



Frodsham Solar

Environmental Statement: Volume 2

Appendix 6-9: Effects on M56 Users

May 2025



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**Planning Act 2008; and Infrastructure Planning (Applications:
Prescribed Forms and Procedure) Regulations Regulation 5(2)(a)**

Revision P01

Appendix 6-9

Effects on M56 Users

Prepared for: Frodsham Solar Ltd
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1.0 INTRODUCTION

- 1.1.1 The purpose of this Appendix to the Environmental Statement ('ES') is to provide further information regarding effects on users of the M56.
- 1.1.2 Comments received from Cheshire West and Chester Council ('CWaCC') following statutory pre-application consultation included a request to include additional viewpoints along the M56 as part of the assessment of visual effects.
- 1.1.3 Further consultation was undertaken with CWaCC in January 2025 in respect of this request.
- 1.1.4 It was explained that it would be unrealistic to shoot viewpoint photography from the motorway as to do this safely and legally would require a motorway closure. It was suggested to CWaCC that the ES could include images from Google Streetview and annotate these to indicate the location of key elements of the Proposed Development. These would not be full viewpoint visualisations compliant with *Visual Representation of Development Proposals. Technical Guidance Note 06/19*, given the use of online imagery and lack of accurately surveyed photography. Rather they would be illustrative materials that could be used to inform conclusions made in the ES.
- 1.1.5 The CWaCC Landscape Officer confirmed that he was content with this approach.

2.0 EFFECTS ON MOTORWAY USERS

- 2.1.1 **Image 1** overleaf illustrates the locations of the proposed illustrative viewpoints that have been prepared based on Google Streetview images.
- 2.1.2 **Images 2 to 6** present the Google Streetview imagery from each Viewpoint. Viewpoints C and D cover a wide field of view and are presented as two separate images for each Viewpoint. The date of the Google Streetview imagery is June 2024 for Viewpoints A-D, and October 2023 for Viewpoint E.
- 2.1.3 The location of the Proposed Development has been added to each Viewpoint. As set out in Section 1.0, given the source of the images, they are not full viewpoint visualisations compliant with *Visual Representation of Development Proposals. Technical Guidance Note 06/19*.
- 2.1.4 Some brief commentary regarding the visual effects that would be experienced by motorway users is also provided.

Image 1 – Location Plan

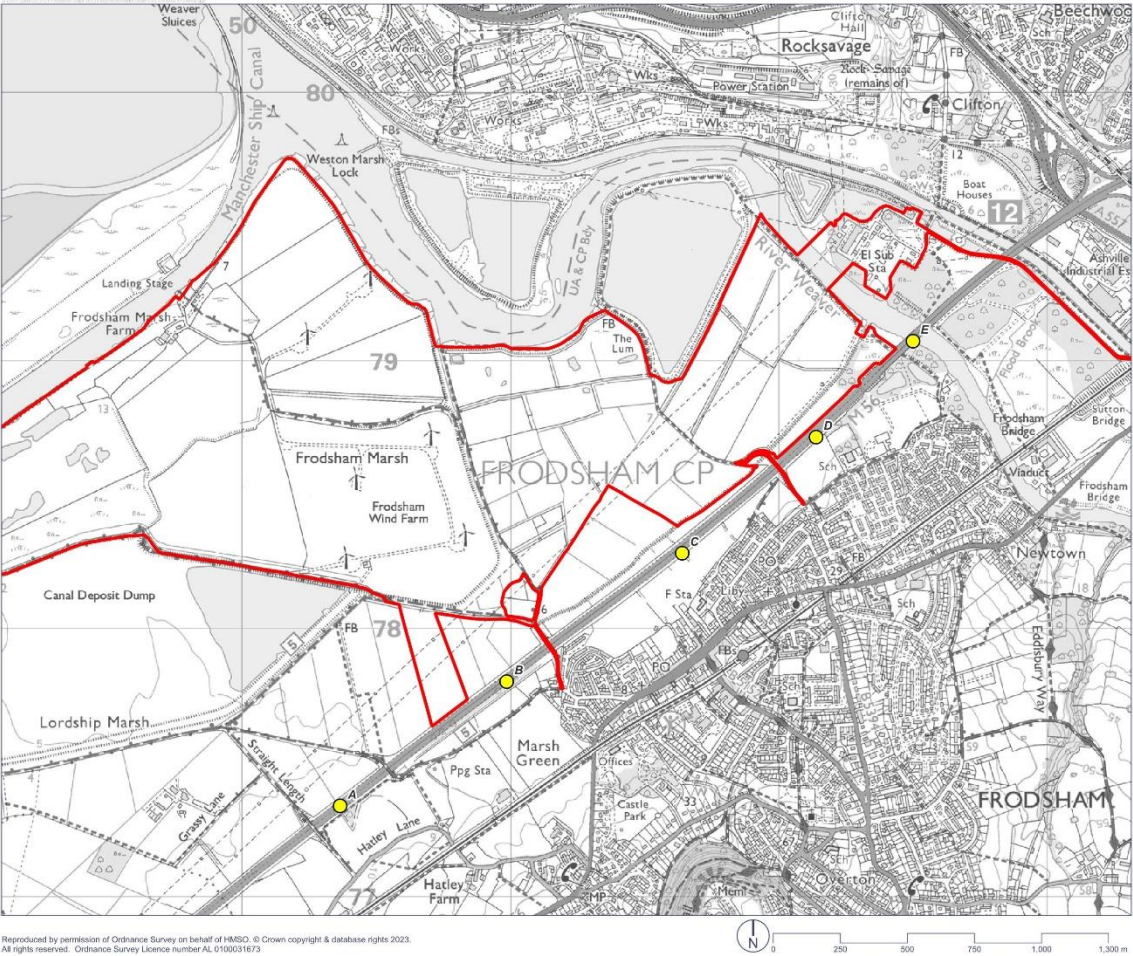


Image 2 – Viewpoint A

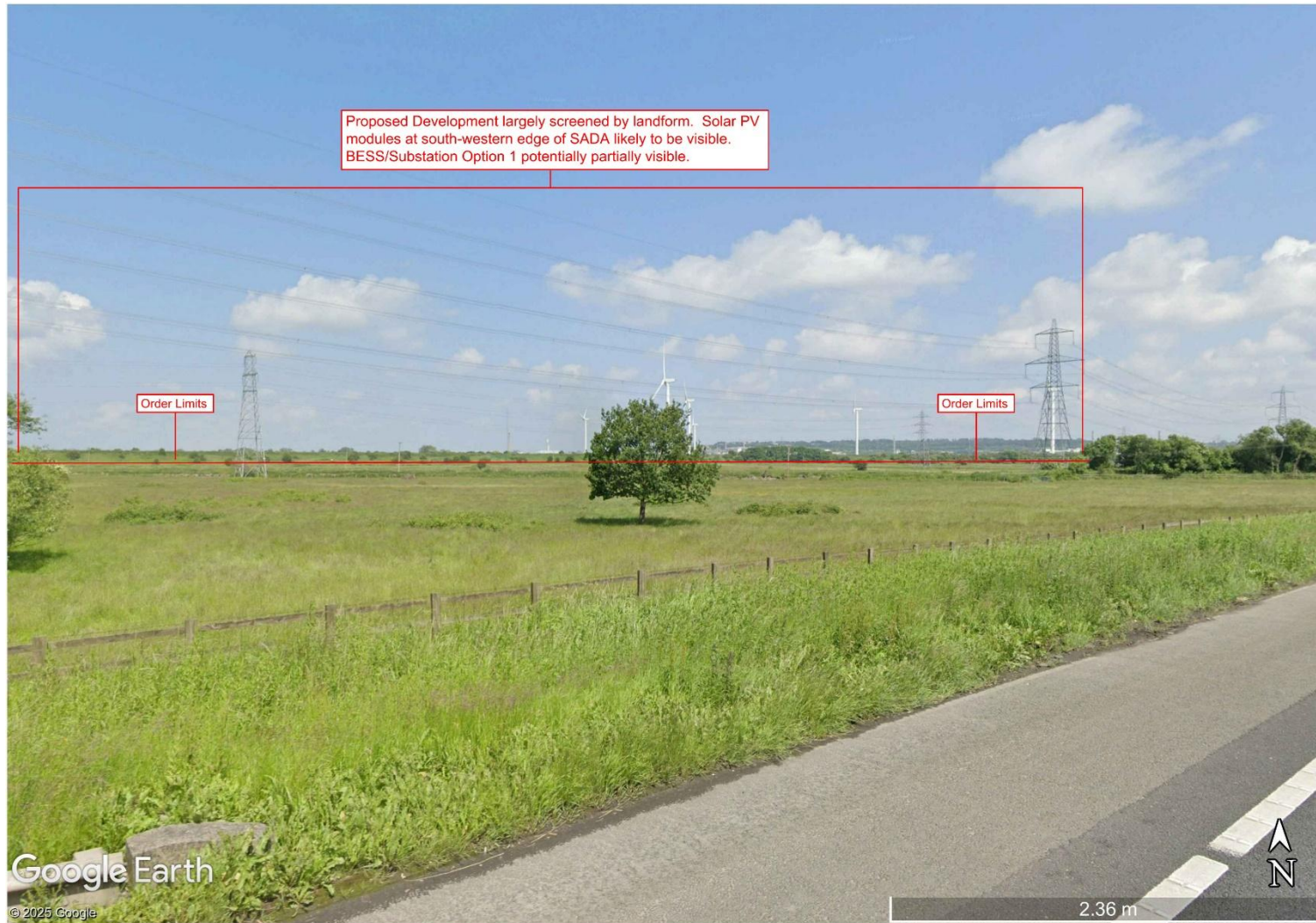


Image 3 – Viewpoint B

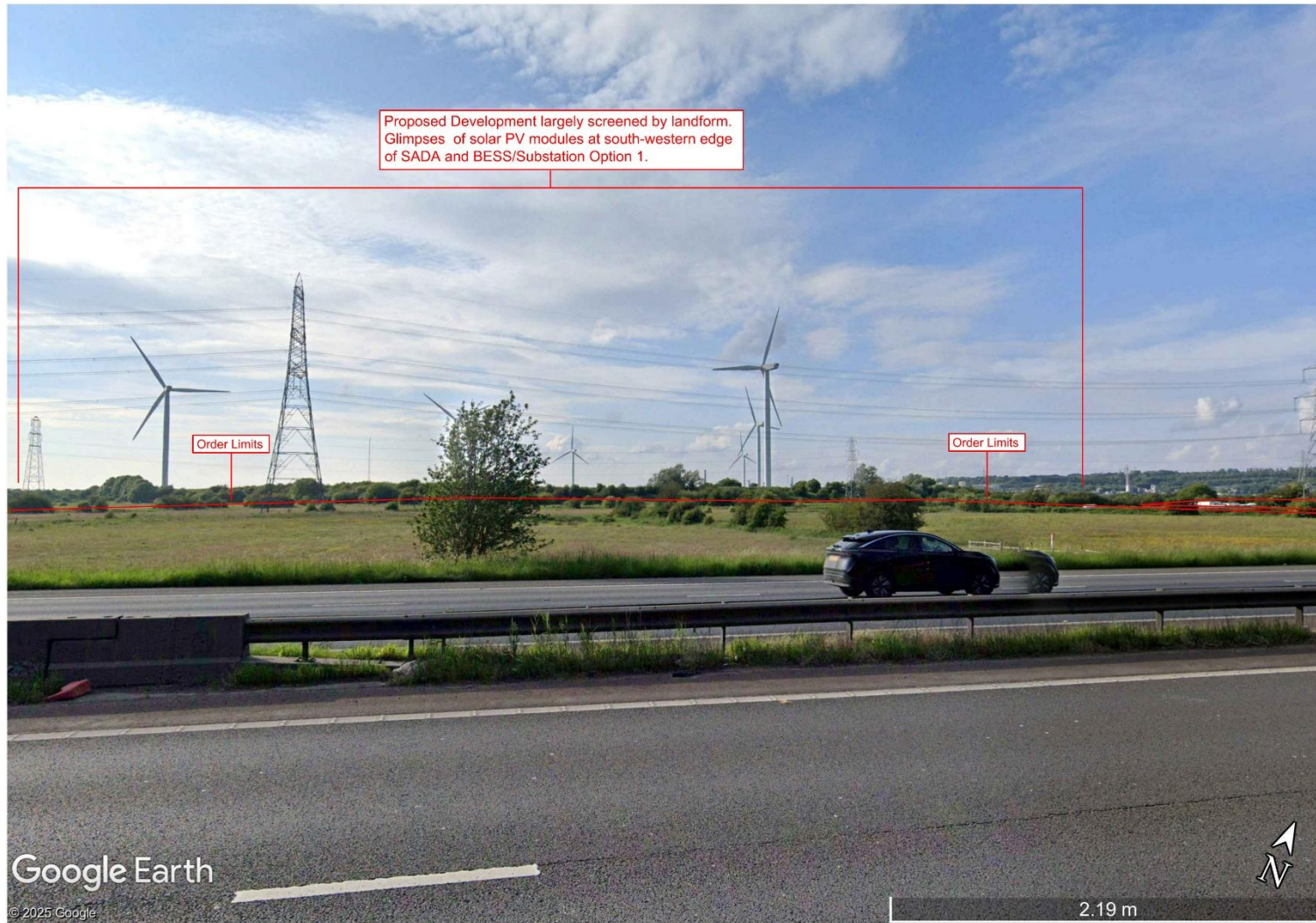


Image 4 – Viewpoint C1



Image 5 – Viewpoint C2

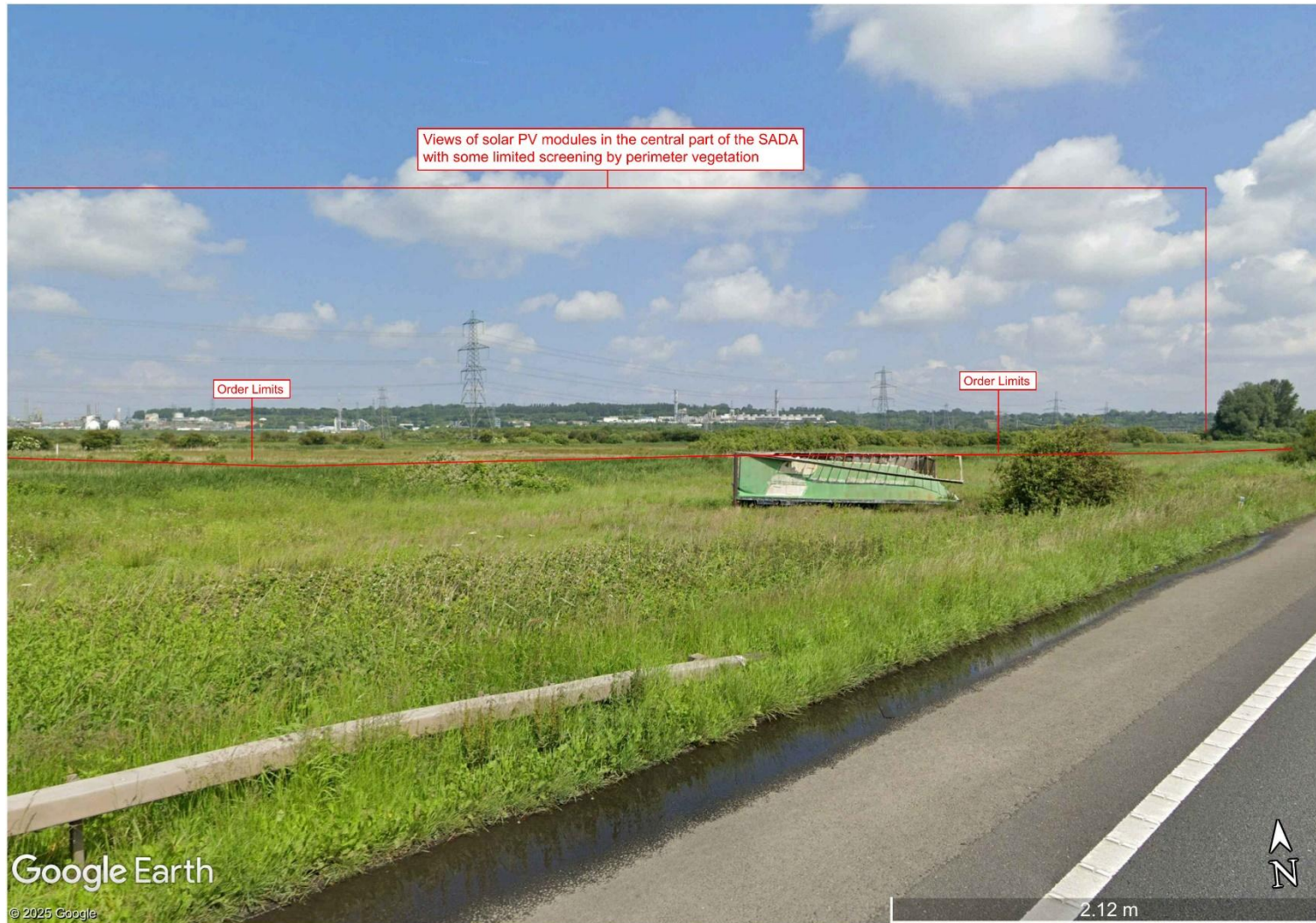


Image 6 – Viewpoint D1



Image 7 – Viewpoint D2

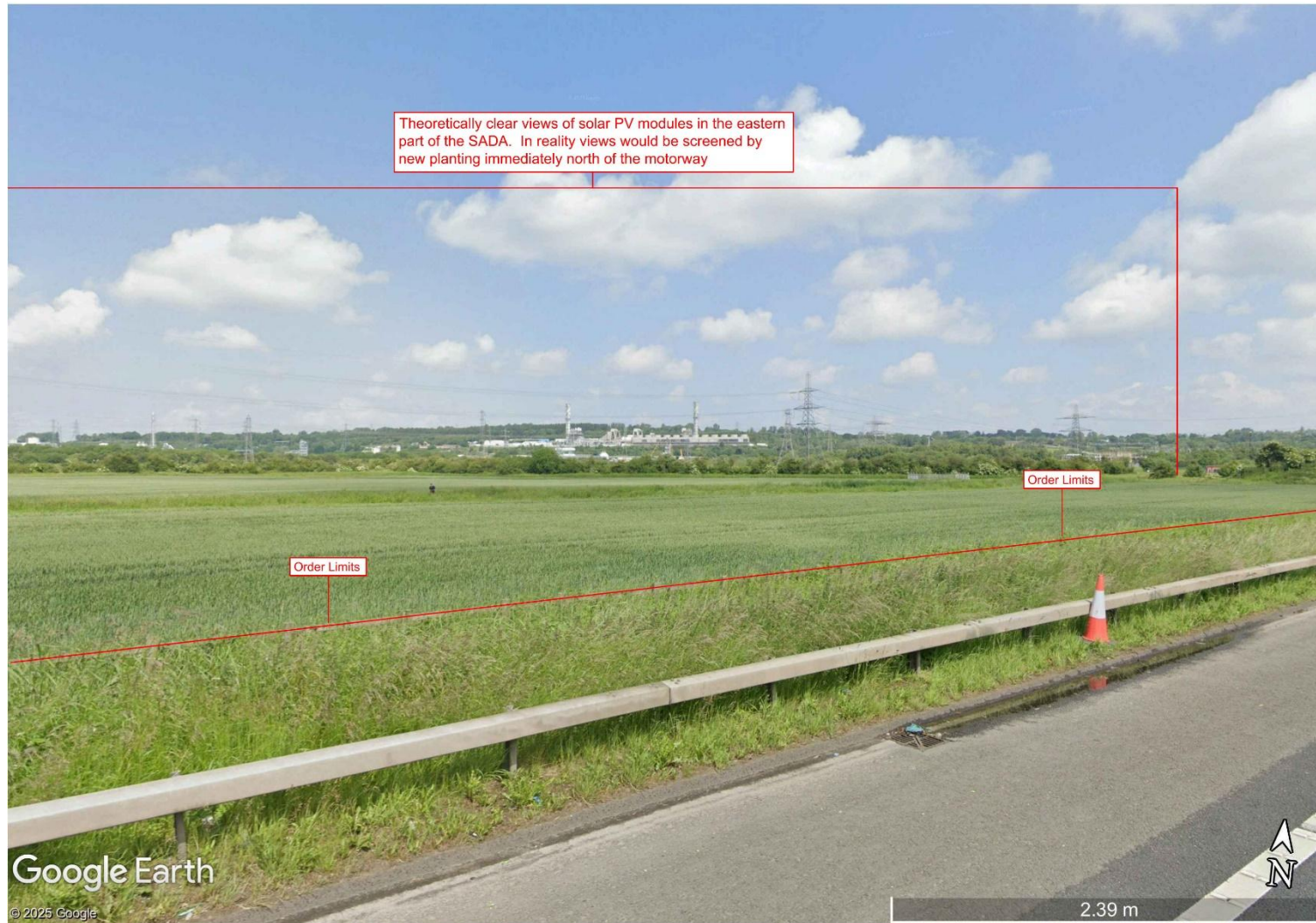
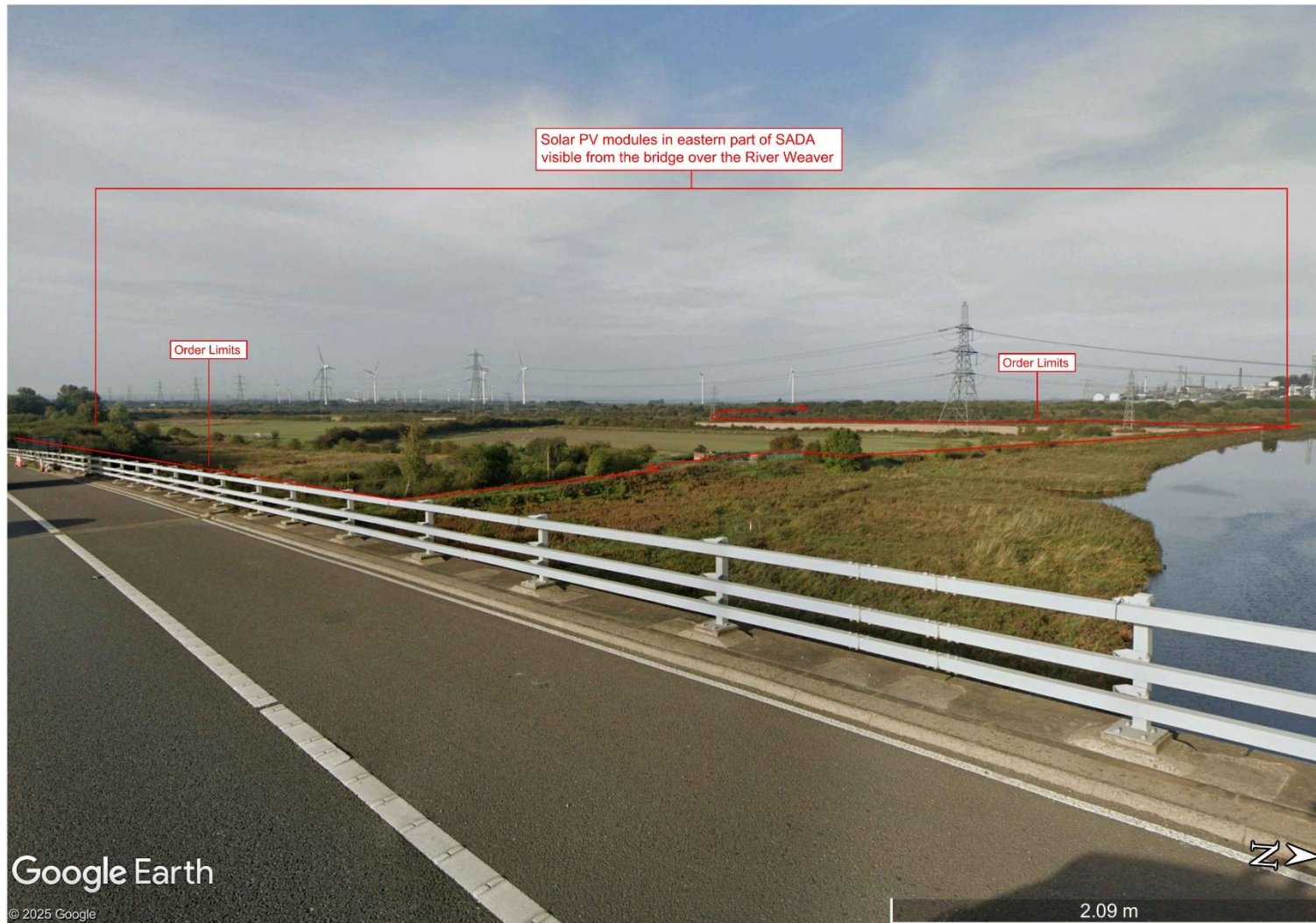


Image 8 – Viewpoint E



- 2.1.5 The Viewpoints reflect a range of views available from the M56 towards the Proposed Development from the approximately 4.3km stretch of the motorway where consistent visibility is predicted to occur (refer to **ES Volume 3 Figures 6-4a-j [EN010153/DR/6/3]** for ZTVs of the Proposed Development) between the Straight Length overbridge and Junction 12.
- 2.1.6 At Viewpoints A and B, the Proposed Development would be well screened by the rising and partially vegetated landform associated with the Manchester Ship Canal Deposit Ground. Solar PV modules at the south-western edge of the Solar Array Development Area ('SADA') are likely to be visible, and BESS/Substation Option 1 would also be visible.
- 2.1.7 At Viewpoint C, the Proposed Development would be more visible. Existing perimeter vegetation would provide some screening, particularly in views looking north-west. The solar PV modules to the north-east of the Viewpoint would be less well screened.
- 2.1.8 At Viewpoint D, existing views into the Order Limits from the motorway are unscreened, and solar PV modules in the eastern part of the SADA would thus potentially be clearly visible. Land at the boundary of this part of the Order Limits would be planted with new native woodland to provide mitigation against glint and glare impacts, and thus in the medium and longer-term views of the Proposed Development would be very well screened.
- 2.1.9 At Viewpoint E, elevated views looking west from the bridge over the River Weaver would include the proposed solar PV modules and associated structures in the eastern part of the SADA.

- 2.1.10 It should be recognised that views from the M56 are inherently transient in nature and would typically be experienced from vehicles moving at high speed. The Proposed Development would be an intermittent presence in such views, in a context where wind turbines, pylons and industrial structures north of the River Weaver at Runcorn are already very prominent (the National Grid Frodsham Substation is also very prominent from the bridge carrying the motorway over the River Weaver and Weaver Navigation) and where the attention of drivers (but not necessarily passengers) will be focused on the road ahead. The motorway corridor itself would remain the most prominent feature in the view. Any change from baseline would be limited.