverse - Views from the upper floors will be of the false cutting along the edge of the route corridor. Traffic is largely screened from view although alignment is still perceptible. | Neutral – Views are screened by existing and establishing road side planting. Woodland planting to the edge of the cutting will screen views and establish new boundaries to the views. | Neutral – A combination of existing road side planting, hedgerows and establishing woodland planting will screen views of the new route, without altering the balance of the overall view. |
| R2 (Sheet 2 of 9) | Mill Cottage | 1 | High | 0 | Views are of graveled access road to hedgerows and mature Ash tree, beyond are a series of paddocks and grazing pasture. Railway embankment and woodland along Norbury Brook enclose views to the east. | Views from the upper floors of the route corridor set within extensive cutting. Views along the false cutting will be new and noticeable as would be direct views of proposed overbridge. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Initially construction would be clearly visible and noticeable, gradually reducing as cuttings and false cuttings are formed screening much of the activity. | Moderate Adverse - Views of traffic are screened by false cutting. Elements within the view are largely unchanged. | Slight Adverse – Some views of fields are lost to woodland as planting establishes itself. Views of road elements are well screened but changes in road elements are noticeable. | Slight Adverse – Summer foliage will provide additional screening and soften the woodland edge. Road itself is well screened. |
| R3 (Sheet 2 of 9) | 2-12 (evens) Old Mill Lane | 6 | High | 0 | The front of the property overlooks a graveled access road with paddocks beyond. On the horizon is the railway line and glimpses of traffic on the A6. Woodland along Norbury Brook frames the views. To the rear woodland and housing frame views of an open field. | The front elevation has views of the false cutting and the end properties will have some limited view into the cutting itself from upper floors, including direct views of the proposed overbridge. The rear will have views of the proposed noise barrier and corridor set within cutting. The magnitude of impact will be in the order of Major. | Large Adverse – Substantial views from the front of properties overlooking construction activities in close proximity and direct views. | Large Adverse – The proposed overbridge, road and cutting will be a prominent new feature within the landscape and direct views from the front and rear. Noise barrier will combine with cutting to screen majority of views to the rear. | Moderate Adverse – Establishing woodland along the false cutting and cutting slope will filter views of traffic and reduce the visual impact. Views will remain noticeable. | Slight/Moderate Adverse – Summer foliage will screen road elements and replace woodland edge that is lost. Elements of the road will remain noticeable within the views from the front and rear. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R4 (Sheet 2 of 9) | 14-16 (evens) Old Mill Lane | 2 | High | 0 | Set at the very edge of the Norbury Brook Valley these dwellings have views from the front of the lane as it disappears into the valley and of woodland edge and fields to the north. The rear of the properties looks along the edge of the woodland to housing in the middle distance. | The dwellings will have clear views of the road, traffic and cutting in close proximity particularly during the winter months. Views to the rear will have clear views of the proposed noise barrier edging the road set within cutting. The magnitude of impact will be in the order of Major. | Very Large Adverse – very significant views of construction activities at close range and involving loss of significant vegetation. | Very Large Adverse – Woodland planting in the foreground will not screen views of the new road in close proximity. Views of traffic and road elements will be clearly visible along with views of the noise barrier to the rear. | Large Adverse – Planting around the road elements will reduce views but traffic and noise barrier will remain visible through the trees in winter both to the front and rear elevations. | Moderate/Large Adverse – Summer foliage will reduce views and provide a reasonable foil to views of noise barrier, traffic and road. Road beyond noise barrier will remain clearly noticeable elements to the rear. |
| R5 (Sheet 2 of 9) | 79-85 (odds) Mill Lane | 4 | High | 22 | The front of the properties overlooks garden to residential road and hedgerow with mature tree leading onto the paddocks and the edge of Norbury Brook woodland in the distance. | Views across to the proposed overbridge and top of the cutting partially screened by false cutting. Woodland remains in the distance. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Noticeable views of construction activities including proposed overbridge, loss of vegetation in direct views from the front elevations. | Slight/Moderate Adverse – Loss of some woodland edge and new overbridge to tie into false cutting will be noticeable changes within the views from the front elevations. Traffic will be screened by cutting. | Slight Adverse – Woodland establishing to the edge of the cutting will result in views across the top of the cutting being screened and replace some of the woodland edge that is lost. | Slight Adverse – Views are screened of the road and vegetation is lost, route corridor remains perceptible within the landscape. |
| R6 (Sheet 2 of 9) | 57-77 (odds) Mill Lane | 11 | High | 13 | The front of the properties overlooks garden to residential road and hedgerow with mature tree leading onto a field and the edge of Norbury Brook woodland in the distance. Views are framed by housing either side. | Views from the front elevation are partially filtered by the existing hedgerow along Mill Lane, views beyond will be of the proposed noise barrier and road corridor within cutting beyond. Some loss of woodland planting along Norbury Brook. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Significant views of construction activities in direct views from front of properties, aware of loss of vegetation and construction new corridor. | Moderate/Slight Adverse – Views of traffic will be partially largely screened by noise barrier and cutting, although awareness of new feature and loss of some woodland would be perceptible. | Slight Adverse – Shrubs and trees around the noise barrier and cutting in winter will result in the corridor becoming less noticeable as vegetation establishes. | Slight Adverse – Summer foliage on the existing hedgerow and new planting establishing will screen the noise barrier from view. Route corridor will remain perceptible within the wider landscape views. |
| R7 (Sheet 2 of 9) | 46-48 Ashbourne Road & 1-2 Millbrook Fold | 4 | High | 0 | The rear of the properties overlooks gardens to fields with gappy hedgerows and trees. Woodland along Norbury Brook valley frames views in the middle distance. | Rear elevation will have direct views of new false cutting and noise barrier largely screening main alignment. The magnitude of impact will be in the order of Major. | Large Adverse – Conspicuous changes to rear of properties during construction phase, in close proximity and dominating views from the rear of the property that was previously fields and woodland. | Large Adverse – Engineered slope to rear of receptors combine with noise barrier to screen views of road but will also be prominent new feature within the overall views. | Moderate Adverse – Woodland planting establishing on slope will largely screen the engineered slope and filter views of noise barrier. Open views to the rear are lost. | Moderate Adverse – Woodland planting establishing on slope will screen the engineered slope and noise barrier in summer. Open views to the rear are lost. |

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| R8 (Sheet 2 of 9) | 3-4 Millbrook Fold | 2 | High | 7 | The front of the properties overlooks a quite private access road to housing opposite. Oblique views east to open hedgerow with field beyond and woodland edge. | Front elevation will have oblique views of the false cutting and noise barrier. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Awareness from properties overlooking construction corridor will be noticeable. | Slight/Moderate Adverse – Engineered slope and noise barrier will be a noticeable new feature within views from the front elevation. | Neutral – Woodland planting to the slope will disguise the engineered slope and filter views of noise barrier and replace woodland edge lost. | Neutral – Woodland planting to the slope will disguise the engineered slope and noise barrier replacing woodland edge lost. |
| R9 (Sheet 2 of 9) | 70 Mill Lane | 1 | High | 6 | The bungalow has some limited views from the side and rear of the property across a narrow private access road and open hedgerow to a field beyond and the edge of woodland along Norbury Brook. The remaining views are of gardens and adjacent housing. | Oblique views from side and rear towards new false cutting and noise barrier. Views are restricted by boundary fence and open hedgerow. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Noticeable changes to views from property overlooking construction corridor. | Slight Adverse – Raised ground to false cutting and noise barrier visible above hedgeline but only just noticeable. | Neutral – Woodland planting to the slopes of false cutting will screen noise barrier and replace woodland edge lost. | Neutral – Woodland planting to the slopes of false cutting will screen noise barrier and replace woodland edge lost. |
| R10 (Sheet 2 of 9) | 64-68a Mill Lane | 4 | High | 22 | Rear of the properties overlooks adjacent gardens and housing. Oblique views to the south east across gardens to hedgerow and beyond is a field and woodland edge. | Rear upper floors have views across gardens through hedgerow to false cutting and noise barrier. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities set beyond existing adjacent housing. Views would include elements of the construction corridor. | Neutral/Slight Adverse – Raised ground to false cutting and noise barrier visible above hedgeline. | Neutral – Woodland planting to the slopes of false cutting will screen noise barrier and replace woodland edge lost. | Neutral – Woodland planting to the slopes of false cutting will screen noise barrier and replace woodland edge lost. |
| R11 (Sheet 2 of 9) | 28 – 44 (evens) Ashbourne Road | 8 | Medium | 0 | The front of the properties overlooks adjacent residential properties. The rear of the properties overlook extensive gardens to fields and woodland beyond. | Upper floor and rear elevations have views towards the route corridor, mainly concealed beyond false cutting and noise barrier. Oblique views of road lighting above earthworks. Views from lower floors are mainly concealed by garden vegetation and boundaries. Some glimpses may occur. The magnitude of impact will be in the order of Moderate. | Large Adverse – Conspicuous changes to rear of properties during construction phase, in close proximity and dominating views from the rear of the property that was previously fields and woodland. | Moderate/Large Adverse – Views are noticeable from the rear of the properties, earthworks, noise barrier and road lighting are new elements within the views against background of woodland along Norbury Brook. | Slight Adverse – Views of fields are lost but replaced with broad belt of woodland, effective screen to views of the road corridor in combination with proposed noise barrier. | Slight Adverse – Views of fields are lost but replaced with broad belt of woodland, effective screen to views of the road corridor including noise barrier. |

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| R12 (Sheet 2 of 9) | 40 – 46 (evens) Darley Road | 4 | Medium | 0 | The front of the properties overlooks adjacent residential properties. The rear of the properties overlook gardens with oblique views to fields and woodland beyond. | Upper floor and rear elevations have oblique views over garden vegetation towards the route corridor set within false cutting. The magnitude of impact will be in the order of Moderate. | Large Adverse – Significant views to rear of properties, although majority of views are oblique and interrupted across adjacent gardens with exposed views along a broad area of the corridor. | Moderate Adverse – Views of false cutting and noise barrier limiting views of taller traffic elements beyond. Changes are noticeable within overall view. | Slight Adverse – Views of the route are largely screened by woodland planting in combination with the noise barrier to the rear of properties but awareness of open fields is lost. | Slight Adverse – Views of the route are largely screened by woodland planting to the rear of properties but awareness of open fields is lost. |
| R13 (Sheet 2 of 9) | 8 – 38 (evens) Darley Road | 16 | Medium | 50 M0etres | The front of the properties overlooks adjacent residential properties. The rear of the properties overlook gardens with views to fields and woodland and the boundary planting to Brookside Garden Centre car park beyond. | Direct views from the rear of the property towards the route corridor. Views of slip road and glimpses of main route gradually disappearing beyond low false cutting and proposed noise barrier. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Conspicuous changes to rear of properties during construction phase, in close proximity and dominating views from the rear of the property that was previously fields and woodland. | Large Adverse - Views of traffic on slip road and road lighting will be prominent new features within landscape although partially obscured by false cutting and proposed noise barrier. | Slight Adverse – Views of road replaced with dense woodland belt, however views of fields are lost. | Slight Adverse – Views of road replaced with dense woodland belt, however views of fields are lost. |
| R14 (Sheet 2 of 9) | 4 – 6 (evens) Darley Close | 2 | Medium | 48 0Metres | The front of the properties overlooks adjacent residential properties. The rear and side overlooks gardens and garden vegetation to a field beyond and the existing Macclesfield Road backed mainly by mature vegetation. | The upper rear floors will have oblique views towards the main route and the split level junction with Macclesfield Road beyond noise barrier. Views will include changes to the existing road layout. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Significant views to upper floors of significant construction activities to form new junction with A523. | Moderate/Large Adverse - With views of the existing Macclesfield Road and traffic movement the new route will initially be noticeable beyond proposed noise barrier. | Slight Beneficial – Mitigation measures would provide effective screening to road elements and junction. Views would consist of woodland planting edging residential properties. | Slight Beneficial – Mitigation measures would provide effective screening to road elements and junction. Views would consist of woodland planting edging residential properties. |
| R15 (Sheet 2 of 9) | 111 – 121a Macclesfield Road | 7 | Low/Medium | 0 | The front of the properties overlook existing road corridor with signs and lighting to housing opposite. Slightly more extensive views gradually open to the south of nearby fields and woodland. | The front elevations will have views of revisions to the existing road as it approaches the new split level junction. Views will generally be oblique with the majority of the main alignment being screened by noise barrier and set within cutting. The magnitude of impact would be in the order of Minor. | Large Adverse – Construction activities a significant temporary visual detractor. | Slight/Moderate Adverse – Changes to the existing road layout would be perceptible with minor amendments to the existing corridor. Awareness of junction although views somewhat confined by adjacent development, noise barrier and formation of cutting. | Neutral/Slight Adverse – Mitigation planting adjacent to the junction would in combination with proposed noise barrier interrupt some views and narrow remaining ones. Awareness of the junction remains. | Neutral/Slight Adverse – Mitigation planting adjacent to the junction would in combination with proposed noise barrier interrupt some views and narrow remaining ones. Awareness of the junction remains. |

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| R16 (Sheet 2 of 9) | 3 – 5 Darley Road | 2 | Medium | 43 | Semi detached properties overlooking local road and adjacent housing. Upper floors of the front elevation have enclosed views between adjacent residences of existing road corridor and the edge of car parking and tree planting to Brookside Garden Centre. | Front elevation upper floor would have some appreciation of existing road corridor widened to accommodate new junction. Views would be enclosed and are likely to diminish as mitigation planting establishes. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Partially screened views between adjacent properties towards significant changes to construct new junction with the A523. | Slight Adverse – Awareness of changes to traffic in narrow view. Main alignment screened within cutting. | Neutral/Slight Beneficial – Establishing mitigation planting would gradually reduce views and filter any remaining ones. Traffic and road effectively removed from within the view. | Neutral/Slight Beneficial – Establishing mitigation planting would gradually reduce views and summer foliage would screen any remaining ones. Traffic and road effectively removed from within the view. |
| R17 (Sheet 2 of 9) | Norbury Hall | 1 | Medium/High | 0 | Front elevation has views of existing road corridor interrupted by ornamental/orchard trees to grounds. Strong hedgeline to southern boundary limits views of paddocks and woodland beyond. Oblique views exist of road corridor and fields to the south east. | Loss of southern section of grounds to facilitate slip road would be a prominent change to existing views. This would also open up views of revisions to the existing road corridor to accommodate the junction although partially obscured by proposed noise barrier. Some awareness of traffic within cutting may occur due to slightly elevated position. The magnitude of impact would be in the order of Moderate. | Very Large Adverse – Very significant views of construction activities to accommodate new junction to A523 and partially occupy land within curtilage. | Moderate /Large Adverse – Additional traffic movements closer to the property although lower level clutter and views largely obscured by proposed noise barrier along with oblique views of traffic and new junction would be significant. | Moderate Adverse – Awareness of new road and junction is likely to remain noticeable, some views partially interrupted by existing vegetation combining with noise barrier and establishing mitigation planting. | Moderate Adverse – Awareness of new road and junction is likely to remain noticeable, some views partially interrupted by existing vegetation combining with noise barrier and establishing mitigation planting. |
| R18 (Sheet 2 of 9) | Norbury Hall Cottages | 3 | Medium/High | 0 | The south elevation has views of paddocks and fields on gently falling ground to woodland set along Norbury Brook. To the east are oblique views of the existing A523 and the edge of car parking to Brookside Garden centre. | The south elevation would have substantial direct views of the new alignment set within cutting along with slip roads ascending to meet with the junction of the A523. Some lower level views and clutter screened by proposed noise barrier. Loss of woodland to the south would also be perceptible within the wider views. The magnitude of impact would be in the order of Major. | Very large Adverse – Direct views of construction activities at very close proximity and significantly affecting existing views of fields and woodland. | Large Adverse – New traffic and road elements immediately adjacent to the property with views partially obscured by proposed noise barrier. Loss of paddocks and some loss of woodland perceptible. | Moderate Adverse – Although establishing mitigation planting would partially screen views in combination with proposed noise barrier, road and most road elements remain perceptible. The loss of attractive views of paddocks and woodland would also be lost. | Moderate Adverse – Although establishing mitigation planting would screen views in combination with proposed noise barrier, road and most road elements remain perceptible. The loss of attractive views of paddocks and woodland would also be lost. |

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| R19 (Sheet 2 of 9) | 94 Macclesfield Road | 1 | Medium | 0 | Front and side Elevations have views of the edge of the grounds to Norbury Hall, existing A523 and housing opposite. More oblique views exist to the south to include fields and woodland with a conifer belt screening car parking to Brookside Garden Centre. | The front and side elevations would have noticeable views of the new junction with the A523 and main alignment. Traffic would become a slightly more obvious feature within the views although partially obscured by proposed noise barrier. The magnitude of impact would be in the order of Minor/Moderate. | Moderate/Large Adverse – Very noticeable views to south elevation and rear areas of property towards significant changes to accommodate junction with the A523. | Slight/Moderate Adverse – Traffic would become a more perceptible feature within views, although angle of views would be oblique and partially obscured by proposed noise barrier. | Slight Adverse – Mitigation measures would reduce the overall view of traffic elements although changes would remain perceptible. | Slight Adverse – Mitigation measures would reduce the overall view of traffic elements although changes would remain perceptible. |
| R20 (Sheet 2 of 9) | 80 – 92 (evens) Macclesfield Road | 7 | Medium | 10 | Front elevation looks over the existing Macclesfield Road with housing opposite. Views include traffic, lighting columns and numerous roadside signs. | The front elevation would have acute angled views towards the new junction to the south. Impacts would be perceptible beyond the housing. Main impacts would be the loss of some views of fields to be replaced with elements of traffic that already exist within the overall views. The magnitude of impact would be in the order of Minor. | Moderate Adverse – Construction activities to the front of the property would be noticeable. | Slight Adverse – Awareness of slightly widened road corridor and edge of junction to Macclesfield Road and approaches to the junction. | Neutral/Slight Adverse - Establishing mitigation measures would partially reduce views of the junction although slight perception of changes would remain. | Neutral/Slight Adverse - Establishing mitigation measures would partially reduce views of the junction although slight perception of changes would remain. |
| R21 (Sheet 2 of 9) | Norbury Court | 1 | Medium/High | 0 | Generally enclosed views screened by existing mature vegetation on all sides, particularly to the north by woodland along Norbury Brook. Glimpsed views from the front of the property of the existing A523. | Majority of views of the new alignment screened by existing intervening vegetation. Potential for slight awareness to the front of the property during construction period. The magnitude of impact would be in the order of Minor/Moderate | Slight Adverse – Awareness of changes to the front of property and to A523, main alignment construction screened by intervening vegetation. | Neutral/Slight Adverse – Existing vegetation to the perimeter of the property and along Norbury Brook will filter almost all views of new alignment. | Neutral – Existing vegetation would combine with new planting to enhance screening capabilities of intervening vegetation. | Neutral – Summer foliage to intervening planting will screen all views of the new alignment. |
| R22 (Sheet 2 of 9) | Brookside Garden Centre | 1 | Medium/Low | 0 | Garden centre with steam train attraction. Majority of views are contained by perimeter planting, although views do occur to the west of the existing A523. Views from the car park to the north include perimeter planting along with the fringes of residential development to the north beyond a field and the A523. | A proportion of the car park to the north would be occupied by the new alignment, slip roads and mitigation measures. Roads would occupy the existing rural land to the north and would result in the road dominating views. The magnitude of impact would be in the order of Major. | Large Adverse - Formation of new junction and associated construction activities would be a significant visual intrusion. | Moderate/Large Adverse – The new alignment would link with the existing A523 to form a dominant feature within views from the remaining car park area. | Moderate Adverse – Establishing mitigation measures would partially filter some views of the new alignment from the remaining car park area, but overall route would remain noticeable. | Moderate Adverse – Mitigation measures would screen views of new alignment, although views would remain to the west as the main alignment links with the A523 before continuing to the north of the Norbury Brook. |

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| R23 (Sheet 2 of 9) | 14 – 30 (evens) Longnor Road | 9 | Medium/High | 35 | Rear elevations have views from all floors across gardens to boundaries. Beyond is pasture, agricultural land interspersed with a number of ponds surrounded by mature vegetation. The horizon is formed by dense mature vegetation along Norbury Brook. Occasional glimpses of A523 visible through vegetation in the distance. | Rear facing elevation would have some appreciation of new road set within false cutting and in part in combination with proposed noise barrier. Lighting columns and some taller road elements may be visible above false cutting. Views would remain interrupted by existing vegetation to boundaries and adjacent to ponds. The magnitude of impact would be in the order of Moderate. | Large Adverse – Initially views of construction areas would be significant, these would gradually diminish as cuttings are formed. Some views interrupted by sporadic vegetation. | Moderate Adverse - Majority of road elements would be screened within newly formed false cutting and noise barrier to the east. Lighting columns would remain visible and noticeable, particularly from upper floors. | Neutral/Slight Adverse – Establishing roadside vegetation would filter some road elements. Lighting columns likely to remain perceptible within vegetation foil. | Neutral – Summer foliage to mitigation planting would effectively screen most views of the new alignment including filtering views of roadside lighting columns. |
| R24 (Sheet 2 of 9) | 6 – 12 (evens) Longnor Road | 4 | Medium/High | 99 | Open views to the rear of the properties include agricultural land that gradually falls to the south and is bounded by existing woodland along Norbury Brook to the south. Views generally framed to the east and west by existing hedgerows. | Majority of road elements would be set within false cutting and be screened from properties to the north. Top of some lighting columns would be visible above the intervening land form set against existing woodland as a backdrop. The magnitude of impact would be in the order of Moderate | Large Adverse – Views to rear of property would result in early construction phases being significant, gradually diminishing as cuttings and false cuttings are formed. | Moderate Adverse - Majority of road elements would be screened within newly formed false cutting. Lighting columns would remain visible and noticeable, particularly from upper floors. | Neutral/Slight Adverse – Establishing roadside vegetation would effectively filter most road elements. Lighting columns likely to remain perceptible. Within vegetation foil. | Neutral – Summer foliage to mitigation planting would effectively screen most views of the new alignment including filtering views of roadside lighting columns. |
| R25 (Sheet 2 of 9) | 2 – 4 (evens) Longnor Road | 2 | Medium/High | 128 | Rear facing views are heavily filtered by boundary vegetation. Winter views less well screened and include gently rising landform before falling to the Norbury Brook and its associated planting. Views generally contained by adjacent vegetation. | Rear elevation is likely to have filtered views of the new alignment, although the majority of road elements would be screened by existing vegetation. Summer views would be filtered/ screened from views. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Initially views of construction activities would be noticeable although partially screened by boundary vegetation. Views would subsequently reduce in impact as cuttings are formed on falling ground. | Slight Moderate Adverse – Filtered views of new alignment set within false cutting so majority of road elements would be screened from views. Boundary vegetation providing some filtering of views. | Neutral – Boundary vegetation combining with roadside planting and false cutting would provide effective screening of most road elements. Lighting columns likely to remain perceptible within vegetation foil. | Neutral – Summer foliage to intervening boundary vegetation would screen views of false cutting, new road and elements including lighting columns. |
| R26 (Sheet 2 of 9) | 12 – 22 (evens) Wensley Drive | 6 | Medium/High | 157 | Rear facing elevations have views of agricultural land to the rear interrupted only by the occasional tree to property boundary. Fields bounded by hedgerows and trees leading to mature planting along Norbury Brook. | Upper floors to the rear elevation of the properties would have some views over rising landform towards the new road set within false cutting to the south. Views likely to be only over a short section that would require the removal of some of the field boundary vegetation. The magnitude of impact would be in the order of Minor. | Moderate Adverse – Awareness of construction activities would initially be noticeable gradually reducing as false cuttings are formed screening subsequent construction activities. | Slight Adverse – Some taller road elements would be likely to be visible above landform and remaining vegetation. False cutting would provide some additional ground level screening. | Neutral – Intervening landform combines with establishing mitigation planting to screen the majority of views of the new alignment. | Neutral – Intervening landform combines with establishing mitigation planting to screen the majority of views of the new alignment. |

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| R27 (Sheet 2 of 9) | 1 – 7 (odds) Malton Drive | 4 | Medium/High | 164 | Upper floors of the rear elevation have views over intervening vegetation and hedgerows towards agricultural land and woodland set along Norbury Brook. | Rear facing views overlooking vegetation would have some limited appreciation of new alignment and the loss of a short section of hedgerow over gentle rise and fall in landform. Road elements generally screened by false cutting. The magnitude of impact would be in the order of Minor. | Moderate Adverse – Awareness of construction activities would initially be visible gradually reducing as false cuttings are formed screening subsequent construction activities. | Slight Adverse – Loss of some vegetation along with new embankment would be perceptible but at a distance. | Neutral – Proposed mitigation measures of scattered trees and hedgerow with trees would seek to restore views. | Neutral – Proposed mitigation measures of scattered trees and hedgerow with trees would seek to restore views. |
| R28 (Sheet 2 of 9) | 1 – 3a (odds) Elton Drive & 22 – 26 (evens) Hartingdon Drive | 6 | Medium | 154 | Rear facing views are heavily filtered by boundary vegetation overlooking small open space. Winter views less well screened and include gently rising landform before falling to the Norbury Brook and its associated planting. Views generally contained by adjacent vegetation. | Rear elevation is likely to have filtered views of the new alignment, although the majority of road elements would be screened by existing vegetation. Summer views would be filtered/ screened from views. The magnitude of impact would be in the order of Minor/Moderate. | Slight/Moderate Adverse – Initially views of construction activities would be noticeable although partially screened by boundary vegetation. Views would subsequently reduce in impact as false cuttings are formed on falling ground | Slight Moderate Adverse – Filtered views of new alignment set within false cutting so majority of road elements would be screened from views. Boundary vegetation providing some filtering of views. | Neutral – Boundary vegetation combining with roadside planting would provide effective screening of most road elements. Lighting columns likely to remain perceptible within vegetation foil. | Neutral – Summer foliage to intervening boundary vegetation would screen views of new road and elements including lighting columns. |
| R29 (Sheet 2 of 9) | 15 – 23 Wensley Drive | 5 | Medium | 192 | Front elevation has views of local access road and housing opposite. Upper floors have narrow views between housing opposite to agricultural land beyond. | Glimpsed views between opposing houses potential for very slight views of changes to Norbury Brook area. Views are narrow enclosed and intermittent. The magnitude of impact would be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities where limited views exist between adjacent housing to corridor in the distance. | Neutral/Slight Adverse – Where glimpsed views do occur potential impacts would be very low and would comprise of the loss of a small amount of vegetation within the well wooded Norbury Brook area. | Neutral – Mitigation measures would re-establish views in the distance. New hedgerow would replace short length lost to the scheme. | Neutral – Mitigation measures would re-establish views in the distance. New hedgerow would replace short length lost to the scheme. |

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| R30 (Sheet 2 of 9) | Kennels | 1 | Medium/High | 16 | Set on the edge of a ridge, the front of the property overlooks fields with hedgerows and trees towards the edge of properties on Malton Drive. The rear overlooks steeply graded pasture to the bottom of the valley along which Norbury Brook flows flanked by mature trees. | Elevated position to the rear has acute views towards the route corridor. There are also oblique views over the valley floor that will be used for wet woodland and attenuation ponds. Most of the views are screened by existing farm buildings immediately adjacent. The magnitude of impact will be in the order of Minor. | Moderate/Large Adverse – Elevated position above construction corridor resulting in extensive views across local valley and new embankments and end of proposed noise barrier, along with the formation of ponds and wet woodland treatment zone. | Moderate Adverse – Glimpsed views of the road may be visible at a distance and flanked by woodland, becoming obscured by proposed noise barrier. Changes to the valley floor will be noticeable and relatively close to the property, however these will not be visually detractive. | Slight Adverse - Planting around the attenuation pond and reed beds and new woodland planting to road embankment will effectively screen the road and integrate features into the wider landscape. | Slight Adverse - Planting around the attenuation pond and reed beds and new woodland planting to road embankment will effectively screen the road and integrate features into the wider landscape. |
| R31 (Sheet 2 of 9) | Coppice End | 1 | High | 0 | Set on the flank of the valley side the dwelling is edged by mature vegetation and open fields on rising ground to the west. Views from the rear of the property are of mature beech trees and remnants of hedgerows. | Proposed embankment to accommodate proposed corridor along with noise barrier would be set within area of woodland beyond garden to property, loss of woodland trees and awareness of new embankment set elevated within views. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Significant views of construction corridor within adjacent woodland, noticeable loss of existing mature woodland and construction activity to form significant new embankment. | Large Adverse – Views of new road on embankment set beyond remaining woodland trees beyond garden space. Significant loss of mature vegetation from views, replaced with engineered embankments and noise barrier to top of slope. | Moderate/Large Adverse – Embankments planted with woodland species to replace vegetation lost. Embankment is still noticeable within narrow views. | Moderate Adverse – Summer planting will provide additional screening but road remains noticeable feature within narrow views. |
| R32 (Sheet 2 of 9) | Cheer Brook | 1 | High | 0 | Single dwelling set within expansive gardens at the bottom of the Norbury Brook valley. Flanked by woodland and garden vegetation. Norbury Brook flows at the bottom of the garden and has tall trees along its length. | Views from the rear, side and front are affected by steep, tall and new embankment south east of the property. Loss of trees and views towards the traffic will be prominent within the local valley although at an acute angle. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Construction activities to form new embankment would result in increasingly significant views above existing vegetation. | Large Adverse – New embankment and proposed noise barrier will be prominent new feature within the local valley, elevated position of the road will make it visually intrusive. | Moderate/Large Adverse – Woodland planting around the embankment will largely screen the embankment and replace some of the vegetation lost. The awareness of the road will remain noticeable. | Moderate Adverse – Summer planting will provide a dense screen to the road corridor. Awareness of the road corridor and associated changes will remain. |

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| R33 (Sheet 2 of 9) | Hawthorn Vale, The Dell, Hollowbrook Cottage | 3 | High | 18 | Single dwellings set in extensive gardens on the valley floor with boundary vegetation including tall lines of conifers. To the rear of the properties is Norbury Brook flanked by mature trees. | Views from the side of properties are largely screened by tall conifers hedges between Hawthorn Vale and Cheer Brook. Glimpses of traffic and the top of embankment including noise barrier will be visible as will views of the attenuation pond and vegetation in the valley floor to the rear of the dwellings. The magnitude of impact will be in the order of Moderate | Large Adverse – Significant views from properties and external spaces of new embankment increasingly more significant above existing vegetation, along with the formation of ponds and wet woodland treatment zone. | Moderate/Large Adverse – Views of traffic set high on embankment partially obscured by proposed noise barrier will be prominent within this quiet valley. | Moderate Adverse – Views of the noise barrier and top of traffic will be restricted by vegetation to the embankment, Glimpses may still occur and the elevated position of the road will remain noticeable. | Slight/Moderate Adverse – Views of the traffic will be restricted by vegetation to the embankment, Glimpses may still occur and the elevated position of the road will remain noticeable. |
| R34 (Sheet 2 of 9) | Beech Trees, Horfleet | 2 | High | 21 | Individual properties set within the Norbury Brook valley. Surrounded by large gardens and mature vegetation, views are limited. | Views towards the road are largely screened by existing vegetation. Glimpses may occur above existing vegetation. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Noticeable views of construction activities as embankment is formed above existing vegetation line, along with the formation of ponds and wet woodland treatment zone. | Moderate Adverse – Where views of the embankment and proposed noise barrier occur between or over existing vegetation they will be noticeable within the enclosed views of the valley. | Slight Adverse – Vegetation around the road corridor will be effective at screening views of the traffic from a distance. New vegetation perceptible above existing levels. | Slight Adverse – Vegetation around the road corridor will be effective at screening views of the traffic from a distance. New vegetation perceptible above existing levels. |
| R35 (Sheet 2 of 9) | 19 – 21 (odds) Mill Hill Avenue | 2 | High | 66 | Semi detached properties set on falling ground with neighbouring properties set on lower ground in the valley floor. Views of mature vegetation are set beyond housing. Views to the front are of access road and fields beyond towards Woodford Road. | Views to the rear over existing vegetation to mature vegetation within the valley, some is lost to the scheme. Road visible on high embankment as it crosses the valley. The magnitude of impact will be in the order of Major. | Moderate/ Large Adverse – Slightly elevated position will afford significant views of construction activities beyond intervening woodland canopies, awareness of removal of vegetation as embankment is formed. | Moderate Adverse – Loss of existing mature trees, replaced with traffic on embankment and proposed noise barrier at similar levels. New and readily perceptible element within the view from the rear. | Slight/Moderate Adverse – Views filtered by new planting to route corridor but traffic still noticeable within the existing landscape. | Slight/Moderate Adverse – Summer planting will be more effective at screening traffic, but route corridor will remain perceptible and at odds with overall landscape. |
| R36 (Sheet 2 of 9) | Ambleside, The Nook, 1, 7 – 17 (odds) Mill Hill Avenue | 8 | High | 119 | Views of properties on Mill Hill Av. to the rear are gardens and belts of mature vegetation. The front of the properties and the rear of Ambleside and The Nook overlook access road and trimmed hedgerow to open fields and hedgerows beyond. Isolated trees within the landscape. Oblique views of traffic on Woodford Road. | Views across open landscape of new road in cutting as it traverses the landscape away from the receptors. Top of traffic and road elements are anticipated to be perceptible. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Expansive views to the front of the property towards a significant section of the construction corridor. | Moderate Adverse – Perceptible new feature set within cutting, the top of moving traffic likely to remain perceptible although the majority screened by cutting. | Slight Adverse – Hedgerow establishing along the route corridor will further reduce views of the road and remaining views of the top of traffic. | Slight Adverse – Hedgerow establishing along the route corridor will reduce views of the road and integrate corridor into wider landscape framework. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R37 (Sheet 2 of 9) | Detached property at Barlowfold | 1 | High | 450 | Set some distance from the existing A523 and enclosed in part by woodland with interspersed views of adjacent small fields and paddocks, the heavily wooded ladybrook valley extends to the west. | Rear elevation would have some awareness of new road corridor set on embankment although remaining partially obscured/filtered by intervening mature vegetation. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Views of construction activity including the removal of existing trees and formation of new embankment would be visible although partially obscured in summer.. | Slight Adverse – New corridor and traffic visible to the top of embankment, partially obscured by intervening trees. | Neutral/Slight Adverse – Woodland to embankment slopes maturing to integrate the road within the view and filter awareness of the proposed corridor. | Neutral – Woodland effectively maturing to screen views of traffic set on embankment - setting of wooded valley largely restored. |
| R38 (Sheet 2 of 9) | The Lodge, Barlowfold London Road North | 5 | High | 450 | Immediately adjacent to the existing road the rear elevations overlook a number of fields bounded by tall outgrown hedgerows and mature hedgerow trees that limit views in summer but allow more filtered views in winter. | Rear elevation views from ground and upper floors have filtered views towards rising ground to the west within which the proposed scheme is largely set within cutting. The magnitude of impact will be in the order of Minor. | Slight Adverse – Views of construction activity limited to winter views, loss of existing mature trees and construction traffic movements set on rising ground. | Neutral/Slight Adverse – Perceptible new feature set within cutting, the top of moving traffic likely to remain perceptible although the majority screened by cutting. | Neutral – Hedgerow establishing along the route corridor will further reduce views of the road and any remaining views of the top of traffic. | Neutral – Hedgerow establishing along the route corridor will reduce views of the road and integrate corridor into wider landscape framework. |

10.3 Figure 10.18

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|---|-------------------|-------------|---------------------------------|---|---|--|--|--|--|
| R1 (Sheet 3 of 9) | Mill Hill Farm | 2 | High | 170 | Set on the edge of Woodford Road, existing views are of moving traffic and beyond hedgerows. Beyond Woodford Rd are views of open pasture land and hedgerows with intermittent trees. | Views of traffic and road mainly from upper floors across the existing road. Moving traffic visible in the middle distance, partially screened by cutting. The magnitude of impact will be in the order of Moderate. | Large Adverse – Broad views across relatively flat landscape will result in significant views of construction corridor set in the middle distance. | Moderate Adverse – Perceptible new feature visible within the landscape, moving traffic partially visible set within cutting. | Slight Adverse – Proposed hedgerows will further screen remaining views of traffic, however an awareness of the route corridor remains perceptible within the wider landscape. | Slight Adverse – Proposed hedgerows in combination with cutting will effectively screen moving traffic and integrate the corridor within the wider landscape framework. |
| R2 (Sheet 3 of 9) | Mill Hill Lodge | 1 | High | 130 | Set immediately on Woodford Road the receptor is dominated by moving traffic at the front. Beyond Woodford Road is a wide grass verge and hedgerows. Beyond are fields and hedgerows with intermittent trees. | Views across the existing vegetation and fields to the route corridor set within a largely flat landform. Views of new footbridge and awareness of the road beyond the false cutting and noise barrier. The magnitude of impact will be in the order of Moderate. | Moderate Large Adverse – Significant views of the construction of footpath over bridge to main construction corridor partially obscured by intervening vegetation. | Moderate Adverse – New footbridge, noise barrier and traffic clearly identifiable and noticeable new features within the middle distance. Awareness of traffic across a broad view to the front of the property. | Slight/ Moderate Adverse – Shrubs and trees around the new footbridge will partially screen the feature and integrate the bridge into the wider landscape. Hedgerows in combination with cuttings and noise barrier west of the footbridge along the remainder of the route will partially screen traffic but taller traffic elements potentially remain perceptible within the wider landscape. | Slight Adverse – Shrubs and trees around the new footbridge will partially screen the feature and integrate the bridge into the wider landscape. Hedgerows along the remainder of the route in combination with cuttings and noise barriers will largely screen traffic, potential remains for taller traffic will remain noticeable within the wider landscape. |
| R3 (Sheet 3 of 9) | 1-2 Lower Park Crescent, Woodlands, Grenfell, | 4 | High | 127 | The front of the properties overlooks front gardens and Woodford Road to a grass verge and fields bounded by hedgerows beyond. Woodland edge in the far distance forms the horizon. | Direct views across fields to hedgerow with footbridge set on embankment. The remainder of the view is false cutting and proposed noise barrier. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Construction activities set beyond intervening vegetation with significant views of construction to footpath over bridge. | Moderate Adverse – New road, footbridge and noise barrier would initially be noticeable new feature within rural views. Prominent new footbridge is set on horizon line. | Moderate Adverse – Some road elements are screened by false cutting and shrub and tree planting, loss of attractive rural views is noticeable. | Slight/Moderate Adverse – Most road elements are screened by false cutting and shrub and tree planting, loss of attractive rural views is noticeable. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R4 (Sheet 3 of 9) | Conroy and Brentwood , Woodford Road | 2 | High | 161 | Views are contained by substantial boundary vegetation, particularly during the summer, views beyond are of existing Woodford Road and rural views beyond. | Views are glimpsed in summer and slightly more noticeable in winter. Views are of footbridge set on embankment and beyond some mature oaks. Remainder of route is set beyond false cutting and proposed noise barrier. The magnitude of impact will be in the order of Moderate / Minor. | Moderate Adverse – Significant vegetation to the boundary would partially screen views although awareness of construction activities would be noticeable particularly in winter months. | Moderate Adverse – Noticeable new feature in the winter months, footbridge and end of noise barrier would be easily perceptible beyond trees. | Slight/Moderate Adverse – Views remain more pronounced during the winter but establishing mitigation planting will further screen new footbridge and noise barrier. Loss of some more extensive views of open countryside are noticeable. | Slight Adverse – Boundary vegetation along with mitigation planting will provide substantial screening. Views of road are perceptible but limited. |
| R5 (Sheet 3 of 9) | 3-6 Lower Park Crescent | 4 | Medium/High | 199 | The fronts of the properties have views over gardens to residential road and housing opposite. Acute angled views exist along Lower Park Crescent towards Woodford Road to agricultural land beyond. | Acute angled views from the front upper floors towards the road as it is glimpsed. Views of footbridge and some views of the top of taller traffic as it passes across the agricultural land. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Very acute views towards construction corridor but edge of new footbridge would be apparent. | Slight Adverse – Glimpsed views of traffic are perceptible set within cutting. Initially traffic will be noticeable beyond the existing traffic on Woodford Road. | Neutral/Slight Adverse – Establishing mitigation planting will reduce the impact of the traffic within the cutting, route corridor will be perceptible within the wider landscape. | Neutral – Summer foliage will combine with the screening effect of the cutting and proposed earthworks to the footbridge to isolate traffic on the main route to a glimpse. This is within the overall setting of the existing Woodford Road and its associated traffic. |
| R6 (Sheet 3 of 9) | 23-24 Lower Park Crescent | 2 | Medium/High | 258 | The fronts of the properties have views over gardens to residential road and housing opposite. Acute angled views exist along Lower Park Crescent towards Woodford Road to agricultural land beyond. | Acute angled views from the front upper floors towards the road as it is glimpsed. Views of footbridge and views of the top of false cutting and proposed noise barrier as it passes across the agricultural land. The magnitude of impact will be in the order of Minor | Slight Adverse – Very acute views towards construction corridor but edge of new footbridge would be apparent. | Slight Adverse – Footbridge, false cutting and proposed noise barrier are perceptible changes within the view although limited by adjacent buildings and vegetation. | Neutral – Vegetation planted around the footbridge and false cutting will screen changes and integrate the engineered slopes into the surrounding landscape. | Neutral – Vegetation planted around the footbridge and false cutting will screen changes and integrate the engineered slopes into the surrounding landscape. |

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|--------------------------------|--|-------------------|-------------|---------------------------------|---|---|--|--|---|---|
| R7 (Sheet 3 of 9) | Brampton, Westfield, Kennerly, Balcary, Ramleh, Marlea, Lindale, Hill View, Bankfield, Longfold, Three Oaks, Acton Ville, Saxon House, Newby | 14 | High | 37 | The front of the properties overlooks the existing Woodford Road. The rears overlook gardens to agricultural land beyond. Fields are bounded by hedgerows and mature trees. Isolated farm backed by woodland is in the distance. | The rear elevation and in particular the upper floors will have direct views from a slightly elevated position onto the false cutting, noise barrier and route corridor as it passes to the rear of the properties. The magnitude of impact will be in the order of Major. | Large Adverse – Significant views to the rear of the properties overlooking broad views of the construction corridor to the rear of the properties, significant views of new footbridge under construction. | Moderate / large Adverse – New route corridor will be prominent new feature to the rear of the properties, engineered slopes and footbridge will be clearly visible in what was a formerly attractive view of open farmland. | Moderate Adverse – Establishing shrub and tree planting will partially screen the engineered slopes and noise barrier but overall feature will remain a noticeable new element. | Moderate Adverse – Summer foliage on the mitigation planting will soften the slopes and provide additional screening to the engineered slopes. Remains noticeable in what was formerly and attractive agricultural view. |
| R8 (Sheet 3 of 9) | Hill Green Farm (includes conversions) | 3 | High | 45 | The front of the properties overlooks the existing Woodford Road. The rear views are interrupted by farm buildings but where they do occur overlook an agricultural landscape with fields, hedgerows, field ponds and mature trees. | The rears of the properties have limited views of the agricultural landscape as the ground gradually falls away from an elevated position. Views of the false cutting, noise barrier and engineered slopes mainly from upper floors. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse - Significant views to the rear of the properties overlooking broad views of the construction corridor to the rear of the properties, significant views of new footbridge under construction along with Woodford Road underpass. | Moderate / Large Adverse – Views of new corridor, engineered embankment and proposed noise barrier are visible on two sides of the receptor. Changes to the landscape are prominent but limited by adjacent buildings. | Moderate Adverse – Views of the corridor are partially screened by establishing mitigation planting, traffic and road elements are screened but overall view is degraded. | Moderate Adverse – Views of the road are partially screened by establishing mitigation planting, traffic and road elements are screened by overall view is degraded. |
| R9 (Sheet 3 of 9) | Birch Hall (kennels) | 1 | High | 243 | The receptor is set within an attractive landscape of grazing pasture, woodland copses and field ponds. To the west is the edge of Bramhall Golf Course. A shallow valley extends to the north towards the Ladybrook Valley. | The receptor has glimpsed views through a foil of mature trees towards the route corridor. The road is set on embankment as it crosses Woodford Road and approaches the railway line. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Awareness of construction activities to form new embankment to Woodford Road and associated underpass. Views increase in winter months. | Moderate Adverse – Views through trees during winter will result in views of the local road set on embankment. The main route corridor would be partially obscured by cutting and embankments associated with the local road overbridge. | Slight/Moderate Adverse - Establishing mitigation planting to the top of the cutting slope will partially obscure traffic on main alignment, some awareness of traffic on local road being elevated but remaining on the existing alignment of Woodford Road. | Slight Adverse – Summer foliage on establishing mitigation planting and existing planting will effectively screen traffic on main alignment, some awareness of traffic on local road being elevated but remaining on the existing alignment of Woodford Road. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R10 (Sheet 3 of 9) | 76-86 (evens) Woodford Road | 6 | High | 10 | The fronts of the properties overlook gardens and Woodford Road. Beyond are hedgerows and open farmland leading onto the woodland edge of the Bramhall Golf Course. | The front elevations have views of the road at on shallow embankments in the middle distance set on a shallow embankment as the road passes across the shallow valley approaching the railway line. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Significant views of construction activities forming extended embankment slopes beyond existing Woodford Road. | Moderate/Large Adverse – Existing foil of hedgerow and trees will screen some views of road set beyond the existing Woodford Road. | Moderate Adverse – Planting along the top of the embankment will partially screen traffic during the winter and shallow embankment slope returned to agriculture. | Moderate Adverse – Summer foliage along Woodford Road along with establishing mitigation planting will provide an effective screen to the traffic set on embankment. |
| R11 (Sheet 3 of 9) | Overdale, Woodford Road | 1 | Medium | 0 | The front of the property overlooks garden and has views along a short section of Woodford Road to the south, to the north the front elevation has views of agricultural land beyond a small orchard area. The rear of the property has direct views towards the railway line beyond existing boundary planting. | The front of the property will have oblique views of the road set on embankment just as it crosses Woodford Road to the north east. The north side of the property has views towards the road set on embankment as it approaches the railway, whilst the rear of the property has oblique views towards the proposed railway crossing. The magnitude of impact will be in the order of Major. | Very Large Adverse - Significant views to three elevations of construction activities forming extended embankment slopes beyond existing Woodford Road. | Large Adverse – Prominent new feature within the landscape is visible from several sides of receptor and is set on embankment, impacts only slightly offset by existing visual detractors such as Woodford Road and Railway line. | Moderate Adverse – Mitigation planting along the embankment will partially screen moving traffic and railway crossing. Route corridor still noticeable within the wider landscape. | Moderate Adverse – Summer foliage will provide additional screening however the route will remain noticeable within a broad span of views from the receptor. |
| R12 (Sheet 3 of 9) | Park House Farm | 1 | High | 221 | The farm is positioned with an agricultural landscape of fields, hedgerows and mature trees. Pockets of residential properties exist as do glimpsed views of Woodford Road in the distance. | The west elevation of the property will have views through a thin belt of trees towards the new road and footbridge on embankment that will substantially screen views of main alignment and traffic. The magnitude of impact will be in the order of Moderate. | Large Adverse – Views of construction corridor set within farmland over extended views and new footbridge. | Moderate/Large Adverse - New route is a substantial change although main components would be screened through a combination of new footbridge/embankment and traffic set within a slight cutting. | Moderate Adverse – More distant views along the road are screened by planting, however planting associated with the proposed footbridge would reduce awareness and limit impacts. | Slight/ Moderate Adverse – The road corridor would remain perceptible although the main features would be limited by the embankment associated with the footbridge and planting. |
| R13 (Sheet 3 of 9) | 8 Whitby Close, 25 & 27 Easby Close, 10 Abbotsbury Close, 9 Dundrennan Close | 5 | High | 377 | The edge of a residential development with views of adjacent housing and belt of woodland to the west. Glimpses of agricultural landscape beyond woodland from upper floors. | The upper floors facing towards the development have glimpsed views of the new road over and between trees; these views are likely to become more pronounced during the winter months. The magnitude of impact will be in the order of Minor. | Slight Adverse – Limited views of construction corridor due to intervening vegetation partially obscuring views. Upper floors would have oblique views in the middle distance. | Slight Adverse – Views through trees are likely to be greatest during the winter months. Elements of traffic within slight cutting and proposed overbridge would be perceptible in the middle distance, interrupted by mature trees along track. | Slight Adverse – Planting along the road alignment will largely screen moving traffic in association with proposed noise barrier although the route alignment will remain perceptible within the overall view through the winter trees. | Neutral – Summer foliage will create a good screen to the new road set beyond existing woodland belt. Road becomes barely perceptible. |

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| R14 (Sheet 3 of 9) | Lower Park Lodge | 1 | High | 176 | The stone property set at the end of an access track and has views over an agricultural landscape with woodland belts. Residential properties on Woodford Rd visible. | Receptor has restricted views towards the route corridor, proposed noise barrier and footbridge. Windows facing towards the scheme are generally small. Views from the externals and garden are more significant. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Limited views of construction activities and new footbridge in the middle distance. | Moderate / Large Adverse – Road set within cutting and partially screened by proposed noise barrier screening lower elements of traffic, taller elements would remain perceptible | Moderate Adverse – Mitigation planting will provide additional screening including reducing awareness of noise barrier, taller elements of traffic still visible above planting. | Moderate Adverse – Mitigation planting will provide additional screening to noise barrier strengthened by summer foliage, taller elements of traffic still visible above planting. |
| R15 (Sheet 3 of 9) | South View | 1 | High | 164 | The property is set on a quiet lane and is surrounded by fields and farmland and some adjacent housing, Housing on Woodford Road is visible along with isolated farms. | The rear of the property overlooks garden vegetation as ground gradually falls away. Views of road set beyond false cutting and proposed noise barrier with embankment for footbridge rising to the north east. The magnitude of impact will be in the order of Major. | Large Adverse – Extensive views of construction activities in sensitive setting and over broad view. New footbridge would form conspicuous changes during construction. | Large Adverse – From slightly elevated position new false cutting and proposed noise barrier would remain a significant feature within the view including the over bridge that would remain elevated within the view. | Moderate Adverse – Mitigation in the form of hedgerow would screen the majority of elements from view although taller elements of traffic are anticipated to remain perceptible. | Moderate Adverse – Mitigation in the form of hedgerow and summer foliage would screen the majority of elements from view although taller elements of traffic are anticipated to remain perceptible. |
| R16 (Sheet 3 of 9) | Heathbank , Meredith, The Bungalow | 3 | High | 147 | The properties are set on a quiet lane and are surrounded by fields and farmland and some adjacent housing, Housing on Woodford Road is visible along with isolated farms. Glimpses of traffic on Woodford Road are visible in the distance. | Views from these bungalows are generally filtered by boundary vegetation at the rear of the properties. Views will still exist of road corridor across a wide span of views resulting in a substantial impact. The magnitude of impact will be in the order of Major. | Large Adverse – Extensive views of construction activities in sensitive setting and over broad view. New footbridge would form conspicuous changes during construction. | Moderate Adverse – From slightly elevated position new cutting would be largely screened by a combination of boundary vegetation, noise barrier and land form | Slight / Moderate Adverse – Mitigation in the form of hedgerow would screen the majority of elements from view although alignment would be likely to remain perceptible within the view and loss of wider views, footbridge would remain visible as new element. | Slight / Moderate Adverse – Mitigation in the form of hedgerow would screen the majority of elements from view line of alignment would be likely to remain perceptible within the view and loss of wider views, footbridge would remain visible as new element.. |
| R17 (Sheet 3 of 9) | Oakville, Hollybank | 2 | High | 136 | The properties are set on a quiet lane leading off Woodford Road. The properties have a number of mature trees to the rear and adjacent housing on the lane. Views exist across the adjacent farmland to Hill Green Farm set on slightly elevated ground. | The rear of the properties and in particular the upper floors will have direct views across a shallow valley to the new road set in cutting. The magnitude of impact will be in the order of Major. | Large Adverse – Extensive views of construction activities in sensitive setting and over broad view. New footbridge would be visible obliquely | Large Adverse – From slightly elevated position new cutting and proposed noise barrier would remain a significant feature within the view including the over bridge that would remain elevated within the view. | Moderate Adverse – Mitigation in the form of hedgerow would screen the majority of elements from view although taller elements of traffic are anticipated to remain perceptible. | Moderate Adverse – Mitigation in the form of hedgerow and Summer foliage would screen the majority of elements from view although taller elements of traffic are anticipated to remain perceptible. |

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| R18 (Sheet 3 of 9) | Maybrook & Farm | 2 | High | 134 | Two properties with views across quiet lane to fields and the rear of properties on Woodford Road in the distance. Oblique views to the side towards railway line and the northern edge of Poynton. | Views from the front of the property will have limited views across fields and partially screened by adjacent hedgerow. Oblique views of road set on embankment in the distance as it approaches Woodford Road crossing. The magnitude of impact will be in the order of Minor/Moderate. | Slight Adverse – Views of New alignment below Woodford Rd would be perceptible but would not be significant. | Slight Adverse – Proposed changes associated with Woodford Rd crossing would be perceptible and represent a minor change in the views. | Slight Adverse – Oblique views from restricted viewpoints of new overbridge likely to be perceptible mitigation planting would restore field boundaries and integrate alignment into wider landscape framework. | Neutral – Mitigation planting along route corridor will provide sufficient screening to screen views of traffic. Impacts reduced. |
| R19 (Sheet 3 of 9) | 36-50 (evens) Woodford Road | 8 | Medium/High | 34 | A series of semi detached houses set on the edge of Poynton overlooking Woodford Road as it rises to cross the railway line. Higher ground beyond Woodford Road comprises of hedgerows and paddocks around Distaff Farm. Traffic on Woodford Road is noticeable visual detractor. | The front elevation has existing views of Woodford Road. The upper floors will have views across hedgerows to road set on embankment but partially screened by false cutting. The magnitude of impact will be in the order of Moderate/Major. | Moderate Adverse – Upper floors with views of construction corridor set beyond existing Woodford Road. | Moderate Adverse – Major new earthworks visible in the middle distance as road is set within elevated false cutting. Noticeable new element within overall view. | Slight Adverse – Mitigation planting establishing on area of false cutting will integrate new earthworks into wider landscape and provide some additional screening. | Slight Adverse – Mitigation planting establishing on area of false cutting will integrate new earthworks into wider landscape and summer foliage will provide some additional screening. |
| R20 (Sheet 3 of 9) | 2 & 4 Meadway | 2 | Medium/High | 92 | Set just within an area of suburban housing the majority of views overlook residential roads and adjacent housing. Oblique views to the west overlook Woodford Road and pasture beyond. | Oblique views from the upper floors will have restricted views of new false cutting set against a background of woodland to the edge of Bramhall Golf course. The magnitude of impact will be in the order of Minor. | Slight Adverse – Views of construction corridor set beyond existing Woodford Road, activities and earth mounding visible although views remain oblique. | Slight Adverse – Short section of road visible set on elevated false cutting. New feature within view is noticeable. | Slight Adverse – Mitigation planting along false cutting will screen new earthworks and integrate the road into the local landscape. | Neutral/Slight Adverse – Mitigation planting along false cutting will screen new earthworks and integrate the road into the local landscape. |
| R21 (Sheet 3 of 9) | 32 & 34 Woodford Road | 2 | Medium/High | 122 | A pair of cottages set slightly off Woodford Road but with oblique enclosed views over the road to the farm and pasture beyond, filtered by hedgerows. The remainder of the views overlooks adjacent housing and gardens. | Oblique views across Woodford Road from upper floors will have glimpsed views of the new route set beyond an elevated section of false cutting. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of the construction activities although views are oblique, gradually increasing as earthworks are formed. | Slight Adverse – Views of new earthworks are limited but perceptible. Traffic is screened but changes within the landscape remain visible. | Neutral/Slight Adverse – Mitigation planting to the false cutting will integrate the earthworks into the wider landscape and made the new route corridor barely perceptible. | Neutral/Slight Adverse – Mitigation planting to the false cutting will integrate the earthworks into the wider landscape and made the new route corridor barely perceptible. |

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| R22 (Sheet 3 of 9) | Distaff Farm | 1 | High | 27 | A detached farmhouse set on elevated ground with views on three sides across agricultural land and existing railway. Woodford Road is visible to the north east as it rises out of the valley. The surrounding ground is used for paddocks and is mainly bounded by hedgerows. | Views will be prominent on three sides of the property as the new route passes close by. New earth embankments will screen views of the road close by but will also screen views of the surrounding countryside. Views extending across the valley will have uninterrupted views of traffic set on graded embankment. The magnitude of impact will be in the order of Major. | Very Large Adverse – Substantial views of new route corridor, significant construction activities visible in close proximity, gradually diminishing as false cutting is formed to provide some screening. | Large Adverse – Views are dominated by new road corridor as it spans the receptor on three sides. Visual impact of road on embankment is only offset slightly by the existing railway. | Moderate/Large Adverse – Views of the new route are partially screened by mitigation planting. Route corridor remains a dominant feature within the wider landscape. | Moderate Adverse – Summer foliage will provide some additional screening of road elements in the middle distance. Road corridor remains noticeable detractor. |
| R23 (Sheet 3 of 9) | 26, 28 and 30 Woodford Road | 3 | Medium/High | 126 | Semi detached housing overlooking Woodford Road on elevated position. Views beyond road are of detached housing and farmland. The views are framed by woodland in the distance. Traffic frequently queuing on Woodford Road is frequent visual detractor. | Oblique views are mainly from the upper floors and include the earthworks screening the new road beyond. Glimpsed view of railway in hollow. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Noticeable views to front of property of construction activities set beyond adjacent farm buildings. | Slight/Moderate Adverse – Traffic and bridge clearly visible in the middle distance although remainder of road is screened by earthworks or existing ground form. | Slight Adverse – Existing vegetation and mitigation planting will substantially screen views – glimpse of bridge and traffic remains in middle distance. | Slight Adverse – Existing vegetation and mitigation planting will substantially screen views – glimpse of bridge and traffic remains in middle distance. |
| R24 (Sheet 3 of 9) | 2-24 (evens) Woodford Road | 12 | Medium/High | 110 | Semi detached housing overlooking wide grass verge and Woodford Road. Beyond roadside hedgerow open fields extend to the middle distance and woodland to the edge of the oil refinery in the distance. | Extensive views to the front of the property across farmland will be disrupted by new road crossing landscape in false cutting. Some land is returned to agriculture but the road will be prominent new feature, views of the refinery are screened. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Significant views of construction activities against backdrop of woodland belt, gradually decreases as false cutting is formed. | Moderate Adverse – The loss of some tree planting and introduction of new earth works within the landscape will be noticeable new features although traffic movements will be largely screened by false cutting. | Slight Adverse – Mitigation planting to earth works will integrate the route corridor into the wider landscape and reduce the impact of the route corridor. Alignment remains perceptible. | Slight Adverse – Mitigation planting will largely screen views of new route and integrate woodland planting into woodland beyond road. Traffic and engineered slopes mainly screened. |
| R25 (Sheet 3 of 9) | Chandypore, Easingwood, 1,3 & 5 Woodford Road | 5 | Medium/High | 21 | A series of detached and semi detached dwellings overlooking Woodford Road to the front. To the rear are views over good sized gardens and garden boundaries to agricultural land beyond. Hedgerow remnants and mature trees limit views of the refinery in the middle distance. | The rears of the properties have some interrupted views of the new alignment set within the landscape framework. Noticeable loss of trees and a new road set within cutting. Some road lighting visible on the approach to the junction. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Significant views to the rear of properties interrupted by intervening vegetation of construction activities. | Moderate/Large Adverse – Route is prominent across whole of view to the rear, significant loss of trees and attractive views. Traffic largely screened by earthworks / cutting. | Moderate Adverse – Woodland planting to cutting will replace vegetation lost and recreate a vegetation framework. Road alignment will remain a noticeable feature. | Moderate Adverse – Summer foliage will maximize screening of new alignment but lighting and proximity of views will remain noticeable. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R26 (Sheet 3 of 9) | Rostrevor, Welwyn, Hazelwood, Cranfield, Folden Field, Glasfryn | 7 | High | | The front of the properties overlooks front gardens and Woodford Road to a grass verge and fields bounded by hedgerows beyond. Woodland edge in the far distance forms the horizon. | Oblique views across fields to hedgerow with footbridge set on embankment with noise barrier to top of proposed false cutting. The magnitude of impact will be in the order of Minor/Moderate. | Slight/Moderate Adverse – Construction activities set beyond intervening properties with awareness of construction to footpath over bridge. | Slight Adverse – Oblique views of route corridor set beyond intervening hedgerows. Over bridge is vertical structure likely to remain visible. | Neutral/Slight Adverse – Footbridge as a vertical element likely to remain perceptible. Majority of main route corridor is filtered by intervening hedgerows and proposed mitigation measures. | Neutral/Slight Adverse – Footbridge as a vertical element likely to remain perceptible. Majority of main route corridor is filtered by intervening hedgerows and proposed mitigation measures. |
| R27 (Sheet 3 of 9) | 169-189 Chester Road | 10 | Medium/High | 18 | The front of the properties overlooks the busy Chester Road and its junction with Woodford Road. Beyond the roadside hedgerow is agricultural land, remnants of hedgerows and mature trees. A series of hedgerows and trees beyond gradually filter views towards Bramhall. The rear of the properties overlooks adjacent gardens and housing. | The front elevation and in particular the upper floors have direct views across fields to line of mature trees that filter views of the extensive earthworks beyond. Oblique views westwards will have views of the earthworks and lighting around the main junction. The magnitude of impact will be in the order of Moderate/Major. | Moderate Adverse – Views of construction activities will be visible beyond line of trees, with oblique views towards the construction of the main junction. | Slight/Moderate Adverse – Views through intervening trees will be noticeable in winter, lighting and earthworks to the west are also noticeable but views are more oblique. | Slight Adverse – as mitigation planting establishes on the false cutting awareness of the changes will become less apparent. Views of road lighting and mounding to disposal areas around the junction will also gradually diminish although would remain perceptible above planting. | Neutral/Slight Adverse – Mitigation planting replaces vegetation lost with strong framework. Most road elements are screened, limited to top of road lighting set against existing views of road lighting along Chester Road. Disposal area mounding would be perceptible landform. |
| R28 (Sheet 3 of 9) | 9-21 (odds) Pochard Drive | 7 | Medium/High | 64 | The rear of the properties has narrow views between properties on Chester Road. Beyond the roadside hedgerow is agricultural land, remnants of hedgerows and mature trees. A series of hedgerows and trees beyond gradually filter views towards Bramhall. The front of the properties overlooks a residential road and adjacent housing. | The rear upper floors have glimpsed views between adjacent housing across fields to line of mature trees that filter views of the extensive earthworks beyond. Oblique views westwards will have views of the earthworks and lighting around the main junction. The magnitude of impact will be in the order of Moderate. | Slight Adverse – Views over and between intervening properties will include construction activities beyond line of trees, | Slight Adverse – Views through intervening trees will be noticeable in winter, lighting and earthworks to the west are also noticeable but views are more oblique. | Neutral/Slight Adverse – as mitigation planting establishes on the false cutting awareness of the changes will become less apparent. Views of road lighting and mounding to disposal areas around the junction will also gradually diminish. | Neutral Adverse – Mitigation planting replaces vegetation lost with strong framework. Most road elements are screened, limited to top of road lighting set against existing views of road lighting along Chester Road. Disposal area mounding would be perceptible landform. |
| R29 (Sheet 3 of 9) | 191-203 (odds) Chester Road | 7 | Medium/High | 0 | The front of the properties has views across the existing Chester Road to boundary hedge and agricultural land beyond. Busy traffic on Chester Road is a noticeable visual detractor. Some views exist along the access track | The front elevation will have views of the realigned Chester Road with more distant views of the road set beyond false cutting. Oblique views will also exist to the west of the main junction, mostly set beyond false cutting but road lighting visible above. | Moderate /Large Adverse – Noticeable views of construction activities and edge of the junction visible but gradually diminishing beyond false cutting. | Moderate Adverse – Views through the remaining trees to road set beyond false cutting and mounding associated with disposal areas. Road lighting visible above. | Slight Adverse – As mitigation planting establishes within wider vegetation framework awareness of road and roundabout becomes less. Road | Slight Adverse – Mitigation planting and summer foliage will provide a good screen and integrate with the wider landscape. Road lighting around the |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| | | | | | leading up to the oil refinery in the distance. | The magnitude of impact will be in the order of Moderate/Major. | | Awareness of junction set beyond false cutting. | lighting is visual detractor although this already exists within the landscape. Mounding associated with disposal area remains perceptible. | junction is visual detractor along with awareness of mounding associated with the disposal areas. |
| R30 (Sheet 3 of 9) | 205-217 (odds) Chester Road | 7 | Medium/High | 16 | The front of the properties has views across the existing Chester Road to boundary hedge and agricultural land beyond. Busy traffic on Chester Road is a noticeable visual detractor. Some views exist along the access track leading up to the oil refinery in the distance. | The front elevation will have views of the realigned Chester Road with more distant views of the slip roads set beyond false cutting. Direct views will also exist of the main junction, mostly set beyond false cutting but road lighting visible above. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Significant views of changes to road layout immediately in front of properties and more extensive views of construction activities to main junction. | Moderate Adverse – Changes to Chester Road will push traffic slightly further away from the properties beyond earth mounding. Loss of more open views to the fields beyond the existing road. | Neutral – Mitigation planting will establish to the earth mounding and improve screening capacity. Awareness of road beyond will diminish. Mounding associated with disposal area remains perceptible | Neutral – Mitigation planting will establish to the earth mounding and improve screening capacity. Awareness of road beyond will diminish along with awareness of mounding associated with the disposal areas. |

10.4 Figure 10.19

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R1 (Sheet 4 of 9) | Walnut Tree Farm | 1 | Medium/High | 0 | The farm is set within a well screened plot just off Chester Road; substantial hedgerow planting along Chester road provides an effective screen. Views do exist to the north east through a foil of hedgerow and trees to agricultural land beyond. Housing to the south west continues along Chester Road. A number of mature trees around the Farm provide shelter and visual amenity. | The farm will lose part of the main drive through the realignment of Chester Road. Impacts will arise as a result of the loss of existing views to the north east and formation of new engineered ground modelling. The magnitude of impact will be in the order of Minor/Moderate. | Moderate Adverse – Construction activities within curtilage of the receptor and immediately to the north east would have a noticeable impact on views in close proximity. | Slight/Moderate Adverse – Direct views of new alignment set beyond false cutting along with road lighting on the approach to the main junction in what was formerly an agricultural landscape. | Slight Adverse – Mitigation planting along the false cutting face will provide an effective screen to the main route, limiting awareness of new road elements. | Slight Adverse – Mitigation planting along the false cutting face will provide an effective screen to the main route, limiting awareness of new road elements. |
| R2 (Sheet 4 of 9) | 350-388 (evens) Chester Road | 19 | Medium/High | 0 | The front of these substantial detached properties overlooks Chester Road. The rear overlooks good sized gardens with boundary vegetation. Beyond is a golf course with a substantial amount of immature tree planting. | The rear upper floors will have some views of the route alignment set within false cutting and interrupted by a number of mature trees. These views are likely to diminish as the vegetation on the golf course matures. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Rear of properties gain some extensive views to the rear interrupted by boundary vegetation, Awareness of construction activities but at a distance. | Slight Adverse – Glimpsed views of road lighting at a distance will make the route alignment perceptible within the landscape. Traffic will be screened within a cutting, although noise barrier is likely to be perceptible to the north of the alignment atop false cutting. | Neutral – Maturing vegetation across the golf course in combination with proposed mitigation planting will screen almost all road elements. | Neutral – Maturing vegetation across the golf course in combination with proposed mitigation planting will screen almost all road elements. |
| R3 (Sheet 4 of 9) | 351 Chester Road | 1 | Medium/High | 0 | The front of the property overlooks the busy Chester Road, the side and rear are enclosed by a belt of mature trees and shrubs. The western side overlooks the adjacent property and its expansive garden. Beyond the boundary to the rear is an area of regenerating scrub that forms part of the protected corridor. | There are limited views from the upper floors to the side of the property, where they do occur their elevated position will result in views of modifications to the alignment of Chester Road. The magnitude of impact will be Minor. | Moderate adverse – Significant vegetation to the boundary would potentially screen the majority of views. Awareness of construction activities would remain with increased glimpses from upper floor. | Neutral – Limited opportunity for views from the side of the property will result in little awareness of the changes post construction. | Neutral – Modifications to Chester Road will be barely perceptible with mitigation planting integrating the realigned road into the wider urban fringe setting. | Neutral – Modifications to Chester Road will be barely perceptible with mitigation planting integrating the realigned road into the wider urban fringe setting. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R4 (Sheet 4 of 9) | 219-227 (odds) Chester Road | 4 | Medium/High | 0 | The fronts of the properties mainly have significant garden boundary vegetation as screening to the existing Chester Road. Beyond the road are limited views of hedgerow and agricultural land beyond. The semi detached properties also have views of the entrance gate to Walnut Tree Farm. The rear of the properties overlooks mature trees and rough pasture to the protected corridor beyond. | The front of the properties will have limited changes with the existing Chester Road moved slightly further away. Views to the front would be largely screened by combination of the screen bund and establishing screen planting. The magnitude of impact will be in the order of Moderate. | Large Adverse – significant changes to the front of properties and Chester Road with views of the construction of slip road, false cuttings and new junction, loss of vegetation would increase awareness of activities to form main junction in the distance. | Slight Adverse – The properties are already impacted upon by the existing busy Chester Road, however the introduction of changes to the existing road layout and views along newly formed false cuttings will be readily perceptible. | Slight Adverse – Establishing planting to false cuttings will integrate the new road and limit broader appreciation of the changes, awareness of new alignment to Chester Road will remain as will views to new junction to the north. | Slight Adverse – Summer foliage to establishing planting to false cuttings will integrate the new road and limit broader appreciation of the changes, awareness of new alignment to Chester Road will remain with view of the junction largely concealed by vegetation. |
| R5 (Sheet 4 of 9) | 120-147 (odds) Meadway | 14 | Medium/High | 0 | The front of these properties overlooks residential road and adjacent housing. The rear overlooks grazing land bounded by hedgerows and mature trees, providing an effective visual screen. Beyond are further fields with hedgerows and trees. In winter glimpses of traffic on refinery access road are visible. | The rear elevations have views towards a false cutting with proposed noise barrier set along the back of the housing to provide a visual screen to the main alignment. Road lighting will remain visible above the mounding. The magnitude of impact will be in the order of Moderate. | Moderate Adverse - Construction activities initially clearly visible before false cutting is formed, awareness of activities would remain beyond earthworks. | Moderate Adverse – New mounding, noise barrier and road lighting will appear as new noticeable elements within what are reasonably attractive views of grazing pasture. | Neutral – A combination of earth mounding and blocks of woodland planting will offset any remaining views of road elements beyond. | Neutral – A combination of earth mounding and blocks of woodland planting will offset any remaining views of road elements beyond. |
| R6 (Sheet 4 of 9) | 149-163 (odds) Meadway | 8 | Medium/High | 0 | The front of these properties overlooks residential road and adjacent housing. The rear overlooks marshy grazing land bounded by hedgerows and mature trees, providing an effective visual screen. Beyond is the maturing golf course. | The rear elevation will have views of the road alignment set within false cutting and heavily filtered by the existing hedgerow. Glimpses of traffic and road lighting will be visible. The magnitude of impact will be in the order of Moderate. | Moderate Adverse - Construction activities initially clearly visible before false cutting is formed and noise barrier erected, awareness of activities would remain beyond earthworks and intervening belt of trees. | Slight/Moderate Adverse – Engineered slope and noise barrier visible beyond intervening hedgerow identifying the location and extent of the corridor, road lighting will appear above earthworks and represent a new noticeable element. | Neutral – Establishing woodland to false cutting will provide effective screening to the rear of the properties. Attractive amenity space establishing. | Neutral – Establishing woodland to false cutting will provide effective screening to the rear of the properties. Attractive amenity space establishing. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R7 (Sheet 4 of 9) | 165-171 (odds) Meadway & 39-73(odds) Albany Road | 22 | Medium/High | 0 | The front of these properties overlooks residential road and adjacent housing. The rear overlooks rough ground with establishing trees and isolated mature trees. Beyond is the maturing golf course. | The rear elevations have views over gardens and public footpath to the road set within a substantial cutting beyond proposed noise barrier. Road lighting is visible above the cutting and glimpses of high sided vehicles from the upper floors. The magnitude of impact will be in the order of Moderate/Major. | Moderate Adverse - Construction activities initially clearly visible before cutting is formed, awareness of activities would remain beyond earthworks. | Moderate Adverse – Existing attractive views are lost to the rear, new noise barrier, road lighting and cutting are noticeable if not prominent new features to the rear of the properties. Golf course remains visible beyond. | Neutral – A combination of earth mounding and blocks of woodland planting will offset any remaining views of road elements beyond. | Neutral – A combination of earth mounding and blocks of woodland planting will offset any remaining views of road elements beyond. |
| R8 (Sheet 4 of 9) | 80-86 (evens) & 81-83 (odds) Albany Road | 6 | Medium/High | 0 | Properties generally face adjacent properties and overlook a residential road and turning head. Oblique views exist beyond to an area of scrub and the golf course beyond. Isolated mature oak trees are present within the landscape. | Oblique views from the front and rear elevations over gardens to the road set within a deep cutting. Road lighting is likely to be main visual detractor with some views of high sided vehicles likely from the upper floors. Loss of some mature trees. The magnitude of impact will be in the order of Major. | Large Adverse – Significant views of the construction corridor and formation of new cutting immediately to the south of the receptors. | Moderate Adverse – Prominent views of the noise barrier and road although set within the cutting will exist along with road lighting. Traffic and road will be screened by combination of noise fence and cutting, lighting remaining visible above. | Neutral – Establishing blocks of woodland and ponds will provide an attractive amenity space replacing the edge of the golf course that exists. Road elements will be screened from view. | Neutral – Establishing blocks of woodland and ponds will provide an attractive amenity space replacing the edge of the golf course that exists. Road elements will be screened from view. |
| R9 (Sheet 4 of 9) | 153-159 (odds) Woodford Road | 5 | Medium/high | 0 | The front of the properties overlooks the busy Woodford Road just south of its junction with the A555. Beyond is housing and offices on the edge of the junction. The rear has views of the edge of the golf course, with maturing vegetation and isolated mature trees. Some oblique views exist of housing to the north in the middle distance. | The front of the properties will be affected by the removal of the offices and a single cottage. Views will open up along the newly constructed slip road as traffic joins the A555. The rear of the properties will have views across the opening of the cutting partially obscured by the proposed noise barrier, traffic and road lighting will be visible. The magnitude of impact will be in the order of Major. | Large Adverse – Significant views to the front and rear elevations of the properties of construction activities and the formation of a new cutting. | Large Adverse – Loss of buildings and new slip road will both be prominent changes to the views, changes to the rear and views of noise barrier and corridor to the east including emerging views of traffic and lighting will also be prominent new features. | Moderate Adverse – Roadside planting will offset some changes to views, although new slip road to the junction remains noticeable to the front elevation. | Moderate Adverse – Roadside planting will offset some changes to views, although new slip road to the junction remains noticeable. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R10 (Sheet 4 of 9) | Hawthorn Farm and Cottage off Woodford Road | 2 | Medium / High | 0 | The front of the properties overlooks existing Woodford Rd and awareness of the junction to the north. Side and rear elevations over look adjacent business building and car park area. | Changes to the junction layout will bring elements such as slip road closer with large shed adjacent removed, exposing views to the north. The magnitude of impact will be in the order of Moderate. | Large Adverse – During construction views would be substantially interrupted and disturbed by activity in the construction of new slip road immediately adjacent to the property. | Slight/Moderate Adverse – New slip road and junction arrangement would be a noticeable change to the view and closer than current road layout although the degree of change is limited by existing views of the current roundabout. | Slight/Moderate Adverse – New slip road and junction arrangement would be a noticeable change to the view and closer than current road layout although establishing mitigation planting within the junction will result in some interruption to views of the junction. | Slight/Moderate Adverse – New slip road and junction arrangement would be a noticeable change to the view and closer than current road layout although establishing mitigation planting within the junction will result in some interruption to views of the junction. |
| R11 (Sheet 4 of 9) | 2-12 (evens) Jenny Lane | 6 | High | 0 | The front of the property overlooks gardens as the ground slowly falls away to fields beyond. The rear of the properties overlooks gardens with boundary vegetation and a small pasture before the ground falls away to the existing road. | New features within the view to the rear of the properties will be additional lighting and the loss of the rear of the shed-type office and some trees. Tall sided vehicles joining the slip road may be visible. The magnitude of impact will be in the order of Minor / Moderate. | Slight Adverse – Construction activities to form new slip road to existing A555 would be noticeable to the rear although partially filtered by intervening scrub vegetation. | Slight adverse – New features within the views to the rear will be limited to additional lighting along the main carriageway and slip roads along with glimpses of traffic. | Neutral – Establishing block of woodland to the rear will restrict views of the new road; road lighting will not be noticeable within the views to the rear. | Neutral – Summer foliage will form a significant screen to the rear of the properties screening road elements from view. |
| R12 (Sheet 4 of 9) | Woodford Recreation Ground | 1 | Medium | 0 | Woodford Recreation Ground is made up a open piece of ground laid out with several football pitches. Housing borders the area to the east and north and a footpath with pasture to the west. The A555 and tree planting forms the southern boundary. Significant mature trees edge the recreation ground and form a visual foil to the housing. | The requirement to widen the road corridor will result in the loss of the boundary vegetation to a significant part of the southern boundary. This will open up views of the road from the south eastern corner of the site. The magnitude of impact will be in the order of Moderate. | Slight/Moderate Adverse – Loss of vegetation would expose views of construction activities to form new slip road, impacts would initially be noticeable. | Slight Adverse – The loss of tree planting along the southern edge will open up views of the edge of the slip road and additional lighting. These impacts are only perceptible from the southern half of the site. | Neutral – Mitigation planting will replace the vegetation lost along the southern boundary and recreate the visual screen. | Neutral – Mitigation planting will replace the vegetation lost along the southern boundary and recreate the visual screen. |
| R13 (Sheet 4 of 9) | 21-25 (odds) Highfield Parkway, 8-24 (evens) Regent Close | 12 | High | 110 | The front of the properties overlooks gardens to residential roads and housing beyond. The rear of the properties overlooks gardens to garden boundaries and the recreation ground beyond. Significant mature trees edge the recreation ground to the north and form an effective screen to views, particularly in summer. | The loss of boundary planting to the southern edge of the recreation ground will open up some views of the road elements particularly in winter. The magnitude of impact will be in the order of Minor. | Slight Adverse - Loss of vegetation would expose views of construction activities to form new slip road beyond intervening vegetation. | Slight Adverse – Some views from the rear of the properties will be perceptible in the winter however views will be limited to additional lighting. | Neutral – Planting re-establishing along the southern edge of the recreation ground will replace vegetation lost provide screening of road elements. | Neutral – Planting re-establishing along the southern edge of the recreation ground will replace vegetation lost provide screening of road elements. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R14 (Sheet 4 of 9) | 124-130 (evens) Woodford Road | 5 | Medium/High | 0 | The front of the properties overlooks Woodford Road and adjacent housing. The rear overlooks gardens and garden boundaries to the recreation ground and its vegetated southern boundary. | The rear of the properties will have an awareness of the loss of vegetation along the southern edge of the recreation ground with some views of the road elements becoming perceptible. Boundary vegetation interrupts views in places. The magnitude of impact will be in the order of Minor. | Slight Adverse - Loss of vegetation would expose middle distance views of construction activities to form new slip road. | Slight Adverse – Some visual screening for the existing road will be lost in the year of opening, some road elements (lighting) may be more noticeable within the overall view. | Neutral – Mitigation planting to re-establish the southern boundary will provide replacement screening to road elements and return recreation ground to its original appearance. | Neutral – Mitigation planting to re-establish the southern boundary will provide replacement screening to road elements and return recreation ground to its original appearance. |
| R15 (Sheet 4 of 9) | 132 Woodford Road | 1 | High | 0 | A single bungalow property set on the edge of the recreation ground with the existing A555 passing to the south and housing to the north and east. The bungalow has a number of mature trees set around the rear of the property and is generally well contained. | The views to the rear will be affected by the removal of a significant amount of vegetation currently providing good screening and the construction of a new slip road within 15-20m of the rear of the building. The magnitude of impact will be in the order of Major. | Large Adverse – Substantial views of construction activities immediately to the south, loss of vegetation and proximity to property would have a significant visual impact. | Large Adverse – Although the existing A555 is positioned to the rear of the property the loss of significant vegetation and the construction of a new slip road will be prominent changes that will be visible. | Moderate Adverse – The establishment of a hedgerow and isolated trees to the revised highway boundary will provide some screening however the changes to the road will remain noticeable. | Moderate Adverse – The establishment of a hedgerow and isolated trees to the revised highway boundary will provide some screening however the changes to the road will remain noticeable. |
| R16 (Sheet 4 of 9) | Bowness, 26 Highfield Parkway | 2 | High | 80 | Set on the edge of the residential area, these properties have views of adjacent housing and pasture to the rear. To the front is the end of Highfield Parkway and Woodford Recreation Ground. Significant mature trees border the edge of the recreation ground and form an effective foil. | Views are generally well screened particularly in summer; however during the winter months, the lack of foliage results in views across the recreation ground that are more noticeable. The magnitude of impact will be in the order of Minor. | Slight Adverse - Loss of vegetation would expose views of construction activities to form new slip road beyond intervening vegetation. | Slight Adverse – The loss of vegetation to the southern boundary of the recreation ground will be perceptible during the winter although road elements will remain largely hidden. | Neutral – The establishment of vegetation along the southern boundary will provide screening to the revised road layout and return views. | Neutral – Summer foliage to the existing mature vegetation will screen views of the recreation ground. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R17 (Sheet 4 of 9) | 141 Woodford Road | 1 | Medium/high | 0 | The detached property is set within a good sized plot with Woodford Road to the front and housing to the northern side. To the south is an area of scrub with a number of trees as part of the protected corridor. The rear has views of the golf course. | The side of the property will be noticeably affected by the removal of the boundary hedge and the creation of a significant cutting bounded by a retaining wall and noise barrier. Views of lighting, traffic and engineering structures will be revealed. The magnitude of impact will be in the order of Major. | Large Adverse – Noticeable changes to existing local road layouts will have a significant impact during the construction phase. | Moderate/Large Adverse – Existing road layout would change but the impacts would not be significant. The changes to the side of the property and the loss of the boundary vegetation would reveal much more prominent visual detractors although in part screened by proposed noise barrier to top of retaining wall. | Slight Adverse – The establishment of some vegetation along the cutting will screen some of the more extensive views. Views close to the property will remain noticeable set within the context of the existing busy junction. | Slight Adverse – The establishment of some vegetation along the cutting will screen some of the more extensive views. Views close to the property will remain noticeable set within the context of the existing busy junction. |
| R18 (Sheet 4 of 9) | 14-20 (evens) Jenny Lane | 4 | High | 25 | The front of the properties overlooks gardens and residential road with fields beyond. The rear overlooks gardens and scrub towards the existing road in cutting. | The loss of some of the scrub to the rear of the property has the opportunity to open up some views of the revised road corridor. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities, set beyond developing scrub. | Slight Adverse – Some loss of vegetation to the rear of the property will open up views of additional lighting and the chance of glimpses of traffic. | Neutral – Woodland establishing to the edge of the highway boundary will result in a good screen to the revised road layout. | Neutral – Woodland establishing to the edge of the highway boundary will result in a good screen to the revised road layout. |
| R19 (Sheet 4 of 9) | 137 & 139 Woodford Road | 2 | Medium/High | 0 | The front of the properties overlooks the existing busy Woodford Road. The rear overlooks garden boundaries to the school playing fields beyond and school buildings. | The changes and re-alignment of Woodford Road to the front of the property will be noticeable. The properties front elevation will also have views along the proposed slip road with traffic directly approaching the properties. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Noticeable changes to existing road layout will require construction activities immediately to front of curtilage to property. | Slight/moderate Adverse – Although traffic is currently a noticeable detractor to the views the introduction of a new slip road will become a noticeable feature. | Slight Adverse – The establishment of a hedgerow on the edge of the highway boundary will confine views but the changes will be noticeable. | Slight Adverse – The establishment of a hedgerow on the edge of the highway boundary will confine views but the changes will be noticeable. |
| R20 (Sheet 4 of 9) | 131-135 Woodford Road | 4 | Medium/High | 0 | The front of the properties overlooks the existing busy Woodford Road. Beyond the road is the entrance to the recreation ground and a small amenity park space. The rear overlooks garden boundaries to the school playing fields beyond and school buildings. | The front elevation will have an awareness of the road re-alignments to Woodford Road. These are fairly minor changes and will only result in the loss of some trees. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of changes to existing road layout will require construction activities immediately to front of curtilage to property. | Slight Adverse – Some tree loss to the edge of the amenity space will open up some views of the revised road layout. A slight change in the composition of the views will occur. | Neutral – Changes around the garden will be replaced with tree planting. This will replace some of the vegetation lost and integrate the changes into the local landscape. | Neutral – Changes around the garden will be replaced with tree planting. This will replace some of the vegetation lost and integrate the changes into the local landscape. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R21 (Sheet 4 of 9) | 166–188 (evens) Moor Lane | 12 | Medium | 169 | Open views across fields towards existing road corridor in cutting. Fringes of housing visible beyond. | Existing hedge will be removed but mitigation planting will provide an effective screen in 15 years. The magnitude of impact will be in the order of Minor | Slight Adverse – Awareness of construction activities in the middle distance although in the context of the edge of an existing highway corridor. | Slight Adverse - Loss of hedgerow to south will expose some awareness of the corridor although combination of landform and cutting will limit the degree of change to the views. | Neutral – Re-establishing mitigation planting will provide screening to the corridor and replace the previously lost hedgerow to restore views. | Neutral – Re-establishing mitigation planting will provide screening to the corridor and replace the previously lost hedgerow to restore views. |
| R22 (Sheet 4 of 9) | 69–81 (odds) Patch Lane 28–38 Syddal Green | 13 | Medium | 166 | Views of existing fields and pathway to edge of road corridor. Some views interrupted by hedgerow trees. Existing light columns visible. | Formalizing of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities in the middle distance although in the context of the edge of an existing highway corridor. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R23 (Sheet 4 of 9) | 2–16 (evens) Syddal Crescent 57–67 (odds) Patch Lane | 14 | Medium to Low | 134 | Intermittent views through mature trees across existing fields towards road cutting and existing pathway. | The retainment of hedgerow at roadside where possible will help screen traffic views. Formalizing of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor | Slight Adverse – Awareness of construction activities in the middle distance although in the context of the edge of an existing highway corridor. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R24 (Sheet 4 of 9) | 191+193 Moor Lane | 2 | Low | 231 | Open views from upper floors across Hall Moss Lane and rough pasture to road in cutting and pathway beyond. | Formalizing of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities in the middle distance although in the context of the edge of an existing highway corridor. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |

10.5 Figure 10.20

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R1 (Sheet 5 of 9) | 4-12 (evens) Moss Lane | 5 | Medium | 124 | Overlooks pasture land with semi improved grass, managed hedgerows and interrupted by some hedgerow trees. Existing road is in a deep cutting so only the lights and pathway are visible. | Formalizing of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities alongside existing highway corridor. Construction activities would be relatively small scale. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R2 (Sheet 5 of 9) | 1-4 Kendal Drive, 14-58 Eskdale Avenue | 26 | Medium | 175 | Overlooks pasture land with semi improved grass, managed hedgerows and interrupted by some hedgerow trees. Existing road is in a deep cutting so only the lights and pathway is visible. | Formalizing of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities alongside existing highway corridor. Construction activities would be relatively small scale. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R3 (Sheet 5 of 9) | 23-27 (odds) Hall Moss Lane | 3 | Medium to Low | 0 | Oblique views of existing pathway and road corridor beyond in cutting. Mature trees provide intermittent views. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities alongside existing highway corridor. Construction activities would be relatively small scale, but in close proximity. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R4 (Sheet 5 of 9) | Hall Moss | 1 | Low | 60 | Two rear upper floor windows overlook existing road corridor. Pathway is just visible and filtered by roadside vegetation. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities alongside existing highway corridor. Construction activities would be relatively small scale. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R5 (Sheet 5 of 9) | 45 Hall Moss Lane | 1 | Medium to Low | 170 | One upper floor window has views across road cutting to pathway on opposite side, filtered by roadside vegetation. | .Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R6 (Sheet 5 of 9) | 38+40 Hall Moss Lane | 2 | Low | 150 | Very enclosed view from upper front windows between buildings and bunding across road cutting to pathway on opposite side. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R7 (Sheet 5 of 9) | 14+16 Hall Moss Lane | 2 | Low | 27 | Oblique, restricted views from upper floor only towards the pathway as it join Hall Moss Lane at the overpass of the A555. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R8 (Sheet 5 of 9) | 2 Blossoms Lane 64 Hall Moss Lane | 2 | Low | 255 | Intermittent views through roadside trees from upper floor, front and side elevations only. Views across Hall Moss Lane adjacent towards A555 corridor set in cutting and existing pathway beyond. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible beyond intervening buildings. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R9 (Sheet 5 of 9) | Nomads Endeavor + Eunistan | 2 | Low | 220 | Some views across road cutting heavily filtered by roadside trees in between. Pathway just visible beyond cutting. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R10 (Sheet 5 of 9) | Oakroyd + Moorfield Riding School | 2 | Low | 235 | Some views across road cutting from upper floors heavily filtered by roadside trees. Pathway just visible beyond cutting. | Formalising of existing track only visible change with no mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction activities would be filtered by existing roadside vegetation and would be barely perceptible beyond intervening buildings. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R11 (Sheet 5 of 9) | Sports/ Recreation Ground | 1 | Low | 154 | Intermittent views towards existing bunding and existing farm access through trees and intervening hedges. | Proposed pathway set on elevated ground will be visible through existing vegetation. No mitigation planting necessary. The magnitude of impact will be in the order of Minor. | Neutral – Small scale construction of cycleway along side road corridor. Impacts would be negligible. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R12 (Sheet 5 of 9) | Farm (Name not on OS base) | 1 | Low | 59 | Upper floor rear elevation has limited views of slip roads and main road. Some visual interruption by local vegetation. | Awareness from rear elevation of existing A555 corridor to the south and existing overbridge, broadly at grade. Some views of minor modifications to form local access track and some loss of vegetation in the revised junction layout. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Small scale construction activities alongside existing road corridor. Majority of views screened by boundary vegetation. Views to west of revisions to A34 screened by intervening buildings and vegetation. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R13 (Sheet 5 of 9) | 46 Longsight Lane | 1 | Medium to Low | 20 | Views towards road are well screened by boundary vegetation and existing mounding along the slip roads. Boundary vegetation to the south screens views of the A555. | Lost vegetation would reduce the capacity of existing mitigation planting to screen A34 to the west – potentially exposing views of changes during winter months and the formation of new path and minor changes to adjacent junction. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction activities to rear of property will be perceptible and involve the loss of some vegetation. | Slight Adverse – New slip road elements brought into view by the loss of some mature vegetation. | Neutral – Mitigation planting establishing to provide screening of slip road to the west. | Neutral – Mitigation planting establishing to provide screening of slip road to the west. |
| R14 (Sheet 5 of 9) | 3–6 Chesters Croft Park | 4 | Medium to Low | 45 | Views across field filtered by vegetation and roadside planting towards pathway and road in cutting. | Formalising of existing track and some loss of vegetation only visible change. M The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Loss of vegetation alongside existing roadside corridor would result in perceptible views of construction activities. | Neutral – Post construction impacts would reduce although awareness of the road corridor may have been gained slightly. | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |
| R15 (Sheet 5 of 9) | 8–10, 12 & 14–18 Chesters Croft Park | 8 | Low | 15 | Filtered views through small pockets of woodland towards pathway and road in cutting. | Formalising of existing track and some loss of vegetation only visible change. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Loss of vegetation alongside existing roadside corridor would result in perceptible views of construction activities. | Slight adverse – Slight increase in awareness of road corridor due to loss of some roadside vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |

10.6 Figure 10.21

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R1 (Sheet 6 of 9) | Beech Farm | 1 | Low | 75 | Views over fields and intermittent views through pockets of woodland of existing road. | Some views of slip road realignment filtered by existing roadside trees. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction impacts would result from changes to slip roads, temporary loss of some verge planting and exposed slopes | Neutral – Overall components of view would remain unchanged. | Neutral – Overall components of view would remain unchanged. | Neutral – Overall components of view would remain unchanged. |
| R2 (Sheet 6 of 9) | 2a-22 (evens) Longsight Lane | 12 | Low | 5 | Views towards existing road are screened by roadside vegetation. | Existing earthworks remodeled affecting views from rear ground and 1st elevation through lost vegetation. The magnitude of impact will be in the order of Minor. | Slight Adverse – Loss of vegetation would potentially expose the construction activities being visible beyond existing planting. | Slight Adverse – Views towards road embankment opened up through the loss of some mature vegetation | Neutral – Mitigation planting on embankments would screen views of the road. | Neutral – Mitigation planting on embankments would screen views of the road. |
| R3 (Sheet 6 of 9) | 1-9 St James' Way | 6 | Low | 0 | Views towards existing roundabout are screened by mounding and boundary vegetation. | Some requirement to remove edge of vegetation and earth mounding will expose some views of the new roundabout alignment. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities likely to be noticeable within existing road corridor immediately to the rear of properties. | Neutral/Slight Adverse – Views of the new roundabout alignment opened up slightly by loss of some vegetation. | Neutral – Long term planting replaced and establishing to screen vies towards the road. | Neutral – Long term planting replaced and establishing to screen vies towards the road. |
| R4 (Sheet 6 of 9) | 31-43 (odds) Stanley Road & 2 Longsight Lane | 8 | Low | 0 | Existing views of Stanley Road and oblique views of the roundabout on the junction of the A34 and Stanley Road. | Minor changes to the road layout in oblique views from the front elevation but no significant change in views. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities likely to be noticeable over existing road corridor including changes to approach road layouts. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view |
| R5 (Sheet 6 of 9) | 1-15 St James' Court | 15 | Low | 10 | Existing views of Stanley Road and oblique views of the roundabout on the junction of the A34 and Stanley Road. | Minor changes to the road layout in oblique views from the front elevation but no significant change in views. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities likely to be noticeable over existing road corridor including changes to approach road layouts. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R6 (Sheet 6 of 9) | 89-97 (odds) Stanley Road | 5 | Low | 25 | Existing view overlooks Stanley Road and scrubby woodland beyond. | Loss of vegetation adjacent to Stanley Road opens up views beyond and subsequently increases visual impact of the road and minor changes to approach roads to junction. The magnitude of impact will be in the order of Minor to Moderate. | Slight/Moderate Adverse – Construction activities likely to be locally significant through realigned approach road and loss of some adjacent vegetation within abn area of scrub. | Slight Adverse – Visual influence of road increased with loss of vegetation beyond Stanley Road and widened approach roads to junction resulting in a modification to components to the views. | Neutral/Slight Adverse – Slightly wider road corridor and loss of some scrubby woodland beyond Stanley Road is likely to remain a perceptible change to near distance view. | Neutral/Slight Adverse – Slightly wider road corridor and loss of some scrubby woodland beyond Stanley Road is likely to remain a perceptible change to near distance view. |
| R7 (Sheet 6 of 9) | 1-13 (odds) Bowery Avenue | 7 | Low | 7 | Views from the rear of the properties overlook scrubby land towards the A34 and roadside planting. | Road changes will be perceptible through existing scrubby vegetation and roadside planting. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction activities within existing road corridor would not result in noticeable changes to views in the short term. | Slight Adverse/Neutral – Realigned slip road and remounding of earthworks will open up views slightly. | Neutral/Slight beneficial Establishing mitigation planting on new mounding gives potential for slight beneficial views especially in summer. | Neutral/Slight beneficial Establishing mitigation planting on new mounding gives potential for slight beneficial views especially in summer. |
| R8 (Sheet 6 of 9) | 94 Stanley Road | 1 | Low | 75 | Views towards Stanley Road and existing roundabout are well screened by scrubby roadside planting. | Vegetation lost along Stanley Road will open up views to the east with awareness to local changes to kerb alignments. Overall components of views will be relatively unchanged. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities to the east of the property would be noticeable along with the loss of woodland elements. | Slight Adverse – Views of the road to the side of the property will increase through widened road corridor and loss of woodland/scrub edge. | Neutral – Establishing mitigation planting will replace that lost and restore filtered views of road. | Neutral – Establishing mitigation planting will replace that lost and restore filtered views of road. |
| R9 (Sheet 6 of 9) | 11 Henbury Lane | 1 | Medium | 75 | Views towards road across existing fields heavily filtered by hedgerow. | Initial removal of vegetation will open up views in winter. Impacts would occur from slightly realigned road corridor. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction activities would be perceptible through existing vegetation. | Slight Adverse/Neutral – Views opened up with loss of vegetation along road potentially increasing local awareness of moving traffic in winter. | Neutral – No noticeable changes to views, intervening vegetation disrupts views and replacement planting and remaining vegetation is anticipated to thicken and filter views. | Neutral – No noticeable changes to views, intervening vegetation disrupts views particularly during summer months. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R10 (Sheet 6 of 9) | Stanley Green Retail Park | 5 | Low | 0 | Views from retail buildings and car park towards surrounding road are partially filtered by ornamental planting. | Loss of some vegetation by roadside will initially open up views of existing and altered road elements. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction activities to existing road elements to incorporate proposed cycle way would be visible from external spaces although not significant given the surrounding landscape. | Slight Adverse to Neutral – Views of road slightly more prominent but little change to previous visual impact for the retail park and existing visual context. | Neutral – Replacement planting will restore views initially impacted upon. | Neutral – Replacement planting will restore views initially impacted upon. |
| R11 (Sheet 6 of 9) | Depot – currently empty and boarded up | 1 | Low | 0 | Open views of adjacent road from depot building. | Slight changes to roundabout layout to the north. Road elements are relatively unchanged although some roadside vegetation would be removed. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities to accommodate changes to existing road layout, minor changes to existing embankment. | Neutral – Minimal changes to existing road layout would result in no ongoing visual impacts. | Neutral/Slight Beneficial – Replacement scrub and woodland along embankment slope would replace vegetation removed and improve screening of traffic on A34. | Neutral/Slight Beneficial – Replacement scrub and woodland along embankment slope would replace vegetation removed and improve screening of traffic on A34. |
| R12 (Sheet 6 of 9) | Commercial Avenue - Industrial Units | 1 | Low | 45 | Open views from buildings overlooking paddock and road on embankment. | Slight changes to roundabout layout to the north. Components of views are unchanged, some awareness of loss of minor planting to existing road layout. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Awareness of construction activities to accommodate changes to existing road layout, minor changes to existing embankment. | Neutral – Minimal changes to existing road layout would result in no ongoing visual impacts. | Neutral/Slight Beneficial – Replacement scrub and woodland along embankment slope would replace vegetation removed and improve screening of traffic on A34. | Neutral/Slight Beneficial – Replacement scrub and woodland along embankment slope would replace vegetation removed and improve screening of traffic on A34. |
| R13 (Sheet 6 of 9) | Stanley Green Industrial Estate - Office Blocks | 1 | Low | 62 | Views are screened by adjacent buildings; remaining views are of the existing road. At an elevated section. | Changes to A34 junction will be screened by adjacent buildings. Minor changes to existing A555 layout to accommodate proposed cycleway. The magnitude of impact will be in the order of Minor | Neutral – Minor adjustments to accommodate cycleway would be barely perceptible within the exiting road corridor. | Neutral – No discernable change to existing view | Neutral – No discernable change to existing view other than maturing existing vegetation. | Neutral – No discernable change to existing view other than maturing existing vegetation. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|--|-------------------|-------------|---------------------------------|--|--|--|---|---|---|
| R14 (Sheet 6 of 9) | Stanley Green Industrial Estate - Warehouses & Retail/Caravans | 4 | Low | 0 | Open views towards existing road, set on an elevated section. Majority of road elements screened. | Some views of adjusted slip road and embankment would be perceptible. The magnitude of impact will be in the order of Minor. | Neutral – Minor adjustments to accommodate cycleway would be barely perceptible within the existing road corridor. | Neutral – Slight change to slip road perceptible. | Neutral – Establishing vegetation on embankment will screen views of the road. | Neutral – Establishing vegetation on embankment will screen views of the road. |
| R15 (Sheet 6 of 9) | The Belfry Hotel | 1 | Medium | 76 | The Belfry Hotel is a large hotel set within the urban fringe overlooking coarse fields and woodland belts. Views exist of the junction of the A555 with Wilmslow Road and traffic forms a noticeable part of the view. | The front elevation of the hotel will have direct views of the modified junction and will have more restricted views of the traffic on the main alignment. Loss of some vegetation will be perceptible. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Majority of construction activities are set within a cutting, some activities are visible centred around the existing junction and would be noticeable from the south elevation. | Neutral – Existing views of busy roads and the junction of the A555 with Wilmslow Road will remain largely unchanged. | Neutral – Existing views of busy roads and the junction of the A555 with Wilmslow Road will remain largely unchanged. Mitigation planting will screen the possibility of longer distance views. | Neutral – Existing views of busy roads and the junction of the A555 with Wilmslow Road will remain largely unchanged. Mitigation planting will screen the possibility of longer distance views. |
| R16 (Sheet 6 of 9) | 1-12 Brompton Way 1-24 Beaumont Court | 36 | Medium/High | 10 | A series of flats and apartments with views facing a narrow lane with a landscape of fields, hedgerows and mature trees beyond. Aircraft approaching the airport results in frequent interruption of views. | Direct views of slip road and junction in the foreground. Glimpses of traffic and road from flats at higher elevation. Loss of some significant vegetation from within views. The magnitude of impact will be in the order of Major. | Large Adverse – Significant impacts in the construction phase on previously tranquil views to fields. | Large Adverse – Whole view affected by views of road and traffic. Existing attractive views are lost to new road landscape. | Moderate Adverse – Views less extensive with screening of some road elements. Traffic and road remain prominent new features within the landscape. | Moderate Adverse – Views of road heavily filtered by summer foliage, views restricted by establishing mitigation planting. |
| R17 (Sheet 6 of 9) | New flats Brompton Way (details to be confirmed) | | Medium/High | 44 | A series of flats with views across Wilmslow Road and junction with the A555. Some oblique views exist of the agricultural land set beyond a filter of semi mature trees. The rear of the property overlooks parking and adjacent housing. | The north elevation has views from the first storey upwards of the new road set within cutting and new slip road leading from the existing roundabout. Traffic and road will become more apparent as the elevation of the building rises. The magnitude of impact will be in the order of Moderate/Major. | Moderate Adverse – Loss of vegetation and construction activities to form new cutting and slip roads will be noticeable particularly from northern elevation. | Slight/Moderate Adverse – Oblique views of new slip road and route. Majority of views of roundabout and Wilmslow Road remain unchanged. Loss of some vegetation opens up views. | Slight Adverse – Mitigation planting will filter some views and integrate the road into the local landscape. Views of traffic on slip road remain perceptible. | Slight Adverse – Summer foliage will provide a good filter to views of the traffic and new slip road. Changes would remain perceptible. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|------------------------|-------------------|-------------|---------------------------------|--|--|--|---|--|--|
| R18 (Sheet 6 of 9) | 52-58 Wallingford Road | 4 | Medium/High | 30 | Two storey flats set on a quiet residential road with views to the front of residential road and adjacent housing. Oblique views to the end of the road and fields and hedgerows beyond. | Mainly upper floors will have oblique views over the hedgerow to the road set within the fields beyond. Slight false cutting will screen some views but higher sided vehicles on the main carriageway will remain visible. Lighting new road element. The magnitude of impact will be in the order of Minor/Moderate. | Slight/Moderate Adverse – Noticeable changes to views during construction period although interrupted by intervening hedgerow. | Slight/Moderate Adverse – Oblique views will be affected by loss of vegetation within agricultural landscape, lighting is noticeable new element. | Slight Adverse – Slip roads will remain perceptible beyond mitigation planting to false cutting. High sided vehicles and lighting will remain visible. | Neutral – Slip roads will be screened beyond mitigation planting to false cutting. |

10.7 Figure 10.22

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|-----------------------------|-------------------|-------------|---------------------------------|--|--|---|--|---|---|
| R1 (Sheet 7 of 9) | The Grange | 1 | High | 146 | A substantial period house set within extensive gardens and surrounded by paddocks and pockets of trees. Views from the property include views of fields, hedgerows and mature trees. Some views of properties set along Clay Lane. | Views from the rear of the property overlook boundary wall and vegetation to paddock beyond. Road passes to the north set within cutting. Loss of trees and potential for glimpses of higher sided vehicles along with awareness of proposed overbridge and noise barrier. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Construction activities would be easily perceptible beyond existing lines of trees particularly from upper floors of rear elevation. | Moderate Adverse – Awareness of new corridor, earthworks, noise barrier and proposed overbridge readily perceived through intervening trees. Traffic and section of cutting will be visible from the rear upper floors. | Slight Adverse – Mitigation planting will effectively combine with earthworks and adjacent vegetation to effectively screen views of traffic. | Slight Adverse – Planting along route corridor will provide additional screening during the summer, views of the road will be interrupted and screened. |
| R2 (Sheet 7 of 9) | 28-72 (evens) Davies Avenue | 24 | High | 274 | Set on the urban fringe the front of the properties overlook neighbouring housing. The rears of the properties overlook gardens and boundaries to fields medium sized fields beyond bounded by hedgerows. Belts of woodland around The Grange limit views. | Views from the rear elevation have views across fields to the road set within a cutting beyond an existing hedgerow. High sided vehicles likely to be visible initially as well as proposed overbridge. Loss of mature trees within hedgerows likely to be perceptible. The magnitude of impact will be in the order Minor. | Moderate Adverse – Construction activities would be easily perceptible in the middle distance over relatively broad views. | Slight Adverse – A combination of cutting and noise barrier is likely to substantially screen views of traffic movements although proposed overbridge likely to be visible in the middle distance. Partially screened by hedgerow and land form. Loss of mature trees perceptible. | Neutral/Slight Adverse – Linear mitigation of woodland belt along top of cutting will substantially reduce impact and integrate proposed corridor within the wider landscape. Impacts are barely perceptible. | Neutral – Summer foliage within linear mitigation of woodland belt along top of cutting will screen traffic elements from view. |
| R3 (Sheet 7 of 9) | 15-45 (odds) Davies Avenue | 16 | High | 329 | Set on the urban fringe the front of the properties overlook neighbouring housing. Glimpses between housing opposite exist to farmland beyond. The rears of the properties overlook gardens and adjacent housing. | The front upper floors have views between housing opposite across fields to the road set within a cutting beyond an existing hedgerow. High sided vehicles likely to be visible initially. Loss of mature trees likely to be noticeable. The magnitude of impact will be in the order Minor. | Slight Adverse – Glimpses of construction activities are likely to be perceptible between adjacent housing. | Slight Adverse – A combination of cutting and noise barrier is likely to substantially screen views of traffic movements although proposed overbridge likely to be visible in the middle distance. Partially screened by hedgerow and land form. Loss of mature trees perceptible. | Neutral/Slight Adverse – Linear mitigation of woodland belt along top of cutting will substantially reduce impact and interrupt views of traffic. Impacts are barely perceptible. | Neutral – Summer foliage within linear mitigation of woodland belt along top of cutting will screen traffic elements from view. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|---------------------------|-------------------|-------------|---------------------------------|---|--|---|--|--|--|
| R4 (Sheet 7 of 9) | Yew Tree Farm glasshouses | 1 | Low | 280 | External spaces and south east corner of glasshouses have views to the south of fields and woodland belts. Elsewhere views are of adjacent glass houses and a residential property. Views to the west across golf course. | Views from the south east facing spaces will have some glimpsed views of the road within slight cutting and high sided vehicles including views of proposed overbridge. The magnitude of impact will be in the order of Moderate. | Slight Adverse – Awareness of construction activities will be afforded to low sensitivity receptors. | Slight Adverse – A combination of cutting and noise barrier is likely to substantially screen views of traffic movements although proposed overbridge likely to be visible in the middle distance. Partially screened by hedgerow and land form. Loss of mature trees perceptible. | Neutral – Linear mitigation of woodland belt along top of cutting will substantially reduce impact and interrupt views of traffic. Impacts are barely perceptible. | Neutral – Summer foliage within linear mitigation of woodland belt along top of cutting will screen traffic elements from view. |
| R5 (Sheet 7 of 9) | 2, 4, 6 Bolshaw Farm Lane | 3 | High | 287 | A series of individual detached properties set along the farm access lane with views from the front over hedgerows and fields with a number of mature trees gradually screening views. The rear of the properties overlooks gardens to adjacent housing beyond. | The front elevation and mainly the upper floors have views over adjacent field boundaries to pasture beyond. A number of boundaries and trees limit views of the new road to glimpses. Road lighting associated with the junction is likely to remain perceptible. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction impacts would be noticeable from upper floors. Lower floors are screened by hedgerow. Views will gradually diminish as cuttings and false cuttings are formed. | Slight Adverse – Initially road lighting and glimpses of traffic may be visible although largely screened by cutting. Views filtered and/or interrupted by existing vegetation. | Neutral – Blocks of woodland planting will provide effective screening of the traffic. Road lighting may remain just perceptible but again interrupted by existing mature trees. | Neutral – Blocks of woodland planting will provide effective screening of the traffic. Road lighting may remain just perceptible but again interrupted by existing mature trees. |
| R6 (Sheet 7 of 9) | 2a-50 Bolshaw Road | 26 | Medium/High | 337 | A series of semi detached with isolated detached properties set along Bolshaw Road. The front elevations face onto a relatively busy residential feeder road bounded on the opposite side by a tall hedgerow. Upper floors will have views across road and hedgerow to agricultural land beyond. The rears of the properties face adjacent housing. | The front upper floors have views across agricultural land. Glimpses of road lighting and the top of high sided vehicles possible set within cutting. For some to the east an awareness of the proposed footbridge is possible. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities would be easily perceptible particularly from upper floors. | Slight Adverse – Glimpses of traffic and road lighting would initially be possible. Views interrupted by existing vegetation and mature trees. | Neutral – Blocks of woodland and belts of woodland planting would screen views and replace mature vegetation lost. | Neutral – Blocks of woodland and belts of woodland planting would screen views and replace mature vegetation lost. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|---|-------------------|-------------|---------------------------------|---|---|--|--|---|---|
| R7 (Sheet 7 of 9) | 1-3 Chelston Drive | 3 | Medium/High | 323 | Detached properties set on Chelston Drive overlook adjacent housing and residential road. The rear of the properties are bounded by vegetation, beyond is Bolshaw Farm Lane and further vegetation beyond leading onto farm land. | Summer views to the rear of the properties would be screened by boundary vegetation. In winter it is possible that glimpses may be feasible from the rear/side of the properties. The magnitude of impact will be in the order of Minor. | Slight Adverse – Activity within construction corridor likely to be perceptible particularly during winter months when intervening vegetation provides less effective screening. | Neutral/Slight Adverse – Potential for glimpses of road lighting heavily filtered through boundary vegetation. | Neutral – Although glimpses may still be gained through boundary vegetation mitigation planting will provide additional screening to the road. | Neutral – Although glimpses may still be gained through boundary vegetation mitigation planting will provide additional screening to the road. |
| R8 (Sheet 7 of 9) | Holmlea | 1 | High | 472 | A substantial period property set within extensive grounds as part of a group of similar properties. This property has four floors with views across the top of adjacent mature trees. | There is the potential for glimpsed views across paddocks and golf course to the road set beyond a false cutting. A short break in the false cutting to accommodate existing ponds will facilitate the potential for views. The magnitude of impact will be in the order of Minor. | Neutral/Slight Adverse – Construction activities perceptible at some distance and interrupted by intervening vegetation. | Neutral – Potential for the top of high sided vehicles to be perceptible above false cutting although heavily filtered and interrupted by vegetation within the golf course, impacts would be barely perceptible. | Neutral – Mitigation planting and vegetation within the golf course gradually maturing will reduce these views to imperceptible. | Neutral – Mitigation planting and vegetation within the golf course gradually maturing will reduce these views to imperceptible. |
| R9 (Sheet 7 of 9) | Styal Golf Club (driving range, clubhouse, event venue) | 3 | Medium | 359 | Golf club house and driving range set within existing golf course. Remnants of hedgerows and mature trees are dotted across the landscape, interrupting views. Dense woodland planting along the railway line screen views to the west. | Views from the driving range and clubhouse complex are interrupted by existing vegetation. Potential for glimpsed views of moving traffic in the winter. The magnitude of impact will be in the order of Minor. | Slight Adverse – Construction activities perceptible at some distance and interrupted by intervening vegetation. | Neutral – Potential for the top of high sided vehicles to be perceptible above false cutting although heavily filtered and interrupted by vegetation within the golf course, impacts would be barely perceptible.. | Neutral – Mitigation planting combined with false cutting will screen all views of traffic to the south. | Neutral – Mitigation planting combined with false cutting will screen all views of traffic to the south. |
| R10 (Sheet 7 of 9) | 43-57 Wallingford Road | 8 | Medium/High | 23 | Two storey flats set on a quiet residential road with views to the front of residential road and adjacent housing. Oblique views to the end of the road and fields and hedgerows beyond. | Mainly upper floors will have oblique views over the hedgerow to the road set within the fields beyond. Slight false cutting will screen some views along with proposed noise barrier, as a result awareness of vehicles on slip road will be limited to higher sided vehicles. Lighting will be a new road element. The magnitude of impact will be in the order of Moderate. | Slight/Moderate Adverse – Noticeable changes to views during construction period although interrupted by intervening hedgerow. | Slight/Moderate Adverse – Oblique views will be affected by loss of vegetation within agricultural landscape, lighting and noise barrier are noticeable new elements. | Slight Adverse – Slip roads will remain perceptible beyond mitigation planting to false cutting. High sided vehicles on the slip road and lighting will remain visible. | Slight Adverse – Slip roads will remain perceptible beyond mitigation planting to false cutting. High sided vehicles on the slip road and lighting will be perceptible beyond summer foliage. Views are filtered by vegetation. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|--|-------------------|-------------|---------------------------------|--|--|---|--|--|---|
| R11 (Sheet 7 of 9) | 39, 41, 42, 44, 46 Wallingford Road 1 & 2 Marlow Drive | 7 | Medium/High | 50 | Semi detached residences set within gardens. Views over local road junction and adjacent housing. Some oblique views to the end of the road and the fields beyond. | Mainly upper floors will have oblique views towards the route set beyond existing hedgerow. Views are over a relatively short distance and are interrupted by garden and street vegetation. Views of high sided vehicles and road lighting visible set within slight cutting although partially screened by noise barrier. The magnitude of impact will be in the order of Minor/Moderate. | Slight/Moderate Adverse – Perceptible changes to views during construction period although interrupted by intervening hedgerow. | Slight Adverse – Top of traffic visible beyond the hedgerow, mounding and noise barrier, road lighting will be perceptible. | Neutral/Slight Adverse – Mitigation planting will interrupt views of the road corridor sufficiently to make traffic almost imperceptible. | Neutral – Summer foliage to mitigation planting will screen views of traffic. Glimpses of road lighting may remain visible. |
| R12 (Sheet 7 of 9) | 5-11 (odds) Clay Lane | 4 | High | 0 | A series of single storey dwellings set back from Clay Lane on slightly lower plots. Views through garden vegetation to Clay Lane with hedgerow bordering the road. Beyond is agricultural land with mature hedgerows and trees. | Due to slightly lower position and single storey view over existing hedgerow along Clay Lane are somewhat restricted. Glimpses of traffic and road lighting visible but restricted by false cutting and noise barrier. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Majority of views are screened by intervening roadside vegetation, although awareness of construction activities remain. | Slight Adverse – Possible glimpses of traffic heavily filtered through hedgerow. Top of traffic may be visible set within cutting although majority of views screened by noise barrier. | Neutral – Mitigation planting combined with the hedgerow will filter views so that the glimpses of traffic are reduced. | Neutral – Summer foliage to hedgerow will screen views combined with mitigation planting interrupting views. |
| R13 (Sheet 7 of 9) | 13-21 (odds) Clay Lane | 5 | High | 58 | A series of single storey dwellings set back from Clay Lane. Views through garden vegetation to Clay Lane with hedgerow bordering the road. Beyond is agricultural land with mature hedgerows and trees. | Single storey view over existing hedgerow along Clay Lane are somewhat restricted by existing vegetation. Glimpses of traffic and road lighting visible but restricted, awareness of proposed overbridge possible. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Majority of views are screened by intervening roadside vegetation, although awareness of construction activities remain in the construction of overbridge and false cutting. | Slight Adverse – Possible glimpses of traffic heavily filtered through hedgerow. Top of traffic may be visible set within cutting and partially obscured by noise barrier. The top of the proposed overbridge is potentially visible in the middle distance, filtered by intervening vegetation. | Neutral – Mitigation planting combined with the hedgerow will filter views so that the glimpses of traffic are reduced. Planting around overbridge will reduce awareness of the structure and noise barrier. | Neutral – Summer foliage to hedgerow and mitigation planting will effectively screen views. |
| R14 (Sheet 7 of 9) | 4-30 (evens) Marlow Drive 2-16 (evens) Windemere Road | 22 | Medium/High | 48 | A row of two storey housing with views to the front of residential roads and adjacent housing. Views to the rear from the upper floor overlook single storey housing on Clay Lane with views across to the field landscape beyond. | Upper rear floor has views between the rooflines of properties on Clay Lane. Views will include top of vehicles set within cutting including views to the east to the junction and road lighting. The magnitude of impact will be in the order of Minor/Moderate. | Moderate Adverse – Views to the rear of the property overlook construction corridor gradually diminish as cutting is formed. | Slight Adverse – Glimpsed views of traffic set within cutting and beyond proposed noise barrier. New road including proposed overbridge visible within a previously rural landscape. | Neutral – Mitigation planting will provide some effective filtering of views, glimpsed views reduced to barely perceptible. | Neutral – Mitigation planting will provide some effective screening to the majority of road elements within views. |

| Receptor Ref Code & Fig Number | Receptor Details | Receptor Quantity | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|-------------------------------|-------------------|-------------|---------------------------------|---|--|---|---|--|---|
| R15 (Sheet 7 of 9) | 23-41 (odds) & 41a Clay Lane | 11 | High | 135 | A series of single storey dwellings set back from Clay Lane. Views through garden vegetation to Clay Lane with hedgerow bordering the road. Beyond is agricultural land with mature hedgerows and trees. | Single storey views across Clay Lane to hedgerow and fields beyond. Significant vegetation along field boundaries interrupts views of the road beyond. The magnitude of impact will be in the order of Minor/Moderate. | Slight Adverse - Majority of views are screened by intervening roadside vegetation, although awareness of construction activities remain these are filtered by intervening hedgerows. | Slight Adverse – Views from the front of the properties will be filtered by the existing vegetation, false cutting and proposed noise barrier, potential for the top of high sided vehicles to remain barely perceptible. | Neutral – Existing vegetation and mitigation planting combining to screen views of the new road set beyond field boundaries. | Neutral – Existing vegetation and mitigation planting combining to screen views of the new road set beyond field boundaries. |
| R16 (Sheet 7 of 9) | Little Acorns Nursery | 1 | Medium | 0 | A series of buildings with views of the roundabout and roads, views to the rear include fields and hedgerows including mature trees along with secure car storage. To the north are views of neighbouring commercial properties. | Play area to the rear and rear of some of the buildings will have views of the new road in cutting and slip roads rising to meet the existing roundabout. Extended road lighting and vehicles will be conspicuous. The magnitude of impact will be in the order of Moderate. | Large Adverse – Significant impacts in the construction phase on previously open views to fields. | Moderate Adverse – Noticeable new feature within urban fringe landscape – easily perceived changes in a landscape already dominated by road. | Slight/Moderate Adverse – Mitigation planting will provide some screening, particularly to the northern edge. Trees will provide some interruption to the views. | Slight Adverse – Views to the rear are well screened by summer foliage within belt of trees. Woodland blocks establishing to screen views along the main alignment. |
| R17 (Sheet 7 of 9) | Lakeland Plastics | 1 | Low/Medium | 67 | Commercial outlet with upstairs café. Overlooks car park with fields and trees to the west and Wilmslow Road to the east. The neighbouring nursery forms a visual boundary to the south. | There is the possibility of some views of road lighting and the high sided vehicles to the south west. Views of the existing junction of the A555 and Wilmslow Road would remain largely unchanged. Some loss of trees is noticeable. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Noticeable impacts of construction activities over broad views from car park and café area. | Slight Adverse – top of new road lighting visible above the cutting, some noticeable mature trees lost in the middle distance. | Neutral – Trees lost are replaced with block of establishing woodland that would also screen road elements. | Neutral – Trees lost are replaced with block of establishing woodland that would also screen road elements. |
| R18 (Sheet 7 of 9) | Wagon and Horses Public House | 1 | Low/Medium | 138 | Public House with large car park overlooking Wilmslow Road. Enclosed bowling green to the rear with fields beyond. Views of the neighbouring commercial properties interrupt middle distance views of the junction with the A555. | Mainly upper floors on the side elevation will have views towards the route corridor. Views will be limited to road lighting and high sided vehicles in the opening year. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Construction activities would be noticeable gradually diminishing as cuttings and false cuttings are formed. | Slight Adverse – Road lighting and high sided vehicles just visible above existing hedgerows and fence lines. | Neutral – Trees lost are replaced with block of establishing woodland that would also screen road elements. | Neutral – Trees lost are replaced with block of establishing woodland that would also screen road elements. |

10.8 Figure 10.23

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|--|---------------------|-------------|---------------------------------|---|--|---|--|---|---|
| R1 (Sheet 8 of 9) | Outwood Farm | 1 | Medium/High | 345 | Set within an area of agricultural land mainly beef pasture. The dwelling is screened to the north by adjacent farm buildings; open views to the west, south and east are more open with the glasshouses to the south east. Views extend to the south towards the golf course and belts of mature planting. | The side of the property will have some views of the road set within a slight false cutting, over a relatively short section. Existing belts of planting interrupt views. The magnitude of impact will be in the order of Minor. | Slight Adverse – Perceptible changes resulting in low magnitude of impact from construction activities visible to the south. | Neutral /Slight Adverse – High sided vehicles will be glimpsed above false cutting. Views are relatively distant and do not dominate views. | Neutral/Slight Adverse – Hedgerow with trees will filter views of traffic on main alignment, traffic becomes barely perceptible. | Neutral – Hedgerow with trees will provide effective screening to traffic on main route. |
| R2 (Sheet 8 of 9) | Red Cliffe, Holme Lea | 2 | Medium | 71 | Semi detached properties with views to the front of Hollins Lane and housing opposite. The rear overlooks gardens and pasture to the railway line in cutting and woodland planting. | The rear upper floors have oblique views of the new route as it crosses the railway at grade. Traffic and road elements will be noticeable new features within the landscape. The magnitude of impact will be in the order of Moderate. | Moderate Adverse – Construction activity to form railway crossing and new alignment and junction will be noticeable within existing landscape in views to the rear of the properties. Along with construction activities to Styal Road. | Moderate Adverse – Road will be a new visual element at the rear of the property, traffic will be clearly visible. | Slight/Moderate Adverse – Shrub planting will partially screen lower level traffic and clutter and integrate the road into the wider landscape. Traffic will remain a noticeable element. | Slight/Moderate Adverse – Shrub planting will partially screen lower level traffic and clutter and integrate the road into the wider landscape. Traffic will remain a noticeable element. |
| R3 (Sheet 8 of 9) | Ellwood, East View, Park View, Daytona, Holmfield, Kantara, Boundary House | 7 | Medium | 8 | A series of individual properties forming a small cluster on Hollins Lane. Views to the front overlook Hollins Lane and pasture beyond leading onto the railway line in cutting. The rear overlooks gardens to glasshouses and the airport in the distance. | The front elevation has views towards the new route corridor Existing road corridor, widened and the houses opposite demolished would represent a noticeable change to the existing views. The magnitude of impact will be in the order of Minor | Moderate Adverse – Construction activities to the front of the property would be noticeable and represent a significant new element albeit temporary. | Slight/Moderate Adverse – Post construction changes would be less significant as elements of the view would not be significantly altered, traffic clearly visible in the mid distance. | Slight Adverse – Widened corridor would be a perceptible change, limited opportunity to mitigate would result in permanent changes to the views. | Slight Adverse – Widened corridor would be a perceptible change, limited opportunity to mitigate would result in permanent changes to the views. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|----------------------|---------------------|-------------|---------------------------------|---|--|---|--|---|--|
| R4 (Sheet 8 of 9) | 1-5 Boundary Terrace | 5 | Medium | 2 | A terrace of cottage style properties overlooking Hollins Lane. Beyond Hollins Lane are views of pasture and railway line in cutting. Oblique views exist of the sub station set beyond hedgerow. The rear elevation overlooks glasshouses. | The front elevation has views towards the new route corridor Existing road corridor, widened and the houses opposite demolished would represent a noticeable change to the existing views. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Construction activities to the front of the property would be noticeable and represent a significant new element albeit temporary. | Slight/Moderate Adverse – Post construction changes would be less significant as elements of the view would not be significantly altered, traffic clearly visible in the mid distance. | Slight Adverse – Widened corridor would be a perceptible change, limited opportunity to mitigate would result in permanent changes to the views. | Slight Adverse – Widened corridor would be a perceptible change, limited opportunity to mitigate would result in permanent changes to the views. |
| R5 (Sheet 8 of 9) | 19 Tedder Drive | 1 | Medium | 0 | An isolated property that appears to have previously been a semi detached. The fronts of the property overlook an access road and beyond are fields and remnants of hedgerows. To the rear are views of small paddocks and small patches of trees. | The front upper floor has oblique views across a hedgerow to the road set on a slight embankment within a field structure. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Significant impacts on receptor due to compounds, new junction and views to construction activities along the corridor to the south. | Large Adverse – Views along the new road with the breaks in existing remnant hedgerows. Prominent new feature, comprising traffic movements, lighting and | Moderate/Large Adverse – Mitigation planting will establish some screening to low level clutter. Views of high sided vehicles will remain. | Moderate/Large Adverse – Mitigation planting will establish some screening to low level clutter. Views of high sided vehicles will remain. |
| R6 (Sheet 8 of 9) | Smithy Farm | 1 | Medium | 27 | Detached former farm buildings. Views are restricted by hedgerows along the access road. Gaps in the hedgerow allow views of fields beyond. Oblique views to the north of Ringway Road West with views of busy traffic and housing beyond. Trees bound the views to the rear. | Oblique views of new road visible on embankment in the middle distance. Views interrupted by hedgerows. Traffic is a noticeable element. The magnitude of impact will be in the order of Moderate/Major. | Large Adverse – Substantial changes to accommodate compounds and construction activities, main construction impacts more restricted to the south and west beyond hedgerows. | Moderate Adverse – High sided vehicles will remain visible on embankment. Views interrupted by existing vegetation. | Moderate Adverse – High sided vehicles will remain visible on embankment. Views interrupted by existing vegetation. | Slight/Moderate Adverse – Existing hedgerow and mitigation planting will provide screening element to views. High sided vehicles remain visible. |
| R7 (Sheet 8 of 9) | Restaurant | 1 | Low/Medium | 98 | Restaurant set on Ringway Road West. Existing views to the south are of the busy road with queuing traffic. Views beyond Tedder Drive opposite including boundary hedgerows. Gaps in hedgerow allow views into the fields beyond. | The south elevation of the building would have views through gap in the existing hedgerow to road set on embankment in the distance. Traffic visible over short distance between existing hedgerows. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Construction activities would be noticeable over a small section to the south, majority of views set beyond existing hedgerows. | Slight Adverse – Traffic visible on embankment in the middle distance over short distance. | Neutral/Slight Adverse – Shrub planting to the north of the road will screen/filter views of traffic from the restaurant. High sided vehicles remain perceptible. | Neutral/Slight Adverse – Shrub planting to the north of the road will screen views of traffic from the restaurant. High sided vehicles remain perceptible. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
|--------------------------------|--|---------------------|-------------|---------------------------------|---|---|--|---|---|---|
| R8 (Sheet 8 of 9) | 10-24 (evens) Trenchard Drive Moss Nook House? | 10? 9? | Medium/High | 114 | The front of the property overlooks residential road and housing/pub opposite. Oblique views exist to the south of the busy Ringway Road West and hedgerows beyond. Views from the upper floors have views across hedgerow to fields to the south. | Oblique/acute views from the first floor in the middle distance of traffic set on slight embankment, views interrupted and filtered by remnants of hedgerows. Views of new road are background to existing traffic on Ringway Road West. The magnitude of impact will be in the order of Minor. | Slight Adverse – Oblique views to the south beyond hedgerows would afford perceptible views of construction activities particularly from upper floors. | Slight adverse – Traffic visible in the middle distance. Views interrupted by vegetation. Car parking beyond acts as background to the new traffic. | Neutral/Slight Adverse – Traffic along new route is partially screened by mitigation shrub planting. High sided vehicles remain visible but as a background to the existing road. | Neutral/Slight Adverse – Traffic along new route is partially screened by mitigation shrub planting. High sided vehicles remain visible but as a background to the existing road. |
| R9 (Sheet 8 of 9) | 21.23.27.29 Trenchard Drive | 4 | Medium/High | 188 | Set on the end of a residential road, the upper floors have views across gardens to pub car park and Ringway Road West. Remaining views of fields to the rear and housing set on residential road to the front. | Glimpsed views between adjacent buildings to the existing Ringway Road West. Views beyond the existing road of the traffic set on slight embankment. Views interrupted by buildings and vegetation. The magnitude of impact will be in the order of Minor. | Slight Adverse – Upper floors of receptors have some appreciation of construction activities beyond car park, local road and hedgerow. Activities would be perceptible in acute and oblique views. | Slight Adverse – Glimpses of traffic set at a distance with interruption by buildings and vegetation. | Neutral/Slight Adverse – Mitigation planting will further filter some views of the traffic in the distance. High sided vehicles will remain perceptible. | Neutral – Mitigation planting, hedgerows and trees will screen views of traffic such that they are negligible. |
| R10 (Sheet 8 of 9) | Tatton Arms Pub | 1 | Medium | 136 | Public House with views over car park and the busy Ringway Road West. Views beyond the road are of hedgerows and fields. Remaining views are of local residential properties and roads. | The south elevation has views across the existing road to the new road set on slight embankment within an existing field structure. Traffic and road visible in the middle distance. The magnitude of impact will be in the order of Minor. | Slight Adverse – Majority of views from external spaces and car park would have a limited appreciation of construction activities to the south. | Slight Adverse – Glimpses of traffic set at a distance with interruption by vegetation. | Neutral/Slight Adverse – Mitigation planting will further filter some views of the traffic in the distance. High sided vehicles will remain perceptible. | Neutral – Mitigation planting, hedgerows and trees will screen views of traffic till they are negligible. |
| R11 (Sheet 8 of 9) | 2-36 (evens) Ringway Road West | 18 | Medium | 106 | Semi detached properties set on the busy Ringway Road West. Views to the front overlook the road with heavy traffic flows. Beyond is a tall hedgerow with views from the upper floors of the fields and railway cutting beyond. Views to the rear are of fields and the approach for the airport. | Upper front elevations have views over the busy existing road to the new road set on slight embankment in the mid distance. Moving traffic will be clearly visible in the middle distance with car storage forming a background. The magnitude of impact will be in the order of Minor/Moderate. | Moderate Adverse – Predominantly upper floors are afforded views across highway and hedgerow to construction activities in the middle distance set on slight embankment. | Slight Adverse – Views of traffic set on slight embankment will be discernible, views broken by hedgerows and buildings. | Neutral/Slight Adverse – Shrub planting will screen some of the lower level road clutter, High sided vehicles will remain perceptible. | Neutral/Slight Adverse – Shrub planting will screen some of the lower level road clutter, High sided vehicles will remain perceptible. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R12 (Sheet 8 of 9) | Sylverne | 1 | Medium | 87 | Detached property set on Ringway Road West. The front of the property overlooks the busy road and housing beyond. The rear of the property overlooks garden vegetation to the fields with hedgerows and trees to the railway cutting and car storage beyond. | The rear upper elevation has views of traffic set on slight embankment across the rear. Views are interrupted by hedgerows and trees. Traffic clearly visible. The magnitude of impact will be in the order of Moderate. | Large Adverse – Significant views to the rear of the property overlooking broad views to the rear of construction activities. | Moderate/Large Adverse – Views of road to the rear of the property is a new prominent feature although communication links exist to the front and rear. | Moderate Adverse – Mitigation shrub planting will screen some of the lower level clutter but remains noticeable, in particular high sided vehicles. | Moderate Adverse – Mitigation shrub planting will screen some of the lower level clutter but remains noticeable, in particular high sided vehicles. |
| R13 (Sheet 8 of 9) | Shadow Moss Farm | 1 | Medium | 87 | Cottage set just of Ringway Road West with views to the front of the busy road and housing opposite. Views to the rear are of open field reaching to the railway cutting. Car storage is set beyond railway. | The open views to the rear will be dominated by the new road set at grade. Moving traffic and road surface will be visible. The magnitude of impact will be in the order of Major. | Large Adverse – Significant views to the rear of the property overlooking broad views to the rear of construction activities. | Large Adverse – New road is prominent feature to the rear of the property with unbroken views of traffic in the middle distance. | Moderate/Large Adverse – Mitigation planting will partially filter/screen views of the lower level clutter. Traffic will remain a noticeable new feature. | Moderate/Large Adverse – Mitigation planting will partially filter/screen views of the lower level clutter. Traffic will remain a noticeable new feature. |
| R14 (Sheet 8 of 9) | 38-59 (evens) Ringway Road West | 9 | Medium | 80 | Semi detached properties set on the busy Ringway Road West. Views to the front overlook the road with heavy traffic flows. Beyond is a tall hedgerow with views from the upper floors of the fields and railway cutting beyond. Views to the rear are of adjacent gardens, fields and the approach for the airport. | Upper front elevations have views over the busy road to the new road at grade. Moving traffic will be clearly visible in the middle distance with car storage forming a background. The magnitude of impact will be in the order of Minor/Moderate. | Moderate Adverse – Predominantly upper floors are afforded views across highway and hedgerow to construction activities in the middle distance set on slight embankment. | Slight/moderate Adverse – Views of traffic set on slight embankment will be discernible, views broken by hedgerows and buildings. | Slight Adverse – Shrub planting will screen some of the lower level road clutter, High sided vehicles will remain perceptible. | Slight Adverse – Shrub planting will screen some of the lower level road clutter, High sided vehicles will remain perceptible. |
| R15 (Sheet 8 of 9) | 5-8 Croyde Close | 4 | Medium | 129 | A set of joined properties set back from Ringway Road West with views of the road, hedgerows and properties to the front. To the rear are views of open fields and the airport approach. Upper floors have enclosed views of the fields beyond the road and car storage in the distance. | The upper front elevations have enclosed views across the busy Ringway Road West to the new road set at grade in the middle distance. Views are generally over a short distance and do not dominate the views. The magnitude of impact will be in the order of Minor. | Slight Adverse – Awareness of construction activities visible beyond adjacent housing, local road and hedgerows. | Neutral/Slight Adverse – Glimpsed views exist of traffic in the middle distance. Foreground already contains these features so new elements do not represent a significant change. | Neutral – Mitigation planting will largely screen views of new road elements. Glimpses set against a foreground of local road. | Neutral – Mitigation planting will largely screen views of new road elements. Glimpses set against a foreground of local road. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R16 (Sheet 8 of 9) | Cherry Tree Cottage, Rose Cottage | 2 | Medium | 44 | Cottages set just of Ringway Road West with views to the front of the busy road and housing opposite. Views to the rear are of open field reaching to the railway cutting. Fields beyond the railway to belts of trees in the distance. | The enclosed views to the rear will be dominated by the new road set at grade. Moving traffic and road surface will be visible. The magnitude of impact will be in the order of Major. | Large Adverse – Significant views to the rear of the property overlooking broad views to the rear of construction activities. | Moderate/Large Adverse – New road is prominent feature to the rear of the property with unbroken views of traffic in the middle distance. | Moderate Adverse – Mitigation planting will partially filter/screen views of the lower level clutter. Traffic will remain a noticeable new feature. | Moderate Adverse – Mitigation planting will partially filter/screen views of the lower level clutter. Traffic will remain a noticeable new feature. |
| R17 (Sheet 8 of 9) | 68-84 (evens) Ringway Road West | 9 | Medium | 69 | Terraced properties with views to the front of the existing Ringway Road West. Beyond the existing busy road is an existing car park and glass houses. Upper floors have glimpsed views beyond of fields and railway cutting beyond. | The upper front elevations have views over the nursery and glass houses to the road at grade beyond. Traffic and road surface will be visible over an enclosed view. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Predominantly upper floors are afforded views across highway and buildings opposite to construction activities in the middle distance set on slight embankment. | Slight/Moderate Adverse – Traffic is visible beyond the glass houses. Views are in the context of the existing local road. | Slight Adverse – Mitigation planting will screen clutter on the road and lower level traffic. The high sided vehicles will remain visible set beyond the existing road. | Slight Adverse – Mitigation planting will screen clutter on the road and lower level traffic. The high sided vehicles will remain visible set beyond the existing road. |
| R18 (Sheet 8 of 9) | 104-108 (evens) Ringway Road West | 3 | Medium | 39 | Terraced properties with views to the front of the existing Ringway Road West. Beyond the existing busy road are several detached properties. Upper floors have glimpsed views beyond of fields and railway cutting beyond. | The upper front floors have views between opposing properties. Vegetation and buildings interrupt views, traffic visible beyond. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Predominantly upper floors are afforded views across highway and buildings opposite to construction activities in the middle distance set on slight embankment. | Slight Adverse – Traffic is visible beyond the glass houses. Views are in the context of the existing local road. | Neutral/Slight Adverse – Mitigation planting will screen clutter on the road and lower level traffic. The high sided vehicles will remain visible set beyond the existing road. | Neutral/Slight Adverse – Mitigation planting will screen clutter on the road and lower level traffic. The high sided vehicles will remain visible set beyond the existing road. |
| R19 (Sheet 8 of 9) | Newlyn, Ringway Road West | 1 | Medium | 0 | Detached property set just off Ringway Road West. The front of the property overlooks the existing busy Ringway Road West and housing beyond. The rear overlooks garden and boundary vegetation to fields beyond and railway cutting. Distant views are limited by woodland belts beyond the railway to the south. | The rear will have views beyond boundary vegetation to the road at grade. Traffic will be noticeable where views occur. The magnitude of impact will be in the order of Moderate. | Very Large Adverse – Significant views to the rear of the property overlooking broad views to the rear of construction activities in close proximity. | Large Adverse – Views through boundary vegetation in winter will result in prominent views of moving traffic relatively close to receptor. | Moderate/Large Adverse – The mitigation planting to the rear of the property will filter some views of lower level clutter. High sided vehicles remain a noticeable visual detractor. | Moderate Adverse – The mitigation planting in summer will heavily filter views to the rear of the property. High sided vehicles may remain perceptible. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R20 (Sheet 8 of 9) | Oakfield, Ringway Road West | 1 | Medium | 0 | Detached property set just off Ringway Road West. The front of the property overlooks the existing busy Ringway Road West and housing beyond. The rear overlooks garden and boundary vegetation to fields beyond and railway cutting. Distant views are limited by woodland belts beyond the railway to the south. | The rear mainly upper floors will have views beyond boundary vegetation to the road at grade. Traffic will be noticeable where views occur. The magnitude of impact will be in the order of Moderate. | Very Large Adverse – Significant views to the rear of the property overlooking broad views to the rear of construction activities in close proximity. | Large Adverse – Views through boundary vegetation in winter will result in prominent views of moving traffic relatively close to receptor. | Moderate/Large Adverse – The mitigation planting to the rear of the property will filter some views of lower level clutter. High sided vehicles remain a noticeable visual detractor. | Moderate Adverse – The mitigation planting in summer will heavily filter views to the rear of the property. High sided vehicles may remain perceptible. |
| R21 (Sheet 8 of 9) | Primrose Cottage, Nursery Cottage | 1 | Medium | 40 | A small cottage set immediately adjacent to Ringway Road West. A series of shed type buildings and glass houses restricts views to the south. Occasional glimpses exist between adjacent buildings to fields and railway cutting beyond. | The rear of the cottage and some of the external spaces have glimpsed views between adjacent farm buildings to the road at grade. Moving traffic would be perceptible. The magnitude of impact will be in the order of Minor. | Moderate/Large Adverse – Construction activities are noticeable although narrow views enclosed by adjacent buildings. | Moderate Adverse – Glimpsed views of traffic beyond buildings will be perceptible. | Neutral/Slight Adverse – Mitigation planting to the edge of the road will filter views of the traffic. | Neutral – Mitigation planting with summer foliage will screen views of the traffic at grade over glimpsed views. |
| R22 (Sheet 8 of 9) | Nursery Glasshouses | 1 | Low | 0 | Nursery glasshouses with outdoor areas for displaying plants. To the rear of the plot is a glasshouse. Glimpsed views from within the glass house and some from the car park to fields at the rear, railway cutting and fields beyond leading onto woodland belts to the south. To the north the views are dominated by Ringway Road West and housing. | Glimpsed views of traffic from within the glass houses and car park of the new road at grade. Moving traffic are noticeable new features. New road layout may require the removal of part of the glass house. The magnitude of impact will be in the order of Moderate/ large. | Very Large Adverse – Construction activities set immediately adjacent to the rear of glass houses would have a significant impact. | Large Adverse - Views will include some element of traffic to the south of the site, interrupted by vegetation. | Slight/Moderate – Adverse – Views of traffic partially screened by mitigation planting. Glimpses of moving traffic will remain through vegetation. | Slight Adverse – Summer foliage will effectively screen most road elements from view. Glimpses of traffic remain in places. |
| R23 (Sheet 8 of 9) | 9 – 23 New Hall Avenue | 15 | Medium/High | 174 | Front elevations overlook local residential road and adjacent housing. The rear elevations have views over rear gardens and stout boundary vegetation including tall hedgerows and intermittent trees. Upper floors have some appreciation of agricultural land beyond particularly during winter months. | Impacts occur during construction phase of drainage link to the north of the main alignment. Post construction impacts would be negligible as majority of land would be returned to agriculture. The magnitude of impact would be in the order of Negligible/no change. | Slight Adverse – Potential for slight awareness of construction activity but within the existing landscape framework this would be barely perceptible. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R24 (Sheet 8 of 9) | Recreation Ground | 1 | Medium | 142 | Open space abutting Bolshaw Lane with residential development to the north and south. Western boundary has some appreciation of agricultural land further west but views are broken and interrupted by remnant of hedgerow planting to open space boundary. | Views from open space although interrupted by vegetation to the western boundary would have some appreciation of construction activities to the west, particularly during winter months. The magnitude of impact would be in the order of Minor/no change | Slight Adverse – Potential for slight awareness of construction activity but within the existing landscape framework this would be barely perceptible. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. |
| R25 (Sheet 8 of 9) | 32 – 44 (evens) The Oval | 7 | Medium/High | 86 | Front elevations overlook local residential road and adjacent housing. The rear elevations have views over rear gardens and stout boundary vegetation including tall hedgerows and intermittent trees. Upper floors have some appreciation of agricultural land beyond particularly during winter months. | Impacts occur during construction phase of drainage link to the north of the main alignment. Post construction impacts would be negligible as majority of land would be returned to agriculture. The magnitude of impact would be in the order of Minor/no change. | Slight Adverse – Potential for slight awareness of construction activity but within the existing landscape framework this would be barely perceptible. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. | Neutral – Any awareness of traffic movements would be barely perceptible through existing vegetation. |
| R26 (Sheet 8 of 9) | Moss Lane | 2 | High | | Large detached properties along Moss lave, overlooking local road and gardens. Side elevations have views over adjacent farmland and road. | Upper floors have direct views from side elevation towards the crossing of the railway line whilst front elevation has acute views partially obscured by vegetation towards Hollin Lane and changes to the local road layout. The magnitude of impact would be in the order of Minor. | Slight Adverse – Construction of new alignment on slight embankment in the mid distance would represent a perceptible change albeit temporary. | Slight Adverse - Post construction the new alignment would be a perceptible new feature but not form part of the primary view. Some opportunity to mitigate via combination of mounding and planting. | Slight Adverse - The new alignment would be a perceptible new feature but not form part of the primary view. Opportunity to mitigate via combination of mounding and planting would in the design year provide an effective foil to views. | Neutral / Slight Adverse. The new alignment would be a perceptible new feature but not form part of the primary view. Opportunity to mitigate via planting would in the design year provide an effective foil to views. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R27 (Sheet 8 of 9) | Hollin lane | 1 | Medium \ High | | Detached properties along Hollin Lane, overlooking local road and gardens. Side elevations have views over adjacent farmland and road to the north and east. | Side elevation would have direct views in the direction of the proposed alignment, front elevation would have oblique views of the new alignment. The magnitude of impact would be in the order of Minor. | Slight Adverse – Construction of new alignment on slight embankment in the mid distance would represent a perceptible change albeit temporary. | Slight Adverse - Post construction the new alignment would be a perceptible new feature but not form part of the primary view. Some opportunity to mitigate via combination of mounding and planting. | Slight Adverse - The new alignment would be a perceptible new feature but not form part of the primary view. Opportunity to mitigate via combination of mounding and planting would in the design year provide an effective foil to views. | Neutral / Slight Adverse. The new alignment would be a perceptible new feature but not form part of the primary view. Opportunity to mitigate via planting would in the design year provide an effective foil to views. |

10.9 Figure 10.24

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R1 (Sheet 9 of 9) | 15-29 (odds) Shadowmoss Road | 8 | Medium/High | 8 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook a residential feeder road with mature trees, beyond which is the recently constructed tram link. Beyond is an open field with the views bordered by housing along Ringway Road West. The rear of the property overlooks adjacent gardens and housing. | The front elevation has oblique views of the new road beyond housing, tram link and the existing Ringway Road West. Glimpses of traffic and changes to the existing road layout to accommodate the new carriageway will be perceptible. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Awareness of construction activities to accommodate changes to existing road but generally views are oblique. | Slight Adverse – Views of the new carriageway are set beyond the existing tram link and new link to Ringway Road West. Components of the view would be changed through modifications to the local feeder road. | Slight Adverse – Changes to new link road would be set to the east beyond tram link – continued erosion of the urban fringe. | Slight Adverse – Changes to new link road would be set to the east beyond tram link – continued erosion of the urban fringe. |
| R2 (Sheet 9 of 9) | 22,24,26 Swithin Road | 3 | Medium/High | 43 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook a residential road leading onto a wide grass verge with mature trees and residential feeder road. Beyond the grass verge are oblique views of the existing Ringway Road West. Beyond is the northern edge of the Manchester airport runway. The rear of the property overlooks adjacent gardens and housing. | The fronts of the properties have oblique views across the residential road and grass verge to the proposed road. Views of traffic will remain largely unchanged and in a slight cutting. The magnitude of impact will be in the order of Minor. | Slight/Moderate Adverse – Awareness of construction activities to accommodate changes to existing road but generally views are oblique. | Slight Adverse – Views of the new carriageway are set beyond the existing tram link and new link to Ringway Road West. Components of the view would be changed through modifications to the local feeder road. | Slight Adverse – Changes to new link road would be set to the east beyond tram link – continued erosion of the urban fringe. | Slight Adverse – Changes to new link road would be set to the east beyond tram link – continued erosion of the urban fringe. |
| R3 (Sheet 9 of 9) | 35-45 (odds) Carsdale Road | 6 | Medium/High | 22 | The dwellings are set on the edge of a large residential area. The front of the properties overlooks a residential road and outgrown hedgerows and mature trees. Glimpses of traffic on Ringway Road West are visible beyond the planting. The rear of the property overlooks adjacent gardens and housing. | The widening of the current carriageway to accommodate the traffic will require the removal of several mature trees and hedgerow. This will open views from the front of the properties that include the recently constructed tram extension. The magnitude of impact will be in the order of Moderate/Major. | Moderate/Large Adverse – Exposure of views due to loss of vegetation for construction purposes would result in significant changes to views. | Moderate Adverse – Loss of significant vegetation to the front of the property will open up views of the road beyond, traffic will be brought slightly closer to the receptor. | Moderate Adverse – Mitigation shrub planting will filter some of the lower level clutter from the views to the front of the receptors. High sided vehicles will remain visible. | Slight/Moderate Adverse – Summer foliage will provide an effective screen/filter to views of traffic. Glimpsed views of high sided vehicles will remain apparent. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R4 (Sheet 9 of 9) | 38-46 Carsdale Road | 7 | Medium/High | 0 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook residential roads and adjacent housing. The rear overlooks gardens leading onto rough ground and the existing Ringway Road West road and tram link beyond. The edge of the airport and shrubby planting exists beyond. | The rear elevation will have views of the widened road. Vegetation removed will open up some views of the road and recently constructed extension to the tram link. Traffic is positioned slightly closer to receptors than its existing position. The magnitude of impact will be in the order of Moderate. | Large Adverse – Construction activities to widen existing road would be noticeable to the rear elevation, particularly upper floors. | Moderate/Slight Adverse – Some vegetation lost to the widened road exposes traffic slightly more. Uninterrupted views of traffic set in slight cutting. | Neutral/Slight Adverse – Establishing mitigation shrub planting will restore a screen edge to the road and filter some views of the widened road corridor. | Neutral/Slight Adverse – Summer foliage to the mitigation planting will provide a partial screen to the widened road, however changes would remain perceptible. |
| R5 (Sheet 9 of 9) | 1,3,5,7,10,12 Lynside Walk 22-36 (evens) Carsdale Road | 14 | Medium/High | 0 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook residential roads and adjacent housing. The rear overlooks gardens leading onto rough ground and the existing Ringway Road West road and tram link beyond. The edge of the airport, the junction with Ringway Road and shrubby planting exists beyond. | The rear elevation will have views of the widened road in the foreground with the tram link beyond. Vegetation removed will open up some views of the road. Traffic is positioned slightly closer to receptors than its existing position. The magnitude of impact will be in the order of Moderate. | Large Adverse – Construction activities to widen existing road would be noticeable to the rear elevation, particularly upper floors. | Moderate/Slight Adverse – Some vegetation lost to the widened road exposes traffic slightly more. Uninterrupted views of traffic set in slight cutting. | Neutral/Slight Adverse – Establishing mitigation shrub planting will restore a screen edge to the road and filter some views of the widened road corridor. | Neutral/Slight Adverse – Summer foliage to the mitigation planting will provide a partial screen to the widened road, however changes would remain perceptible. |
| R6 (Sheet 9 of 9) | Office blocks, Aviator Way | 2 | Medium | 50 | High profile, newly built office blocks 5-6 storey surrounded by car parks. Views to the rear overlook rough ground to the edge of the Wythenshawe housing area. To the front the views are of the recently modified road link and extension to the tram link to airport. Beyond the road views open up of airport as the view point becomes higher. | Oblique and acute views of the new road to the east and roundabout. The magnitude of impact will be in the order of Minor. | Moderate Adverse – Construction activities to widen road corridor would be noticeable to southern elevation and car parking areas to the east. | Slight Adverse – A widened road corridor, new roundabout would be apparent in oblique views to the east. Impacts are not considered significant. | Slight Adverse – A widened road corridor, new roundabout would be apparent in oblique views to the east. Impacts are not considered significant. Establishing mitigation measures will partially obscure views of the modified road corridor. | Slight Adverse – A widened road corridor, new roundabout would be apparent in oblique views to the east. Impacts are not considered significant. Establishing mitigation measures will partially obscure views of the modified road corridor. |

| Receptor Ref Code & Fig Number | Receptor Details | Recept or Quantit y | Sensitivity | Proximity to Proposals (meters) | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| R7 (Sheet 9 of 9) | 28-32 (evens) Swithin Road | 3 | Medium/High | 50 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook a wide grass verge with mature trees and residential feeder road. Beyond the grass verge is the existing Ringway Road West and recently constructed extension to the tram link to the airport. Beyond is the northern edge of the Manchester airport runway. The rear of the property overlooks adjacent gardens and housing. | The fronts of the properties have direct views across the grass verge to the revised road layout and tram link. Views of traffic will remain largely unchanged and in a slight cutting. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Views from front elevation would have an appreciation of changes to existing road layout during construction impacts would be perceptible. | Neutral/Slight Adverse – Basic components of the view remain unchanged although the road element is slightly more prominent. | Neutral/Slight Beneficial – Existing vegetation associated with open space would filter views of the new road set beyond the tram link. Mitigation planting to the edge of the new road will filter some views of the main carriageway and the traffic. | Neutral/Slight Beneficial – Existing vegetation associated with open space would filter views of the new road set beyond the tram link. Mitigation planting to the edge of the new road will filter some views of the main carriageway and the traffic. |
| R8 (Sheet 9 of 9) | 1,3,5 Copgrove Walk | 3 | Medium/High | 80 | The dwellings are set on the edge of a large residential area. The fronts of the properties overlook a wide grass verge with mature trees and residential feeder road. Beyond the grass verge is the existing Ringway Road West and recently constructed extension to the tram link to the airport. Beyond is the northern edge of the Manchester airport runway. The rear of the property overlooks adjacent gardens and housing. | The fronts of the properties have direct views across the grass verge to the revised road layout and tram link. Views of traffic will remain largely unchanged and in a slight cutting. The magnitude of impact will be in the order of Moderate. | Moderate/Large Adverse – Views from front elevation would have an appreciation of changes to existing road layout during construction impacts would be perceptible. | Neutral/Slight Adverse – Basic components of the view remain unchanged although the road element is slightly more prominent. | Neutral – Mitigation planting to the edge of the new road will filter some views of the main carriageway and the traffic. | Neutral – Mitigation planting to the edge of the new road will filter some views of the main carriageway and the traffic. |
| R09 (Sheet 9 of 9) | The Airport Hotel PH | 1 | Low | 129 | The Airport Hotel public house is set just of Ringway Road. The front elevation has views across the road and car parking. Glimpses of traffic along Ringway Road West and tram link are visible from the upper floors. The rear overlooks the airport runway and spectacular views of the aircraft. | The front upper floors will have views of the widened road beyond the car parks and tram link. Limited loss of vegetation will be perceptible. The magnitude of impact will be in the order of Minor. | Slight Adverse – Views of construction activities from upper floors would result in an awareness of changes to existing road corridor. | Neutral – Widened existing road will be barely perceptible as a modified road within the context of the changes arisen from the introduction of the tram link. | Neutral – Widened existing road will be barely perceptible as a modified road within the context of the changes arisen from the introduction of the tram link. | Neutral – Widened existing road will be barely perceptible as a modified road within the context of the changes arisen from the introduction of the tram link. |

10.10 Figures 10.12 – 10.15

| Receptor Ref Code & Fig Number | Receptor Details | Sensitivity | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| FP65 (Stockport) | Public right of way between Hazel Grove and High Lane | Medium | Footpath follows access road to Hazel Grove Golf Course. Predominantly set within wooded environment the footpath passes beneath railway line as woodland becomes confined to southern boundary and landform rises steeply to enclose views to the north. Views of golf course gradually open up as club house and car park is reached. | Awareness of the scheme proposals will only occur to the western end with the proposed tie in with the existing A6, partially obscured by proposed noise barrier, views east would be constrained by planting and adjacent property. The magnitude of impact would be in the order of low. | Slight Adverse - The western end of the footpath will be the section most affected but impacts would rapidly diminish as a result of existing woodland planting, within the local valley and north of the railway line views would be screened. | Slight Adverse – Western end of footpath would retain awareness of realigned road and new lighting although this would rapidly diminish within the valley as the elevation of the footpaths drops and vegetation filters views to the south. | Neutral – A combination of existing vegetation and mitigation planting would screen views of the road and reduce awareness of the road, lighting would still be visible, filtered by vegetation and within the context of the existing A6. | Neutral – A combination of existing vegetation and mitigation planting would screen views of the road and reduce awareness of the road, lighting would still be visible, filtered by vegetation and within the context of the existing A6. |
| FP66 (Stockport) | Public right of way between A6 Buxton Road and Hazel Grove Golf Club | Medium | Existing views in the southern section of busy A6 corridor to the south west. Central and northern sections of footpath dominated by the fairways and shelter planting of the golf course providing enclosed views to the west and north. Significant vegetation around the railway line forms a visual barrier to the rear of the club house. | Views from the track along the southern section will be of new link road to junction and change would be relatively low as traffic along A6 is moved marginally closer. Strong hedgerow along track screens majority of views to the west. Views within the golf course are almost entirely screened by shelter planting as part of the golf course resulting in screened views of the new road scheme to the west. North of the railway line views are screened by existing woodland and club house. The magnitude of impact would be in the order of low. | Slight Adverse - Some awareness of construction activities to the southern section would only have a slight impact. | Neutral/Slight Adverse – Awareness of traffic sited slightly closer to receptor but only over a short distance. Impacts partially screened by existing hedgerow. | Neutral – Views relatively unchanged with mitigation planting establishing alongside the link road providing additional screening. To the north views screened by golf course planting and local undulations in the land form. | Neutral – Views relatively unchanged with mitigation planting establishing alongside the link road providing additional screening. To the north views screened by golf course planting and local undulations in the land form. |

| Receptor Ref Code & Fig Number | Receptor Details | Sensitivity | Existing Visual Outlook | Views Relative to Development and Magnitude of Impact | Views During Construction | Winter Year of Opening | Winter 15 Years | Summer 15 Years |
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| A6 Buxton Road (Stockport) | Footway associated with Buxton Road | Low | Footway of varying widths on both sides of the A6 road corridor. Majority of views in the west are enclosed by adjacent housing with occasional glimpses of surrounding farmland. The central section benefits from more open views across local paddock to agricultural land to the north and west before sporadic housing interrupts views. To the east hedgerows generally contain views within the existing road corridor. Views to the south are generally enclosed by roadside hedgerows, where glimpsed views do occur they are limited by planting alongside the railway and by woodland associated with Norbury Brook further to the south. | The western end of the footpath would have some awareness of the new link road as it disappears behind housing on Buxton Road and proposed noise barrier. The main junction and newly formed over bridges would be noticeable from the central sections before views become more interrupted by existing housing until the link road reappears to the east. Mounding street lighting and views of traffic would be apparent particularly at the point at which the new alignment would pass beneath the re modeled A6. The magnitude of impact would be in the order of moderate. | Moderate Adverse - Noticeable views from slightly elevated views in the central section of the construction of the new junction and excavations of cuttings. Views would also include work to remodel the existing A6. | Slight Adverse – newly formed link roads and junction largely screened by earthworks would be offset by a substantial change in the existing A6 to form a local road. Majority of traffic would be moved away from the viewer in the central section. Lighting would remain perceptible as would views of the main alignment as it passes below the A6. Views to the south largely unchanged as road set within cutting. | Neutral/Slight Adverse – Mitigation planting would provide additional screening to road elements and replace some of the existing vegetation removed. Views from footbridge would remain noticeable but this would be offset by significant reduction in traffic within views and the formation of the A6 as a minor road. Views to the south largely unchanged as road set within cutting. | Neutral/Slight Adverse – Mitigation planting would provide additional screening to road elements and replace some of the existing vegetation removed. Views from footbridge would remain noticeable but this would be offset by significant reduction in traffic within views and the formation of the A6 as a minor road. Views to the south largely unchanged as road set within cutting and mitigation planting providing effective screening to some views.. |
| FP75 (Stockport) | Public right of way between A6 Buxton Road and Norbury Valley | Medium | Short footpath linking the A6 with the footpath network associated with Norbury Brook to the south. The footpath links to the A6 before crossing the railway line at grade and descending into the local valley. Views to the south of the railway are of a number of small fields bounded by hedgerows leading down to the dense woodland running alongside the brook. | Majority of views will be screened by a local rise in the intervening landform. Construction and formation of earthworks would be visible in the early stages of the development of the scheme. Some minor remodeling of the A6 would initially be visible to the northern end of the footpath. The magnitude of impact would be in the order of Minor. | Slight Adverse – Some awareness of plant and machinery in the formation of the road cutting, earthworks would be formed that would screen views once cutting is formed. | Neutral – Majority of views of new road screened by earthworks south of railway. Minor amendments to the A6 would be visible to the northern section of the footpath but changes would be minor. Significant reduction in traffic would be noticeable benefit. | Neutral/Slight Beneficial – Significant reduction in traffic will improve outlook for footpath users, establishing mitigation planting will provide screening to earth mounding and filter views of the housing beyond. | Neutral/Slight Beneficial – Significant reduction in traffic will improve outlook for footpath users, establishing mitigation planting will provide screening to earth mounding and screen views of the housing beyond. |

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| FP76 (Stockport) | Public right of way between Old Mill Lane and Norbury Brook Quiet Lane | High | A short footpath linking the end of Old Mill Lane with the footpath network within the Norbury Brook valley. The footpath falls steeply into the valley bounded on either side by woodland vegetation. Views of the housing and access track on Old Mill Lane remain visible. | The footpath would require a diversion by the scheme; instead the footpath would follow the southern boundary of the end house to link with a new footbridge to cross the main scheme to rejoin FP109 north of the brook. Changes would result in elevated views of the scheme from the footbridge and road lighting to the west. The magnitude of impact would be in the order of Major. | Large Adverse - Substantial removal of existing woodland would expose views of the construction activities within the wooded valley. Footpath would effectively be closed by construction activities until new footbridge could be erected. | Large Adverse - Substantial engineered footbridge would be conspicuous as it crosses the main alignment. Substantial views along the scheme in both directions would result in significant impacts. | Large Adverse – Conspicuous views along main scheme would remain even with mitigation planting establishing either side. | Large Adverse – Conspicuous views along main scheme would remain even with mitigation planting establishing either side. |
| FP109 (Stockport) | Public right of way along Norbury Brook | High | An attractive footpath set within the wooded valley. Views enclosed by surrounding vegetation particularly in the summer months. Exact route of footpath unclear due to interlacing footpaths networking through the valley. | Western end of footpath would have significant views of new scheme set on slight embankment particularly during winter months. Further east the existing woodland would provide effective screen to road elements. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Temporary but distinct views of plant and construction activities in the western end of the footpath and awareness of the construction of the proposed footbridge, To the east impacts become more heavily filtered by adjacent woodland which is more effective at screening during summer months. | Slight Adverse – Short section of footpath to the west would have some views of traffic set on slight embankment. Further east views would gradually diminish as existing woodland filters views. | Slight Adverse – Some awareness of road set on slight embankment would remain to the western end of the footpath. | Neutral – Summer foliage to woodland would effectively screen most views of the new scheme, combining with establishing mitigation planting to provide additional screening. |
| FP15c (Cheshire) | Public right of way along Norbury Brook | Medium/High | Wide open views to the south across farmland to pockets of woodland on rising ground. Views to the north screened by woodland planting along Norbury Brook. | Loss of short section of woodland to accommodate new crossing point for Norbury Brook would expose views of new scheme set beyond woodland belt. The magnitude of impact would be in the order of Minor. | Slight Adverse – Slight awareness of construction activities in glimpsed views where woodland removed. Lack of foliage in winter may result in slight awareness of activities north of the woodland belt. The magnitude of impact would be in the order of low. | Slight Adverse – Removal of woodland would initially expose users of the footpath to a narrow view of the scheme and traffic set on slight embankment to the north and properties set on Old Mill Lane to the north. | Neutral/Slight Adverse – Majority of views screened or heavily filtered by existing woodland and establishing mitigation planting. Potential for some very slight awareness of scheme beyond woodland. | Neutral – Summer foliage would effectively screen all views of the road and restore previous views. |

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| FP62c (Cheshire) | Public right of way between Tower Hill Farm and Norbury Brook | Medium/High | Footpath following farm access track in a northerly direction towards the planting set along Norbury Brook. Views to the west, south and east are of farmland and scattered farmsteads. | Views in a northerly direction have direct view towards new footbridge over the Norbury Brook. Loss of short section of woodland would expose views to the new scheme set beyond woodland belt. The magnitude of impact would be in the order of Minor. | Slight Adverse – Slight awareness of construction activities in glimpsed views where woodland removed. Lack of foliage in winter may result in slight awareness of activities north of the woodland belt. The magnitude of impact would be in the order of low. | Slight Adverse – Removal of woodland would initially expose users of the footpath to a narrow view of the scheme and traffic set on slight embankment to the north and properties set on Old Mill Lane to the north. | Neutral/Slight Adverse – Majority of views screened or heavily filtered by existing woodland and establishing mitigation planting. Potential for some very slight awareness of scheme beyond woodland. | Neutral – Summer foliage would effectively screen all views of the road and restore previous views. |
| FP64c (Cheshire) | Public right of way between Tower Farm and FP62c and 15c | Medium/High | Footpath following farm access track in a east west direction following the planting set along Norbury Brook to the north. Views to the west, south and east are of farmland and scattered farmsteads. | Views in a northerly direction have direct view towards the Norbury Brook with the footpaths junction with FP62c and 15c. Loss of short section of woodland would expose views to the new scheme set beyond woodland belt at the eastern end of the footpath link. The magnitude of impact would be in the order of Minor. | Slight Adverse – Slight awareness of construction activities in glimpsed views where woodland removed. Lack of foliage in winter may result in slight awareness of activities north of the woodland belt. The magnitude of impact would be in the order of low. | Slight Adverse – Removal of woodland would initially expose users of the footpath to a narrow view of the scheme and traffic set on slight embankment to the north and properties set on Old Mill Lane to the north. | Neutral/Slight Adverse – Majority of views screened or heavily filtered by existing woodland and establishing mitigation planting. Potential for some very slight awareness of scheme beyond woodland. | Neutral – Summer foliage would effectively screen all views of the road and restore previous views. |
| FP65c (Cheshire) | Public right of way along Towers Road | Medium | Footpath following a roughly surfaced road providing access to a number of properties whilst serving as a public footpath. Views to the west consist of large detached properties whilst to the east is farmland stretching to the north and to the woodland planting along Norbury Brook that screens views further north. | The most northern end of the footpath at its junction with the A523 would have some limited appreciation of the proposed changes and new junction of the new scheme proposals with the A523. Views would only consist of a slightly remodeled road corridor at some distance. The magnitude of impact would be in the order of Minor. | Neutral/Slight Adverse – Some appreciation from the very end of the footpath of construction activities, majority of footpath would not have views of construction activities. | Neutral – Changes in road layout would be almost imperceptible from the northern tip of the footpath. | Neutral – Changes in road layout would be almost imperceptible from the northern tip of the footpath. | Neutral – Changes in road layout would be almost imperceptible from the northern tip of the footpath. |

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| A523 Macclesfield Road (Stockport) | Footway associated with Macclesfield Road | Low | A footway associated with a busy highway (A523). The footway runs to the eastern side of the carriageway and has defined views to the north of housing including Norbury Hall. South of the housing are a number of fields spanning to the east and west with belts of woodland beyond. Set within the belts of woodland are views of a garden centre to the south east and a large detached property to the south west. | The A523 will be substantially changed with the formation of a new controlled junction with the new alignment. New alignment set within cutting, slip roads and traffic lights to junction and lighting throughout. The magnitude of impact would be in the order of moderate. | Moderate/Large Adverse – Substantial changes around the existing road corridor, distinctive views of machinery and plant set within enclosed views. | Moderate Adverse – A noticeable change in views of the local road and changes to the existing landscape structure with additional road elements. | Slight Adverse - Establishing landscape mitigation will provide partial filtering of views to residential properties to the north. Overall influence of road corridor is a brief visual intrusion to views. | Slight Adverse - Establishing landscape mitigation will provide screening to residential properties to the north. Overall influence of road corridor is a brief visual intrusion to views. |
| FP3 (Cheshire) | Public right of way between Macclesfield Road and Woodford Road | High | A predominantly rural footpath linking the A523 to the west and Mill Hill Hollow. The footpath passes a number of paddocks with views of the existing A523 to the east, before open woodland is reached and views are heavily enclosed before residential properties are reached along Mill Hill Hollow. | The majority of the views to the east would be relatively unchanged until the new alignment comes into view set on embankment with the footpath passing beneath an over bridge to return to its original route to continue along Mill Hill Hollow. The magnitude of impact would be in the order of Moderate. | Large Adverse – Substantial visual impacts on the central section of the footpath, views of significant new embankments set within the enclosed views of the wooded valley. | Moderate Adverse – Most views will be partially screened by substantial earthworks around the tall embankments set within the wooded area. | Slight Adverse – Mitigation planting would largely filter views of traffic set on embankment, some views remain perceptible in close proximity to over bridge. | Neutral/Slight Adverse – Summer foliage would be more effective at screening views of new road on embankment. Only very close proximity views will be impacted upon. Remainder of footpath would be largely unaffected. |
| FP37 (Cheshire) | Public right of way between Park Farm and Woodford Road | High | A footpath with an open aspect of a predominantly pastoral agricultural landscape with managed hedgerows, field trees and views of the edge of development and traffic along Woodford Road to the west. | The majority of views from the footpath would have some appreciation of the new alignment set within a slight cutting including traffic elements and proposed footpath and farm access over bridge. The magnitude of impact would be in the order of Moderate/Major. | Moderate/Large Adverse – Machinery and plant visible across a broad view to Mill Hill Hollow in the north and Woodford Road to the south west. Construction of footbridge visible to the west, footpath diverted to follow new alignment to Mill Hill Hollow before rejoining original course. | Moderate/Large Adverse – Traffic and road elements visible across the entire footpath within the agricultural landscape. | Moderate Adverse – Establishing mitigation planting will partially filter views of traffic set at grade. | Slight/Moderate Adverse – Views of traffic heavily interrupted by establishing roadside planting. |

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| FP31 (Cheshire) | Public right of way between Lower Park Road and Woodford Road | High | A footpath with an open aspect of a predominantly pastoral agricultural landscape with managed hedgerows, field trees and views of the edge of development and traffic along Woodford Road to the west. Views to the south screened by small residential development along Lower Park Road. | Footpath has views across its entire length of new alignment set within mainly pastoral landscape. Views include new footbridge set on embankment, noise barriers to the west and noticeable lengths of moving traffic. The magnitude of impact would be in the order of Major. | Large Adverse - Substantial impact on views along the footpath as it approaches new foot bridge. It provides elevated views along new alignment, enclosed within the broad landscape framework. | Moderate Large Adverse – Substantial views of new alignment on approaching footbridge. Alignment is conspicuous new feature within the predominantly pastoral landscape. | Moderate Adverse – New alignment is noticeable within the landscape. Views of alignment set within establishing mitigation strategy | Moderate Adverse – New alignment is noticeable within the landscape. Views of alignment set within establishing mitigation strategy that partially interrupt views of traffic to make them intermittent. |
| FP27 (Stockport) | Public right of way between Woodford Road and Dairy Farm Estate, Bramhall Quiet Lane | High | Footpath leading from the existing Woodford Road along local access lane to farm access and beyond to the edge of the Ladybrook Valley. Existing views are of local pastoral landscape and the edge of golf course to the south west, as well as the edge of industrial areas. Includes a crossing point of Woodford Road. | The majority of views remain unchanged; only the southern section of the footpath would have some appreciation of the new alignment set at height as it crosses the Woodford Road. Traffic visible set on long embankment, screened in part by proposed noise barriers to the north and south. Slight diversion of footpath to pass beneath over bridge. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Southern section of footpath would have some appreciation of the Woodford Road crossing – traffic would be visible set on embankment interrupted by intervening pockets of woodland. | Slight/Moderate Adverse – New road remains noticeable to the southern section of the footpath. Intervening vegetation will only filter views of road. | Slight Adverse – New alignment will be partially screened by establishing mitigation planting to northern side of alignment. Awareness of corridor will remain. | Neutral/Slight Adverse – Southern section of footpath will retain an awareness of the new alignment set on embankment as it crosses Woodford Road. Establishing mitigation planting will effectively screen most views, bridge will remain only real perceptible change. |
| Woodford Road (Stockport) | Footway associated with Woodford Road Quiet Lane | Medium | Relatively scenic views from footway associated with road although sections of the road have no defined footpath resulting in reduced ability to enjoy wider views of the adjoining countryside. Views include local ribbon development along road with views adjacent and beyond of a mainly pastoral landscape with frequent hedgerows and trees. | The southern section of the footway would have views of traffic set on embankment in the middle distance, including the point at which the new alignment crosses Woodford Road. New bridge structure will be clearly visible as the alignment continues to the east, partially obscured by proposed noise barrier. Lower slopes of embankment returned to agriculture. The magnitude of impact would be in the order of Moderate. | Moderate/Large Adverse – Machinery and plant would be visible on embankment along with the construction of over bridge to the main alignment. | Moderate Adverse – New alignment clearly visible set on embankment and at crossing point to Woodford Road. | Slight/Moderate Adverse – Views of traffic partially filtered by establishing road side mitigation planting. Main alignment clearly visible as it crosses Woodford Road. | Slight Adverse – Views of traffic screened by establishing road side mitigation planting. Main alignment clearly visible as it crosses Woodford Road. |

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| FP46 (Cheshire) | Public right of way along Lower Park Road | Medium/High | Footpath following an access track to a number of properties set along Lower Park Road. East of the residential properties the footpath benefits from views of local pastoral landscape and woodland. Along the access track views are generally well enclosed by adjacent hedgerows. | Western section of footpath would be generally well screened by adjacent hedgerows and partially obscured by proposed noise barrier, glimpsed views of traffic at some distance. The eastern section of the footpath would have broad views of the road and traffic set beyond a number of hedgerows and trees in the intervening landscape. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Views of the construction activities would be clearly visible set within the previously pastoral landscape. Plant and machinery would be visible on gradually increasing embankments. | Moderate Adverse – Traffic visible set on embankment to the south, new footbridge would be a noticeable new feature. | Slight/Moderate Adverse – Establishing mitigation planting providing filtered views of new alignment. Occasional glimpsed views remain where hedgerows and trees are roadside planting. | Slight Adverse – Majority of views well screened by a combination of intervening and establishing mitigation planting. Occasional glimpse may occur with an awareness of the new road corridor to the north. |
| FP19 (Stockport) | Public right of way between Woodford Road and Bramhall Oil Terminal | Medium/High | Footpath linking Distaff Farm set on Woodford Road with the Bramhall Oil Terminal to the north west and the local footpath network. The footpath crosses a number of fields and has an appreciation of the railway track and edge of Bramhall Golf Course to the north, Woodford Road to the east and fields and hedgerows with trees to the south. | The footpath will directly cross the new alignment and would require a diversion to pass beneath the main alignment alongside the railway line before returning along the road corridor to the south west and rejoining its original route. Views will include the new alignment set on embankment, the railway line crossing on an over bridge. The magnitude of impact would be in the order of Moderate. | Moderate/Large Adverse - Significant views of new alignment and construction of over bridge especially to the eastern section of the footpath. | Moderate Adverse – Significant views of new alignment set on embankment to the north, views partially screened by false cutting to the south, views would remain as the footpath returns to the south west to rejoin existing route of the footpath. | Slight/Moderate Adverse – Significant change to views alongside the railway line, establishing mitigation planting will partially filter views of traffic but over bridge would remain a dominant new feature. | Slight/Moderate Adverse – Mitigation planting will interrupt views of the new alignment set on embankment. The new over bridge and footpath diversions would remain noticeable changes. |
| FP15 (Stockport) | Public right of way between Woodford Road and Chester Road | Medium/High | A defined footpath following to the south side of a hedgerow and trees. Interrupted views to the north towards Distaff Farm in the distance and the edge of Bramhall Oil Terminal. To the south are fields bounded by hedgerows with the upper floors of properties set along Chester Road. The footpath also has views of the oil terminal access road across which the footpath crosses before returning across a field towards Chester Road. | The new road alignment would result in a footpath diversion to skirt to the south east of the new junction set beyond false cutting to the north west. The southern end of the footpath would then tie in with a remodeled junction of Chester Road. The magnitude of impact would be in the order of Minor/Moderate. | Large Adverse - Views during construction will be dominated by new earth mounding and a proposed construction compound to the south east of the realigned footpath. Views would be dominated by the compound and the earthworks to the north west. | Moderate Adverse – Views of the new alignment would be perceptible to the north set beyond false cutting; road lighting and farm access over bridge on the approach to the junction would be visible. | Slight Adverse – Establishing mitigation planting would provide additional screening to new earthworks and integrate them into the local landscape framework. | Slight Adverse – Views to the north and west will be enclosed by the proposed earthworks along with establishing mitigation planting. |

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| FP16 (Stockport) | Public right of way between FP15 and Bramhall Oil Terminal | Medium | A footpath linking with the change in direction of FP15 before continuing to the north towards Bramhall Oil Terminal, following a line of trees before it follows to the west of Bramhall Oil Terminal and to the rear of properties to the west. | The footpath would require a diversion to accommodate the new junction and oil terminal access road. The previously pastoral landscape would be changed with introduction of the new junction, link roads and access road to the oil terminal set within a series of earthworks. The magnitude of impact would be in the order of Moderate. | Large Adverse - Substantial impact of views during the construction period with the loss of significant trees and hedgerows and views of plant particularly to the southern section of the footpath. | Moderate/Large Adverse – Noticeable changes to the views from the footpath including earth mounding and new access slip road from the roundabout to the oil terminal. | Moderate Adverse – Substantial changes to views with some views set to the north of the earth mounding. Crossing of new terminal access road will be noticeable change. | Slight/Moderate Adverse – Establishing mitigation planting will interrupt views of terminal access road and restrict views of the main alignment until the main crossing point is reached. |
| FP14a (Stockport) | Public right of way between FP15 and Albany Road | Medium | Southern edge of housing to the north is visible along the length of the footpath to the junction with the adjacent footpaths. Views to the south extend across the adjacent golf course to the rear of properties on Chester Road. South west end of the footpath also gains views across grazing fields to the rear of Walnut Tree Farm and vehicles traveling along Chester Road. | The footpath would require a diversion to the north of the main roundabout where it would tie in with FP16 to follow the footpath diversion to the east of the main junction. The majority of the footpath would be set to the north of the earth mounding and proposed noise barrier to act as screening to the footpath and properties to the north. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Noticeable views from the footpath likely during early stages of excavation operations prior to the construction of the earth mounding that would subsequently screen views of the construction activities beyond. | Slight Adverse – Views to the south would be more enclosed by the earth mounding but the formation of a linear park with additional ponds would create an attractive space. | Neutral/Slight Adverse – Establishing mitigation planting combined with the earth mounding would reduce the overall impact of the new junction to the south. | Neutral/Slight Adverse – Establishing mitigation planting combined with the earth mounding would reduce the overall impact of the new junction to the south. |
| FP13 (Stockport) | Public right of way between Albany Road and Woodford Recreation Ground | Medium | Right of way that links housing to the east of Woodford Road with Woodford Recreation Ground to the west. Passing to the rear of a number of properties the footpath then crosses the local road at a designated crossing point before continuing between residential properties to reach the recreation ground to the west. | Views from the footpath between the residential properties are generally very well enclosed. It is only at the crossing point where the junction with the A555 would be remodeled and to the west on the recreation ground where the initial removal of boundary trees to the south are the locations where some changes would be apparent. The magnitude of impact would be in the order of Minor. | Slight Adverse – Initially the removal of vegetation to the southern boundary of the recreation ground would be perceptible along with some awareness of the work to remodel the junction with the A555. | Slight Adverse – Loss of vegetation would open up views of the A555 corridor and road lighting. Changes around the junction to the south are less obvious. | Neutral – Reestablishing mitigation planting to the southern boundary of the recreation ground reform visual screen. | Neutral – Reestablishing mitigation planting to the southern boundary of the recreation ground reform visual screen. |

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| Woodford Road (Cheshire) | Footway associated with Woodford Road | Low | Existing views are generally enclosed to the north and south of the junction with the A555 by adjacent housing. More open views exist to the west along the A555 road corridor. | Views will be altered by the formation of an underpass to Woodford Road to accommodate the continuation of the new alignment to link with the existing A555 corridor. Slip roads will also require to be remodeled and the existing corridor widened. The magnitude of impact would be in the order of Moderate. | Moderate Adverse – Construction activities would require the excavation of a significant cutting to the east and more minor works to widen the existing junction with the A555. | Moderate Adverse – The remodeled junction would be a noticeable change with the inclusion of some views to the east towards the new roundabout junction. Views to the west would only be slightly altered and impacts would be less significant. | Slight Adverse – Reestablishing mitigation planting to the west would restore the A555 corridor whilst views to the east of the cutting would be narrow and set within a wooded framework. | Slight Adverse – Reestablishing mitigation planting to the west would restore the A555 corridor whilst views to the east of the cutting would be narrow and set within a wooded framework. |
| Chester Road (Cheshire) | Footway associated with Chester Road | Low | Existing views are generally enclosed along the footway running parallel with Chester Road either by adjacent residential development or managed hedgerows that allow only brief views of the pastoral landscape to the north. | Views will include the northern end of the Poynton by pass as it passes below Chester Road in cutting as well as more significant changes to Chester Road to accommodate the new junction to the north. Views will include increased proportion of road, road lighting and traffic light controlled junctions set within engineered earthworks. To the east the majority of views would be screened by the existing hedgerow at it continues along to the north of Chester Road. The magnitude of impact would be in the order of Moderate. | Moderate Adverse – Views of plant and construction activities would be visible from substantial stretches of Chester Road. Narrow corridor of construction of Poynton bypass beneath existing road would be conspicuous. | Moderate Adverse – Noticeable views of new roads generally set within cuttings are beyond earthworks in false cutting. Road lighting and vehicles visible partially screened by mitigation measures. | Slight Adverse – Mitigation planting will bolster proposed earthworks to provide further screening of traffic elements. | Slight Adverse – Mitigation planting will bolster proposed earthworks to provide further screening of traffic elements. |
| FP75 (Cheshire) | Public right of way between Chester Road and Lostock Hall Farm | Medium | Footpath along access track with views of nearby housing and agricultural fields. Southern section has slightly elevated views across aerodrome to the south as it approaches Lostock Hall Farm. | Awareness of the new alignment only apparent at its junction with Chester Road, to include formation of new earth mounding and modification to Chester Road. The magnitude of impact would be in the order of Minor. | Slight Adverse – Noticeable changes during the construction phase but impacts limited to the tie in with Chester Road – the majority of this long footpath link would be unaffected by the proposals. | Neutral – The formation of the new tie in with Chester Road would be largely screened by the proposed earth works, majority of footpath link affected. | Neutral – The formation of the new tie in with Chester Road would be largely screened by the proposed earth works, majority of footpath link affected. | Neutral – The formation of the new tie in with Chester Road would be largely screened by the proposed earth works, majority of footpath link affected. |

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| FP16 (Stockport) | Highfield Parkway | Low/Medium | Footpath linking the south of Bramhall with Moor Lane to the south of the A555, includes bridge crossing of the main carriageway and includes views along the corridor. | Elevated views overlooking the corridor would be afforded to include changes to the east to incorporate the new junction with Woodford Road although main components of the views would not be substantially changed. The magnitude of impact would be in the order of Negligible | Slight Adverse – Majority of changes would take place within the cutting and only be visible over a short distance and viewed within the context of the existing road corridor. | Neutral – Post construction changes would be barely noticeable with views of the newly formed junction at some distance. | Neutral – Post construction changes would be barely noticeable with views of the newly formed junction at some distance. | Neutral – Post construction changes would be barely noticeable with views of the newly formed junction at some distance. |
| FP10 (Stockport) | Public right of way between Kitts Moss and Highfield Parkway | Medium | Existing views are of open fields and the edge of housing to the north interrupted by local tree cover, awareness of the corridor to the south but angle of view results in little awareness. | Some awareness during construction of the new cycleway link but interrupted and not the main focus of the local views. The magnitude of impact would be in the order of no change. | Slight Adverse – the formation of the new cycleway would be perceptible but would not represent a significant impact on users of the footpath. | Neutral – Post construction there would be no material change to the views afforded to the users of the footpath. | Neutral – Post construction there would be no material change to the views afforded to the users of the footpath. | Neutral – Post construction there would be no material change to the views afforded to the users of the footpath. |
| FP50 (Stockport) | Public right of way between Moor Lane and FP140 | Low/Medium | Footpath follows narrow access road with views of fields and the edge of the A555 corridor to the south. Footpath continues to the south of the permanent caravan park immediately adjacent to the boundary of the A555. Views include small pastoral fields, hedgerows, static caravans and small pockets of woodland. | Views to the south of the static caravan park have gradually increasing awareness of the environmental barrier forming the edge of the A555 corridor. The addition of a cycleway within the highway boundary is likely to require the relocation of the environmental barrier and removal of some vegetation. The magnitude of impact would be in the order of Minor. | Slight Adverse – Awareness of construction activities would be afforded to users of the footpath although views occur within the existing A555 corridor. | Neutral/Slight Adverse – Loss of a small amount of vegetation would be perceptible although the overall components of the views would remain largely unchanged. | Neutral – Components of views would be largely unchanged and vegetation would re-establish to replicate views. | Neutral – Components of views would be largely unchanged and vegetation would re-establish to replicate views. |
| FP128 (Cheshire) | Public right of way associated with Dairy House Lane | Low | A truncated right of way with a short section to the north of the existing A555. To the south of the A555 the footpath continues along a farm access track past a number of derelict farm buildings with views over adjacent farmland. | Only the northern section of the footpath would be afforded direct views of the proposed cycle way although the increased provision would provide increased connectivity with the wider footpath network to the west and east. The magnitude of impact would be in the order of Minor. | Neutral/Slight Adverse – Small scale construction activities would be visible to the northern section of the footpath, views from the south would only be available across cutting of the A555. | Neutral – Additional route alongside the existing A555 would be barely perceptible and would only benefit users of the footpath. | Neutral – Existing roadside vegetation would continue to establish and provide additional screening and integration with the local landscape framework. | Neutral – Existing roadside vegetation would continue to establish and provide additional screening and integration with the local landscape framework. |

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| FP140 (Stockport) | Public right of way linking FP50 and A555 crossing/FP141/FP80 | Low | A short narrow footpath providing a link between the end of FP50 with the wider footpath network. Footpath gradually ascends to the A555 over bridge with views of the road and adjoining farm land and recreation land gradually increasing. | Views of new cycle way would gradually be afforded as the footpath ascends although set within the context of the existing A555 corridor. The magnitude of impact would be in the order of Minor/no change. | Neutral/Slight Adverse – Construction activities would be perceptible to form new cycle way although impacts would be set within the existing A555 corridor. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible, whilst existing planting would continue to establish and provide screening to the overall corridor. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible, whilst existing planting would continue to establish and provide screening to the overall corridor. |
| FP141 (Stockport) | Public right of way linking FP140 and A555 crossing/FP141 | Low | A short section of footpath following a local access road and providing a link with FP140 and FP80. Existing views comprise of the A555 corridor local fields and the edge of housing to the north, with the edge of farmland and offices to the south. | Views of new cycle way would gradually be afforded as the footpath ascends although set within the context of the existing A555 corridor. The magnitude of impact would be in the order of Minor/no change | Neutral/Slight Adverse – Construction activities would be perceptible to form new cycle way although impacts would be set within the existing A555 corridor. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible, whilst existing planting would continue to establish and provide screening to the overall corridor. | Neutral – New cycle way would integrate within the existing A555 corridor and be barely perceptible, whilst existing planting would continue to establish and provide screening to the overall corridor. |
| FP80 (Cheshire) | Public right of way linking Handforth with FP140 and FP141 | Low | The eastern half of the footpath follows an existing access road and is afforded views of adjacent fields, single story offices and the edge of the A555 corridor to the north. The western half of the footpath has views of the back of industrial units following a local wooded clough and water course to link with residential development. | Only at its crossing of the A555 and junction with other footpaths would users of the footpath have views of the proposed cycle way alongside the existing A555 corridor. The magnitude of impact would be in the order of no change. | Neutral/Slight Adverse – Very minor disruption to a short section of views would result from the construction activities to form the cycle way. | Neutral – post construction awareness of the new cycle way would be barely perceptible within the existing road corridor. | Neutral – post construction awareness of the new cycle way would be barely perceptible within the existing road corridor. | Neutral – post construction awareness of the new cycle way would be barely perceptible within the existing road corridor. |
| FP81 (Cheshire) | Public right of way linking FP80 with A555/A34 Junction | Low | Direct views of the slip roads and elevated A555 and A34 when traveling in a northerly direction. Fields and pockets of woodland either side of footpath interrupt some wider views. | Minor changes to the realignment of the junction with the A34 would be perceptible in views to the north. The magnitude of impact would be in the order of Minor. | Slight Adverse – Awareness of construction activities to realign slip roads and junction with the A34 would be clearly perceptible particularly in close proximity to the highway corridor. | Neutral – Post construction period changes to the highway corridor would be imperceptible. | Neutral – Post construction period changes to the highway corridor would be imperceptible. | Neutral – Post construction period changes to the highway corridor would be imperceptible. |

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| FP42 (Stockport) | Public right of way linking Bramhall with Handforth. | Low | A route following to the edge of recreational spaces and farmland to be truncated and severed by the A555 before passing through Stanley Green Industrial Estate to link with Handforth in the west. | From the north changes to the existing road layout and the addition of the cycle way would be visible. From the south of the A555 minor changes to the existing slip roads would be visible immediately adjacent to the junction. The magnitude of impact would be in the order of Minor. | Slight Adverse – Central sections of the footpath would be aware of construction activities to alter the existing junction and include the new cycle way. | Neutral – Post construction changes to the slip roads would be imperceptible. | Neutral – Post construction changes to the slip roads would be imperceptible. | Neutral – Post construction changes to the slip roads would be imperceptible. |
| FP35 (Cheshire) | Public right of way passing through Stanley Green Industrial Estate | Low | A footway associated with an existing road joining Stanley Road to the underpass below the A555. Existing views of commercial outlets, offices and light industrial are afforded. | In a southerly direction users of the right of way would have some awareness of construction activities to form the additional cycle way alongside and within the current elevated highway boundary. The magnitude of impact would be in the order of Minor/no change. | Neutral/Slight Adverse – Views of construction activities on elevated section of the highway would largely be screened. | Neutral – Post construction changes to the existing section of elevated road would be imperceptible, | Neutral – Post construction changes to the existing section of elevated road would be imperceptible, | Neutral – Post construction changes to the existing section of elevated road would be imperceptible, |
| FP100 (Cheshire) | Public right of way linking Stanley Road with FP99 and minor network of footpaths | Low | A narrow track providing access to several properties, existing views of Stanley Road to the south and glimpsed views of the A34 to the east through a small block of poor quality woodland. | Limited opportunity for views of changes to Stanley Road and its junction with the A34. Some loss of woodland is anticipated to the east of the footpath. The magnitude of impact would be in the order of Minor. | Slight Adverse – Construction activities would be visible from the footpath to the south and beyond woodland to the east to alter the existing road layout. | Slight Adverse – Loss of woodland along with minor changes to the existing road layout would be perceptible from the footpath to the west. | Neutral – Minor alterations to existing road layout and loss of some woodland would be offset by additional growth of remaining woodland and heavily filtered views. | Neutral – Summer foliage to remaining woodland would effectively screen views of changes to existing road layouts. |
| Wilmslow Road (Cheshire) | Footway associated with Wilmslow Road | Low | Footway associated with Wilmslow Road has views of existing A555 corridor and adjacent housing. Views to the west of agricultural landscape are screened by existing fencing and vegetation. | Existing road corridor would be extended to the west opening up views of wider landscape. New road corridor would dominate these views but some views of woodland fields would become apparent. The magnitude of impact would be in the order of Minor/Moderate. | Slight/Moderate Adverse – Construction of new road to the west would be visible from elevated views on existing over bridge and changes to link roads and roundabout. | Slight Adverse – New alignment would be visible but would be set within cutting and would not be visible apart from point of crossing. New slip roads would be a perceptible new feature. | Neutral/Slight Adverse – Alignment visible from over bridge set within a maturing vegetation framework. Where views do occur generally channeled and narrow. | Neutral/Slight Adverse – Alignment visible from over bridge set within a maturing vegetation framework. Where views do occur generally channeled and narrow. |

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| FP10 (Cheshire) | Public right of way between Styal Road and FP119 | Medium/High | Footpath linking Styal Road with wider footpath network to the east. Views include adjacent properties to the west, railway line with the majority of the footpath having views of a golf course dotted with mature vegetation and areas of scrub in the east. | Occasional glimpsed views of new alignment to the west gradually increasing in frequency as new alignment is approached at its junction with FP119. New footbridge and main alignment visible but with some traffic elements screened by false cutting. The magnitude of impact would be in the order of Moderate. | Slight/Moderate Adverse – Construction activities likely to prove noticeable within the local views from the footpath to the north although interrupted by existing intervening vegetation. | Slight/Moderate Adverse – New alignment would result in noticeable new feature within the existing landscape. Traffic elements likely to remain visible above false cutting. | Slight Adverse - Establishing mitigation measures would partially filter views of new alignment set beyond false cutting. Glimpsed views and footbridge likely to remain perceptible. | Neutral/Slight Adverse - Establishing mitigation measures would screen or filter views of new alignment set beyond false cutting. Glimpsed views and footbridge likely to remain perceptible. |
| FP119 (Cheshire) | Public right of way between Clay Lane and Bolshaw Road | Medium/High | Footpath linking Clay Lane in the south with Heald Green. Footpath has interrupted views of agricultural landscape to the east and scrub to the west. Northern section dominated by existing glasshouses and the edge of residential development. | New alignment will cross footpath in central sections and will become a noticeable feature although views away from the crossing point will be interrupted by existing vegetation. Short section to the south of Yew Tree Farm would have views to the south of alignment set in false cutting and of foot bridge. Elements of traffic and road lighting would be visible. The magnitude of impact would be in the order of Moderate. | Moderate Adverse – Central section of footpath would have uninterrupted views of construction activities, partially interrupted by existing vegetation and buildings. | Slight/Moderate Adverse – New alignment would form a noticeable new feature over a short section of footpath. Impacts reduced by proposed false cutting either side of main alignment. | Slight Adverse – Where views do occur of new alignment establishing mitigation planting likely to filter views. Foot bridge would remain a noticeable feature although views would be interrupted by adjacent vegetation. | Slight Adverse – Where views do occur of new alignment establishing mitigation planting likely to screen views. Foot bridge would remain a noticeable feature although views would be interrupted by adjacent vegetation. |
| FP258 (Stockport) | Public right of way between Bolshaw Road and FP253 | Medium/High | Footpath linking Heald Green with FP253 in the west. Views consist of the edge of residential development, fields and dense planting along existing railway line. Vegetation is typically hedgerows and stands of mature trees, predominantly oak. | Views to the south of a short section of new alignment set within a slight false cutting interrupted by existing intervening vegetation. Elements of traffic and road lighting would be visible. The magnitude of impact would be in the order of Minor. | Moderate Adverse – Construction activities would be clearly visible interrupted by hedgerows and occasional mature trees. In particular construction activities for drainage would cross footpath and would be clearly visible. | Slight/Moderate Adverse – Views of new road visible to the south, partially screened by false cutting. Taller traffic elements will be clearly visible set beyond existing hedgerow. | Slight Adverse – Winter views likely to be filtered by establishing mitigation planting in conjunction with intervening hedgerows. Glimpses of traffic and road lighting would remain visible. | Slight Adverse – Summer foliage likely to be screen views due to establishing mitigation planting in conjunction with intervening hedgerows. Glimpses of traffic and road lighting would remain visible. |

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| FP7 (Stockport) | Public right of way between Styal Road and Bolshaw Road | Medium/High | Footpath to the northern edge of golf course, views of golf course, glasshouses and belts of woodland to the south. Views to the north consist of a cluster of farm buildings, the edge of residential development and a prominent belt of planting alongside the railway line. | Views to the south of a section of new alignment set within slight false cutting. Road lighting and taller traffic elements would remain clearly visible and would increase in its dominance of views as the railway line is approached. The magnitude of impact would be in the order of Moderate/Major. | Moderate/Large Adverse – Uninterrupted views of construction activities to the south, some at close proximity. Construction activities would also extend to the north as construction works are undertaken for drainage proposals. | Moderate Adverse – Despite false cutting either side of the main alignment taller traffic elements and road lighting would remain noticeable new features within the wider views to the south, some views would remain at close proximity around railway crossing. | Slight/Moderate Adverse – New alignment would have views interrupted by establishing mitigation planting to the false cutting reducing the overall influence of the road. Lighting would remain noticeable. | Slight/Moderate Adverse – New alignment would have views interrupted by establishing mitigation planting to the false cutting reducing the overall influence of the road. Lighting would remain noticeable. |
| FP253 (Stockport) | Public right of way between FP258 and Styal Road | Low | Footpath linking Styal Road with FP258 and the wider footpath network. Views dominated by existing road, railways in cutting with its associated planting and existing sub station buildings. Wider views interrupted by blocks of woodland and occasional buildings. | New alignment will be visible as it crosses the railway line to the south east and continues at grade to the south of the footpath in a westerly direction. Views would include road surface, lighting, traffic and views of proposed junction with Styal Road. The magnitude of impact would be in the order of Minor/Moderate. | Moderate Adverse – Substantial views of construction activities at grade and interrupted by low buildings. Plant and machinery visible at close proximity as well construction of substantial crossings of railway and new junction with Styal Road. | Slight Adverse – Noticeable views of new road and junction set at grade although traffic already comprise part of existing views. | Neutral/Slight Adverse – Mitigation of shrub planting gradually establishing but little in the way of screening. Traffic and lighting would remain clearly visible along with new junction. | Neutral/Slight Adverse – Mitigation of shrub planting gradually establishing but little in the way of screening. Traffic and lighting would remain clearly visible along with new junction. |
| Styal Road (Cheshire/Stockport/Manchester) | Footway associated with Styal Road | Low | Footway alongside road with footpath of varying widths. Views include offices, garage forecourt. South of Ringway Road West views open up to include; fields, railway links, adjacent housing woodland belts and nearby glasshouses all dominated by the existing road corridor. | Views will be affected by changes to and the introduction of the new road junction with Styal Road and the proposed alignment. Views will include road extending to the east and west, traffic controls and additional lighting. The magnitude of impact would be in the order of Minor/Moderate. | Slight/Moderate Adverse – Noticeable impact of construction activities on an existing road corridor, visual and physical disruption would occur. | Slight Adverse – New junction would be a perceptible change within the existing views from footway, set within views of existing road corridor. | Neutral Slight Adverse – Establishing shrub planting will interrupt some views of new road and parts of junction. Changes would remain perceptible. | Neutral Slight Adverse – Establishing shrub planting will interrupt some views of new road and parts of junction. Changes would remain perceptible. |

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| Ringway Road West (Manchester) | Footway associated with Styal Road | Low | Narrow pavement to north side of existing road, views enclosed by housing to the north and hedgerow with occasional glimpsed views to the south. West of housing views open to the north of field, recent tram link extension and development in the distance. West of Shadow Moss Lane footway ends. | Generally enclosed views will remain so with the existing hedgerow running to the south of Ringway Road West. Potential for occasional glimpsed views of new road and traffic. Road lighting likely to be perceptible on the skyline above hedgeline. To the west increased opportunities for views of the new road as it merges with Ringway Road West alongside tram link extension. The magnitude of impact would be in the order of Minor. | Slight/Moderate Adverse – Majority of views partially or fully screened by existing hedgerow. Where views do occur they are likely to be noticeable and changes to the existing Ringway Road West are likely to be noticeable. | Neutral – Noticeable reduction in traffic along existing Ringway Road West will improve views, traffic moved to new alignment beyond hedgerow although visible would be less intrusive. | Neutral/Slight Beneficial – Reduction in traffic at close proximity would improve views. New alignment would remain perceptible in glimpsed views partially filtered by establishing mitigation planting. | Slight Beneficial – Summer foliage to mitigation planting will filter and/or screen views of traffic beyond existing hedgerow. Ringway Road West becomes a quiet access road. |