

**A57 Link Roads**

**TR010034**

**6.3 Environmental Statement  
Chapter 7 Landscape and Visual Effects**

APFP Regulation 5(2)(a)

Planning Act 2008 Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

March 2022

## **Infrastructure Planning**

### **Planning Act 2008**

#### **The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

#### **A57 Link Roads Scheme**

#### **Development Consent Order 202[x]**

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### **6.3 ENVIRONMENTAL STATEMENT**

#### **CHAPTER 7 - LANDSCAPE AND VISUAL EFFECTS**

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## 7. Landscape and Visual Effects

### 7.1 Introduction

- 7.1.1 This Chapter presents the assessment of the landscape and visual effects associated with the Scheme in the form of a Landscape and Visual Impact Assessment (LVIA). This Chapter presents the regulatory framework, assessment methodology, study area, existing and future baseline, mitigation measures, residual effects, monitoring and summary.
- 7.1.2 Figures were produced to illustrate the context of the Scheme and provide information about landscape designations, visual constraints, character. Figures provided with the assessment (TR010034/APP/6.4) include:
- Figure 7.1 Landscape Designations & National Landscape Character
  - Figure 7.2 Local Landscape Character
  - Figure 7.3 Scheme Level Landscape Character Areas
  - Figure 7.4 Viewpoints
  - Figure 7.5 Indirect Viewpoints (Within PDNP)
  - Figure 7.6 Zone of Theoretical Visibility (2 km)
  - Figure 7.7 Zone of Theoretical Visibility (10 km)
  - Figure 7.8 Visual Effects Drawing
  - Figure 7.9 Verified views (Sheets 1- 43)
- 7.1.3 The chapter is also supported by the following appendices (TR010034/APP/6.5):
- Appendix 7.1 – Visual Effects Schedules
  - Appendix 7.2 – Background Photography
  - Appendix 7.3 – Arboricultural Impact Assessment
- 7.1.4 Effects are assessed for both the winter year of opening (when all the mitigation elements would be in place, but the mitigation planting is not yet fully effective) and the summer of year 15 (when mitigation planting has become established and contributes to the landscape and visual resource).

### 7.2 Legislative and Policy Framework

#### Landscape Legislation and Policy

- 7.2.1 This assessment has been undertaken in accordance with the following current legislation, along with relevant national, regional, and local plans and policies.

**Table 7.1: Landscape – Regulatory Framework and NN NPS Requirements**

Policy/Legislation	Summary
<b>National Planning Policy Framework (NPPF) (Updated 2019)</b>	
Framework (NPPF) 2019 <sup>1</sup>	<p>The National Planning Policy Framework (NPPF) was updated in February 2019. It is a key part of the Government's reforms which aim to create a less complex and more accessible planning system, to protect the environment and to promote sustainable growth. The NPPF emphasises that the purpose of planning is to help achieve sustainable development, resulting in positive growth and economic, environmental, and social progress. The NPPF is based upon a presumption in favour of sustainable development.</p> <p>The following key policies are applicable to this proposal:</p> <p>Policy 9: Promoting sustainable transport:</p> <ul style="list-style-type: none"> <li>• The environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.</li> </ul> <p>Policy 12: Achieving well-designed places:</p> <ul style="list-style-type: none"> <li>• Developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.</li> </ul> <p>Policy 13: Protecting Green Belt land:</p> <ul style="list-style-type: none"> <li>• The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.</li> </ul> <p>Policy 15: Conserving and enhancing the natural environment:</p> <ul style="list-style-type: none"> <li>• Developments should aim to protect and enhance valued landscapes and recognise the wider benefits of ecosystem services, including trees and woodland.</li> </ul>
<b>National Policy Statement National Networks (NPS NN) 2014</b>	
National Policy Statement for National Networks (NPS NN 2014) <sup>2</sup>	<p>Guidance relevant to the landscape and visual effects of the Scheme include the following:</p> <p>5.143 The landscape and visual effects of proposed projects will vary on a case by case basis according to the type of development, its location and the landscape setting of the proposed development. In this context, references to landscape should be taken as covering seascape and townscape, where appropriate.</p> <p>5.144 Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project.</p>

<sup>1</sup> Department for Communities and Local Government (2019) National Planning Policy Framework. London: DCLG

<sup>2</sup> Department for Transport, December 2014, National Policy Statement for National Networks

Policy/Legislation	Summary
	<p>The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England.</p> <p>5.145 The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).</p> <p>5.146 The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquillity and nature conservation.</p> <p>5.149 Landscape effects depend on the nature of the existing landscape likely to be affected and nature of the effect likely to occur. Both of these factors need to be considered in judging the impact of a project on landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints, the aim should be to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.</p> <p>5.158 The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast, especially those defined as Heritage Coast.</p> <p>5.159 Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design or changing the operation of a proposed development may result in a significant operational constraint and reduction in function. There may, be exceptional circumstances, where mitigation could have a very significant benefit and warrant a small reduction in scale or function. In these circumstances, the Secretary of State may decide that the benefits of the mitigation to reduce the landscape effects outweigh the marginal loss of scale or function.</p> <p>5.160 Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of materials), and landscaping schemes, depending on the size and type of proposed project. Materials and designs for infrastructure should always be given careful consideration.</p> <p>5.161 Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off-site, although if such landscaping was proposed to be consented by the development consent order, it would have to be included within the order limits for that application. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when viewed from a more distant vista.</p>

Policy/Legislation	Summary
	<p>5.162 Access to high quality open spaces and the countryside and opportunities for sport and recreation can be a means of providing necessary mitigation and/or compensation requirements. Green infrastructure can also enable developments to provide positive environmental and economic benefits.</p> <p>5.163 The re-use of previously developed land for new development can make a major contribution to sustainable development by reducing the amount of countryside and undeveloped greenfield land that needs to be used. However, this may not be possible for some forms of infrastructure, particularly linear infrastructure such as roads and railway lines. Similarly, for SRFIs, brownfield land may not be economically or commercially feasible.</p> <p>5.164 Green Belts, defined in a development plan, are situated around certain cities and large built-up areas. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. For further information on the purposes and protection of Green Belt see the National Planning Policy Framework.</p> <p>5.184 Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.</p>
<b>Council of Europe, 2000 (European Landscape Convention)<sup>3</sup></b>	
CETS No. 176	At the international level Landscape is defined in the European Landscape Convention as '...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'.
<b>Environment Act 1995<sup>4</sup></b>	
Part III National Parks; 61, Purposes of National Parks	<ul style="list-style-type: none"> <li>• conserve and enhance the natural beauty, wildlife and cultural heritage of the national park</li> <li>• promote opportunities for the understanding and enjoyment of the special qualities by the public.</li> </ul>
<b>The Tameside Local Plan / The Tameside Unitary Development Plan 2004<sup>5</sup></b>	
OL1 Protection of the Green Belt	The policy states the Green Belt will be protected from inappropriate development and approval will not be given, except in very special circumstances.

<sup>3</sup> Council of Europe – European Treaty Series No. 176 Explanatory report to the European convention



Policy/Legislation	Summary
OL4 Protected Green Space	This policy states that the Council would not permit built development on any land shown as Protected Green Space.
OL8 Informal Recreation and Countryside Access	<p>This policy places emphasis on the quality and accessibility of informal recreation facilities throughout the Borough. As part of this there would be consideration to the creation, extension or improvement of way marked recreational routes, and continuing emphasis on the use and development of the river valleys and country parks for informal recreation.</p> <p>Where development is proposed adjacent to countryside or other areas available for informal recreation, the Council would require developers to protect existing links into these areas and where appropriate to enhance.</p>
OL10 Landscape Quality and Character	This policy outlines the importance of the landscape quality of the Borough, including features which are of importance for wild flora and fauna and that measures will be taken to maintain a variety of attractive landscape types consistent with National Landscape Character. Any development will be required to be sympathetic to its surroundings and high standards of siting, design, materials and landscaping will be expected.
OL11 Support for Agriculture	So far as possible, farm holdings would be protected from the adverse effects of non-agricultural development and viable agricultural holdings would not be severed by development, in order to encourage continued investment and good management.
OL15 Openness and Appearance of River Valleys	The Council would not permit developments which would adversely affect the character of the Tame, Medlock and Etherow river valleys including their value for nature conservation, or the overall improvement of their appearance, or break the open parts of the valleys into further sections.
OL16 Peak District National Park	The Council would not permit development that would adversely affect the purposes of the Peak District National Park or be harmful to its valued characteristics.
C9 Historic Parks and Gardens	The Council would not permit development which would affect a site included in English Heritage's Register of Parks and Gardens of Special Historic Interest, or its setting.
N4 Trees and Woodland	The Council would not permit the felling of protected trees and woodlands, or other trees of amenity value, unless the removal of a tree has been considered appropriate in connection with an approved development.
<b>High Peak Local Plan April 2016<sup>6</sup></b>	
EQ 2 Landscape Character	The Council would seek to protect, enhance and restore the landscape character of the Plan Area for its own intrinsic beauty and for its benefit to the economic, environmental and social well-being of the Plan Area.
EQ 3 Rural Development	Outside the settlement boundaries and sites allocated for development as defined on the Policies Map, including the Green Belt, the Council would seek to ensure that new development is strictly controlled in order to protect the landscape's intrinsic character and distinctiveness, including the

Policy/Legislation	Summary
	character, appearance and integrity of the historic and cultural environment and the setting of the Peak District National Park.
EQ 4 Green Belt Development	The Council would seek to protect the Green Belt and maintain its openness and permanence.
EQ 5 Biodiversity	The biodiversity and geological resources of the Plan Area and its surroundings will be conserved and where possible enhanced by ensuring that development proposals will not result in significant harm to biodiversity or geodiversity interests.
EQ 7 Built and Historic Environment	The Council would conserve heritage assets in a manner appropriate to their significance. This would take into account the desirability of sustaining and enhancing their significance and would ensure that development proposals contribute positively to the character of the built and historic environment.
EQ 9 Trees, woodland and hedgerows	The Council would protect existing trees, woodlands and hedgerows, in particular, ancient woodland, veteran trees and ancient or species-rich hedgerows from loss or deterioration.

## Technical Guidance and Standards

7.2.2 The assessment has also taken into account the following technical guidance and standards as summarised in Table 7.2.

**Table 7.2: Technical Guidance and Standards Summary**

Title	Description
<b>Landscape Institute and the Institute of Environmental Management and Assessment</b>	
Guidelines for Landscape and Visual Impact Assessment' 3rd Edition (GLVIA3) <sup>7</sup>	Industry standard guidance on LVIA which sets the principles of assessment and offers advice on the process of assessing landscape and visual effects, and their significance.
GLVIA3 Statements of Clarification <sup>8</sup>	As a result of questions posed by members and a request for a response from the GLVIA3 Panel, the Panel prepared a statement of clarification. The statement deals with the following: <ul style="list-style-type: none"> <li>• GLVIA3 and how it should be understood</li> <li>• The use of the phrase 'significant in EIA terms'</li> <li>• The use of the term 'significant'</li> <li>• How the assessment process may differ between Landscape and Visual Impact Assessment undertaken for EIA purposes and landscape and visual impact appraisal undertaken for other purposes.</li> </ul>
TGN 06/19 Visual Representation of development proposals <sup>9</sup>	The guidance aims to help landscape professionals, planning officers and other stakeholders to select types of visualisations which are appropriate to the

<sup>7</sup>

<sup>8</sup>

<sup>9</sup>

Title	Description
	circumstances they will be used. It provides guidance as to appropriate techniques to capture site photography.
<b>Design Manual for Roads and Bridges (DMRB)</b>	
LA 107 Landscape and visual effects (Revision 2) <sup>10</sup>	Gives requirements for the assessment and reporting of landscape and visual effects on highway projects, covering principles, purpose, methodology and monitoring.
LA 104 Environmental assessment and monitoring (Revision 1) <sup>11</sup>	Sets out the requirements for environmental assessment of projects, including reporting and monitoring of significant adverse environmental effects.
<b>Highways England</b>	
The Road to Good Design - Our Vision (Highways England) January 2018 <sup>12</sup>	Sets out the vision of “put people at the heart of our work by designing an inclusive, resilient and sustainable road network; appreciated for its usefulness but also its elegance, reflecting in its design the beauty of the natural, built and historic environment through which it passes, and enhancing it where possible”. 10 principles of Good Road Design are set out.

## 7.3 Assessment Methodology

### Scoping Responses

- 7.3.1 An overview of the Planning Inspectorate’s Scoping Opinion on the proposed scope of the LVIA is provided in Appendix 4.1 (TR010034/APP/6.5). Any changes to assessment methodology due to the latest DMRB standards or design changes are also detailed in Appendix 4.3 (TR010034/APP/6.5). In summary, the key changes due the updated DMRB standard are:
- Assessment to take account of opinions and consensus of the local public and different interest groups, their perception of the landscape, the value they place it and assessment of the change of the project would incur
  - Night-time views considered
  - Indirect effects within the PDNP
- 7.3.2 Amendments to the assessment scope have been included in this Chapter.

### Assessment Overview

- 7.3.3 A detailed landscape and visual assessment has been undertaken following the requirements of DMRB LA 107 standard. The assessment is also informed by guidance set out in GLVIA3 and GLVIA3 Statements of Clarification.

<sup>10</sup> [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

- 7.3.4 GLVIA3 recognises (para. 2.23) that *‘professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters much of the assessment must rely on qualitative judgements’*. This is supported by DMRB LA 107 (para. 2.9) which states that many aspects of LVIA, including magnitude of change, are not objective and may require professional judgement.
- 7.3.5 The assessment was undertaken by two chartered Landscape Architects (LA’s) experienced in LVIA and their professional judgement was used in line with GLVIA3.
- 7.3.6 The approach to assessment has comprised desktop study and site survey to establish the nature and extent of potential receptors, to identify likely sensitivity, and to record the potential landscape and visual effects of the Scheme.
- 7.3.7 Landscape receptors with the potential to experience change as a result of the Scheme comprise the elements and features of the landscape which are key contributors to the local landscape character (such as woodlands, distinctive individual trees, rural lanes or watercourses) and the overall landscape character area. An understanding of the direct physical effects of the Scheme on landscape elements and features informs the assessment of the significance of the overall effect on landscape character.
- 7.3.8 The visual receptors with potential to experience change as a result of the Scheme comprise people in specific locations such as residential properties, community facilities, places of work, public rights of way (PRoW) or roads. The assessment of the effects on visual is supported by illustration of typical views of the Scheme.
- 7.3.9 The assessment of landscape and visual effects includes consideration of the following:
- Seasonal differences with or without the Scheme including summer with foliage and winter without foliage. This includes for assessment at winter Year 1 but not summer year 1 this is because the majority of woodland planting would be whips within plant guards so there would little discernible visual difference.
  - Where woodland mitigation is proposed both winter year 15 and summer year 15 seasonal changes have been considered
  - Both day and night-time situations with or without the Scheme.
  - The effect of changes to or the removal of key existing landscape features (for example the removal of prominent existing individual mature trees or changes to a watercourse).
  - The effect of temporary construction activity (for example, presence of plant, temporary buildings, materials stockpile areas, compounds, and construction traffic movements along haul routes).
  - The effect of the introduction of new highway infrastructure (for example, earthworks, cuttings, carriageways, bridge structures, underpasses, signage and lighting).
  - The effect of vehicles travelling along the Scheme.
  - Wider forces for landscape character and visual change.



## Landscape and Townscape Effect Assessment

7.3.10 The assessment process for landscape and townscape effects includes the following:

- Definition of the study area
- Production of the landscape baseline
- Assessment of the sensitivity of the landscape receptor, these are:
  - National Character Area (NCAs)
  - Landscape Character Area (LCAs)
  - Landscape Character Type (LCTs)
  - Scheme Level Landscape Character Area (SLLCAs)
  - Scheme Level Townscape Character Area (SLTCAs)
  - Landscape and landscape related designations
- Consideration of the 'Special Qualities' of the Peak District National Park
- Assessment of the effect of the Scheme on landscape and landscape related receptors at opening year (Winter Yr. 1) and design year (Summer Yr. 15)
- Proposed mitigation measures as a component of the iterative design process to avoid, reduce and where possible remedy adverse effects
- Assess the significance of the residual landscape effects at opening year (Winter Yr. 1) and design year (Summer Yr. 15) taking account of the establishment of mitigation measures.

## Visual Effect Assessment

7.3.11 The assessment process for visual amenity effects includes the following:

- Determination of the extent of potential visibility of the proposals
- Identification of receptors and evaluation of sensitivity
- Assessment of magnitude of change
- Proposed mitigation measures as a component of the iterative design process to avoid, reduce and where possible remedy adverse effects
- Assessment of the significance of the residual visual effects.

## Consultation

7.3.12 Details of the consultation undertaken to inform this assessment are presented in the Introduction chapter (Chapter 1) and the Consultation Report (TR010034/APP/5.1).

7.3.13 However, in addition to this, technical leads for the landscape assessment undertook a formal consultation with the Peak District National Park Authority (PDNPA) to agree the assessment of indirect effects in the Peak District National Park (PDNP).

7.3.14 The topic specific consultation to agree the assessment approach for the LVIA is summarised in the table below.

**Table 7.3: Summary of Consultation Topics Discussed with the Peak District National Park Authority (PDNPA)**

Date	Topic	Discussion Point	Response
21st August 2020 (email)	Additional Representational Viewpoints requested by the PDNPA.	Applicant point - The previous approach to the assessment of visual amenity had previously been generally accepted, however there has been no formal acceptance (from PDNPA) to confirm the suggestion for the additionally requested representative viewpoints along the A624.	The response from the PDNPA via email was that 'Subject to on-site verification for actual visibility the additional indirect representative VPs suggested are acceptable'.
9th Dec 2020 (Virtual meeting)	Landscape and visual effects	PDNPA Point - Further information is required as to how the impact on the PDNP been assessed	Applicant response - Previous consultation work was undertaken by the Applicant with Highways England, Natural England, and the PDNPA,
26th January 2021 (Virtual meeting)	Landscape and visual effects	Applicant Point - The assessment of indirect landscape effects focuses on routes within the PDNP, outside of the DCO boundary or study area, experiencing possible increased vehicular flows as a result of the Trans-Pennine Upgrade Scheme during its operation (A628, A57 and A624). The assessment focuses on the Landscape Character Types within which the routes experiencing potential increases are located.	The PDNPA response - agreed that the Scheme itself is located outside the Park and don't think there would be any major direct effects. Given the location of the scheme – over approx. 2 km from outside of the park boundaries - the key landscape and visual effects would be indirect effects experienced as a result of changes to (a) traffic volumes, flows, peaks etc and (b) potential signage/ highway upgrades on existing routes as a result of the increased traffic volumes.
26th January 2021	Landscape and visual effects	The PDNPA point - would like to see clarification from the indirect assessment methodology regarding how the indirect effects of traffic will	Applicant response - Landscape team provided the draft indirect assessment

Date	Topic	Discussion Point	Response
(Virtual meeting)	(Indirect within the PDNP)	be assessed (i.e. what thresholds have been used to define a negligible magnitude of change from the change in traffic flows and how these have been applied? e.g. "it is assessed at being negligible effect based on a traffic flow of X"	methodology and considered how some of the descriptions could be made more specific within this context. (Sent 19th Feb 2021)
26th January 2021 (Virtual meeting)	Landscape and visual effects (Indirect within the PDNP)	PDNPA point - table describing effect magnitude is generic ('key loss of elements' etc) and is not focussed on indirect effects of traffic flows: what is the 'framework' used to apply professional judgement to determine the magnitude of change (and potential significance of effect)? Suggestion to 'focus' assessment criteria (look at the particular circumstances/detail of this project) while keeping within your overall DMRB framework	Applicant response - The assessment was undertaken within the framework of DMRB / GLVIA3 and was balanced with the assessment of direct effects.
16th March 2021 (email)	Landscape and visual effects (Indirect within the PDNP)	PDNPA point- Add paragraph: what are the indirect effects? (Increases in traffic resulting in addition effects. What are the additional effects? Perceptual / experiential effects on scenic beauty, tranquillity, wildness etc)	Applicant response - This is included within this methodology (see para. 7.3.39 and 7.3.40 which list the Special Qualities of the PDNP).
16th March 2021 (email)	Landscape and visual effects (Indirect within the PDNP)	PDNPA point - Obviously LCTs (as part of the published character assessment need to be considered; however, these are relatively large-scale landscapes – can a more detailed area of landscape indirectly affected by the development' be identified?)	A Scheme Level Landscape Character assessment has been undertaken (Figure 7.3).
16th March 2021 (email)	Potential changes to an increase in traffic flow	PDNPA queried "What are those changes? Not just numbers, but flow / amount of lorries / reduction in traffic 'gaps' etc".	Applicant response - We will summarise the traffic data (based on the traffic methodology) in our chapter with reader cross reference to the details in other appropriate traffic chapter.
16th March 2021 (email)	Inclusion of mitigation measures (if required and suitable) to address potential significant adverse	PDNPA point- What would these include – offsite planting?	Applicant response - All planting mitigation would have to be within the LMA boundary. Potentially if significant effects were identified in

Date	Topic	Discussion Point	Response
	landscape and visual effects, and the identification of residual effects.		the PDNP, traffic calming measures, on Snake Pass could be explored but that is not within our control.
16th March 2021 (email)	Landscape Receptors	PDNPA point - What are your landscape receptors? Will this be broken down into overall character / tranquillity / wildness / scenic beauty etc.?	Applicant response - Landscape receptors will be landscape designations and LCTs. Consideration of the above queried elements is included within this methodology (see para. 7.3.39 and 7.3.40 which list the Special Qualities of the PDNP).

#### Public Perception of the Value of Landscape

- 7.3.15 The Statutory Consultation period undertaken between November – December 2020 included an exercise to identify what the public perceive to be valuable in relation to the landscape, in line with the requirements of DMRB LA 107 (Para 2.9 & 3.29). This was undertaken by including the following two questions in the Consultation Response Form<sup>13</sup> to identify what the public perceive to be valuable in relation to the landscape:
- Would you describe the landscape surrounding the scheme as particularly important to you? (answer options: Yes; No; Don't know)
  - Is there anything we should consider or any comments you'd like to make? (open answer option).
- 7.3.16 The Statutory Consultation resulted in over 1,500 returned Consultation Response Forms. In summary, most responses were from people who considered the open moorland hills, open fields, greenbelt, landscape/scenery, farmland, nature/wildlife and the River Etherow to be important to them. Many people also mentioned cycle routes, trees/woodland, and views. None of these, apart from the River Etherow, were named. Generally public concerns raised during the consultation, including some around ecology, would be addressed through the mitigation.
- 7.3.17 There were some specific comments relating to named places from a small number of people, these places have been separated into landscape and visual receptors and considered in Table 7.4 and Table 7.5 with landscape considered to 1 km and visual considered to 2 km in line with the methodology. Refer to Figure 7.1, 7.3 and Fig 7.8 for designation, representative viewpoint and receptor locations.

<sup>13</sup> [REDACTED]



7.3.18 A number of the geographic locations and places mentioned on the Consultation Response Forms were scoped out. Reasons include:

- Clarity of the geographic location was not provided
- Geographic location is outside of the 1 km (Landscape) 2 km (Visual) study area
- Little or no theoretical visibility indicated by the ZTV, and/or
- Little or no theoretical visibility, indicated by field or desktop top studies, as a result of visual barriers.

**Table 7.4: Public Perception of the Value of Landscape**

Landscape Receptor	SSLCA/ SSTCA/ Landscape or Landscape Related Designation
Mature trees (along Old Hall Lane)	TPO Trees
Mottram Showground	Non-designated landscape (situated within SLLCA3 area)
Mottram Town centre	SLTCA 4: Old Mottram
Harrops Edge	SLLCA 1: Harrop Edge Valley Pasture
Greenbelt	Tameside Greenbelt

**Table 7.5: Public Perception of the Value of Views**

Visual Receptor	Viewpoint
Mottram Old Hall	V-R-21
Houses on Mottram Moor	V-R-36, V-R-37, V-R-41
Houses on Market Street	V-R-33
Houses on Woolley Lane	V-R-53, V-R-50
Melandra Fort	VP17
St Michael and Angels Church (Mottram Parish Church and Graveyard) views	VP8
Vistas east from Brookfield	VP14
Old Mill Farm	VP 2
Views from Hyde Road	VP3
Views from Warhill	V-P-09
Rabbit Lane	V-R-22
Old Cricket Pitch	VP7
M67 - Roe Cross Road (mitigation)	VP1 - VP4
Arnfield Reservoir and nature area	VP18

## Baseline Data

- 7.3.19 Baseline data has been obtained through desk studies and field surveys. Sources of information for the desk study are set out in Table 7.6 below.

**Table 7.6: Landscape and Visual – Baseline Information Sources for Desk Study**

Source	Information
Ordnance Survey	OS base mapping for the local area (OS Master map, OS Land ranger 1:50,000 and OS Explorer 1:25,000)
Google Earth Pro	Satellite photographic imagery
Natural England	National Character Areas (Natural England): <ul style="list-style-type: none"> <li>• NCA 51: Dark Peak (NE378) 2015<sup>14</sup></li> <li>• NCA 54: Manchester Pennine Fringe (NE397) 2013<sup>15</sup></li> </ul>
MAGIC <sup>16</sup>	Review of landscape character and features within the study area, including national landscape designations, Public Rights of Way and other significant national routes.
Peak District National Park Authority	Peak District National Park Authority; Landscape Strategy and European Convention Action Plan 2009 Peak District National Park Local Development Framework 2011 Peak District National Park Development Management Policies (DMP) Document 2018-2026, May 2019 Local landscape designations, published Landscape Character Areas, Tree Preservation Orders, local landscape-related planning policy information.
Tameside Metropolitan Borough Council	The Tameside Local Plan / The Tameside Unitary Development Plan 2004 Local landscape designations, published local Landscape Character Areas, Tree Preservation Orders, local landscape-related planning policy information.
High Peak Borough Council	High Peak Borough Council; High Peak Landscape Character Supplementary Planning Document (2006) High Peak Local Plan April 2016 Local landscape designations, published local Landscape Character Areas, Tree Preservation Orders, local landscape-related planning policy information.
Derbyshire County Council	Derbyshire County Council; The Landscape Character of Derbyshire (2014) Local landscape designations and published local Landscape Character Areas.

- 7.3.20 Information obtained through the desk study was cross-checked in the field during field survey.

<sup>14</sup>

7.3.21 Site surveys were undertaken to verify the nature of existing views, landscape character, visual amenity and to establish the likely visual influence of the Scheme. These took place on:

- 4th September 2020 (summer view) Photography
- 25th – 27th February 2021 (winter view) Photography
- 4th November 2020 (winter view)
- 4th March 2021 (winter view)

### Viewpoint Selection

7.3.22 Twenty-eight viewpoints were selected for the visual effects assessment. These were agreed with the following local planning authorities (LPAs): The Peak District National Park Authority, Tameside Metropolitan Borough Council, High Peak Borough Council, and Derbyshire County Council.

7.3.23 Nineteen representative viewpoints have been selected to cover a range of receptors, from a range of distances and directions, focusing on the direct effects of the Scheme. Three of these locations are beyond the 2 km study area, with the remaining sixteen are within the 2 km study area. Refer to Figure 7.4 Viewpoints.

7.3.24 Following consultation and agreement with the stakeholders, a further nine viewpoints have been selected from beyond the 2 km study area, and within the Peak District National Park representing visual and recreational receptors with views of the Strategic Road Networks. These have been selected for consideration of indirect effects. Refer to Figure 7.5 Indirect Viewpoints (Within the Peak District National Park)

7.3.25 DMRB LA 107 (Para 3.32 - Note 1, 1-3) 'Viewpoints selected for assessment and illustration of visual effects fall into three broad categories:

- Representative viewpoints - represents the experience of different types of visual receptors, where large numbers of viewpoints cannot be included individually, with similar (unlikely to differ) significant effects
- Specific viewpoints - key and sometimes promoted viewpoints in noteworthy areas
- Illustrative viewpoints - to demonstrate a particular effect or specific issue, GLVIA3 (Ref 1.1)' see Table 7.7.

7.3.26 All viewpoints were carefully located within the field to minimise foreground clutter and obtain the most unobstructed view of the Scheme and any associated changes in traffic flow to the Strategic Road Network while providing an accurate representation of the views likely to be experienced by receptors.

7.3.27 In some locations, the assessment of visual effects has grouped receptors likely to experience similar effects together.

**Table 7.7: Viewpoints**

Viewpoint No.	Location	Type
1	View from Edge Lane, adjacent to Grange Farm (PRoW LON/46 & PRoW LON/49)	Representative viewpoint
2	View from Edge Lane adjacent to residential properties (PRoW LON/46 & PRoW LON/41)	Representative viewpoint
3	View from PRoW LON/52 junction with Hyde Road (A57)	Representative viewpoint
4	Roe Cross Road (A6108) adjacent to residential properties at Four Lanes	Representative viewpoint
5	Old Hall Lane (PRoW LON/35) adjacent to residential properties	Representative viewpoint
6	Coach Road (PRoW LON/108)	Representative viewpoint
7	View from Mottram Moor (A57)	Representative viewpoint
8	View from PRoW LON/86 & LON/87 junction (adjacent to Church of St Michael and All Angels)	Representative viewpoint
9	View from Carr House Lane (PRoW LON/88 & PRoW LON/92 junction) adjacent to Carr House Farm	Representative viewpoint
10	View from the Mottram Moor (A57) adjacent to The Gun Inn Public House	Representative viewpoint
11	View from PRoW LON/90 & Etherow-Goyt Valley Way	Representative viewpoint
12	View from Etherow-Goyt Valley Way (PRoW LON/90) (adjacent to Tara Brook Farm)	Representative viewpoint
13	View from Woolley Bridge (A57) adjacent to residential properties	Representative viewpoint
14	View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5)	Representative viewpoint
15	View from Trans Pennine Trail (NCN 62), Longendale Trail (within Peak District National Park)	Representative viewpoint
16	View from PRoW LON/41	Representative viewpoint
17	View from PRoW HP12/72/3 adjacent to Melandra Castle (SM)	Specific viewpoint
18	View from Pennine Bridleway and Arnfield Road (within Peak District National Park) adjacent to residential property on Crossgate Lane	Illustrative viewpoint – demonstrating indirect effect within the PDNP
19	View from the Pennine Way, near Crowden	Illustrative viewpoint – demonstrating indirect effect within the PDNP



Viewpoint No.	Location	Type
20	View from Trans Pennine Trail (NCN 62), near Torside Car Park (within Peak District National Park)	Illustrative viewpoint – demonstrating indirect effect within the PDNP
21	View from the Pennine Way (within Peak District National Park)	Illustrative viewpoint – demonstrating indirect effect within the PDNP
22	View from the Pennine Way (within Peak District National Park)	Illustrative viewpoint – demonstrating indirect effect within the PDNP
23	View from the Pennine Way (within Peak District National Park)	Illustrative viewpoint – demonstrating indirect effect within the PDNP
24	View from the Trans Pennine Trail (NCN 62), near Woodhead (within Peak District National Park)	Illustrative viewpoint – demonstrating indirect effect within the PDNP
25	View from the Trans Pennine Trail (NCN 62) (within Peak District National Park) and Pikenaze Moor / Open Access Land	Illustrative viewpoint – demonstrating indirect effect within the PDNP
26	View from Pennine Bridleway (HP15/18/1) (within Peak District National Park) View from Lantern Pike / Open Access Land	Illustrative viewpoint – demonstrating indirect effect within the PDNP
27	View from Snake Path (HP15/64/1) (within Peak District National Park) View from Middle Moor Open Access Land	Illustrative viewpoint – demonstrating indirect effect within the PDNP
28	View from Tintwistle Low Moor, from Arnfield Lane (within Peak District National Park).	Representative viewpoint

- 7.3.28 The viewpoint photography was undertaken in accordance with Technical Guidance Note 06/19 (Landscape Institute 17 September 2019) using a Full Frame Sensor (FFS) camera and 50mm Focal Length prime lens. Photographs were then combined to generate a panorama spanning a minimum of approximately 90 degrees in the direction of the proposed development (the full extent of view that would be experienced by the viewer at the selected viewpoint, when facing in that direction). The images will typically be presented with a 150% enlargement (27° @ A3, or 53.5° @ A1).

### Landscape and Visual Effects Assessment

- 7.3.29 The landscape and visual effects have been assessed for both direct and indirect effects for the following receptors:
- effects on landscape character
  - effects on landscape/landscape-related designations
  - effects on visual amenity.

### Direct Effects

- 7.3.30 Direct effects are defined in GLVIA3 (para. 3.22) and DMRB LA 107. Direct effects result directly from the development itself (i.e. the Scheme) whilst indirect effects are a secondary effect that is a consequential/perceptual change resulting from the development. In line with guidance, landscape and visual effects are assessed through professional judgements on the sensitivity (based on value and susceptibility) of landscape and visual receptors combined with the predicted magnitude and significance of effect arising from the proposals.

### Indirect Effects

- 7.3.31 GLVIA3 defines Indirect Effects as effects “that result indirectly from the proposed project as a consequence of the direct effects, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects” (para. 3.22). Due to the nature of the project and as a result of consultation responses an assessment for these types of effects has been undertaken.
- 7.3.32 DMRB LA 107 does not define a specific methodology for indirect landscape or visual assessment. Therefore, a methodology for this type of assessment has been agreed with stakeholders to consider indirect landscape and visual effects experienced within the Peak District National Park as a result of potential increased traffic flows through the National Park.
- 7.3.33 The assessment of indirect landscape and visual effects considers changes in two-way traffic flows through the Peak District National Park, as a result of the Scheme, and references Annual Average Daily Traffic (AADT) traffic data from the traffic model considering the ‘Do minimum’ (without Scheme) and ‘Do Something’ (with Scheme) at the Opening Year of the Scheme.
- 7.3.34 For the assessment of indirect effects, the individual section of the wider Affected Road Network (ARN) and its associated flows has been considered. This assessment does not consider effects associated with construction because construction is not taking place on the ARN. This is considered to represent the worst-case scenario.
- 7.3.35 AADT traffic data covers sections of the ARN which potentially would be visible from viewpoints locations. For each route the traffic model is divided into links and, for each, the total vehicle movements per day is recorded. Reference should be made to traffic data within Appendix 2.1 (TR010034/APP/6.5).
- 7.3.36 The magnitude of impact of the ‘Do Something’ (with Scheme) in the opening year, on the relevant landscape character areas and visual receptors, is assessed by considering the potential effects on perceptual aspects as a result of changes in vehicle flows (including flows and impacts on peak flows); against the ‘Do Minimum’ (without Scheme) traffic flows at Opening Year of the Scheme.
- 7.3.37 An analysis of changes between the ‘Do Minimum’ and ‘Do Something’ scenarios has been undertaken to inform the indirect magnitude of change on visual amenity assessment and the indirect significance of effect on visual amenity on the Peak District National Park as a result of the Scheme. This has considered the traffic model route link which is visible from the specific viewpoint.

### Indirect Landscape Effects

- 7.3.38 The assessment of indirect landscape effects focuses on routes within the Peak District National Park (A628, A57 and A624) experiencing potential increased vehicular flows as a result of the Scheme.
- 7.3.39 Specific considerations are:
- whether the increased traffic flows make traffic and the road a more prominent feature within the landscape
  - how the increased flows could affect the '*Special Qualities*' of the National Park landscape as outlined within Peak District National Park Management Plan 2018-23<sup>17</sup> and perceptual qualities of the landscape generally – including tranquillity and wildness.
- 7.3.40 Where the '*Special Qualities*' of the Peak District National Park are applicable to landscape receptors they have been considered within the assessment tables.
- 7.3.41 The assessment focuses on the Landscape Character Types within which the routes experiencing potential increases in traffic flow are located. This includes the '*Reservoir Valleys with Woodland*', '*Moorland Slopes and Cloughs*', '*Enclosed Gritstone Upland*' Upper Valley Pastures' and the '*Open Moors*' Landscape Character Types as defined in the Peak District National Park Authority '*Landscape Strategy and Action Plan*'<sup>18</sup>.

### Indirect Visual Effects

- 7.3.42 Visual receptors on Public Rights of Way and recognised recreational routes within the Peak District National Park are recognised as high sensitivity receptors. The Scheme has the potential to cause indirect visual effects to receptors using PRow and recreational routes as result of traffic flow changes within the network.
- 7.3.43 The traffic routes within the PDNP identified as having potential increased vehicular flows, as a result of Scheme during its operation, include sections of the A628, A57 and A624.
- 7.3.44 Specific considerations relate to changes in vehicle flows (including overall changes in numbers, individual flow pattern, and impacts on peak flows) against the Do minimum (without Scheme) vehicle flows. The assessment of indirect visual effects has been undertaken from the agreed viewpoint locations (Figure 7.5).
- 7.3.45 Professional judgement was used to determine the magnitude of change (in the opening year, as a result of changes in the traffic flows for the '*Do Something*' (with Scheme) scenario) for each of the viewpoint locations in the PDNP

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7.3.46 Table 7.18 Magnitude (Change) of Visual Effect and Typical Descriptions. This considers the following:

- Nature of change
- Distance
- Screening
- The direction and focus of the view
- Whether the receptor is static or moving, and
- Numbers and types of receptors potentially affected at a viewpoint.

7.3.47 Sensitivity and magnitude of change shall inform the significance of effect, as set out in Table 7.19: Significance of Effect Matrix (Visual).

### Prediction of Effects

#### Landscape Assessment Criteria

7.3.48 Significance of effect has been assessed based on the sensitivity of the landscape and the magnitude of change that would result from the construction and operation of the Scheme. The assessment criteria are set out in DMRB LA 107 (table3.22), DMRB LA 104, and the tables below.

#### Landscape Sensitivity

7.3.49 Landscape assessment judges the sensitivity of the landscape receptor based on value and susceptibility. As set out in GLVIA3, susceptibility is the ability of the landscape 'to accommodate the proposed development without undue consequences for the baseline situation and / or the achievement of landscape planning policies and strategies' (Para 5.40).

7.3.50 Landscape value has been informed by guidance in GLVIA3 (see Box 5.1) and is set out in Table 7.8 and Table 7.9. This guidance also informed the value of non-designated landscapes.

**Table 7.8: Range of factors that can help in the identification of valued landscapes**

Factor	Description
Landscape quality (condition)	A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.
Scenic quality	The term used to describe landscapes that appeal primarily to the senses (primarily but not wholly the visual senses).
Rarity	The presence of rare elements or features in the landscape or the presence of a rare Landscape Character Type.
Representativeness	Whether the landscape contains a particular character and/or features or elements which are considered particularly important examples.
Conservation interests	The presence of features of wildlife, earth science or archaeological or historical and cultural interest can add to the value of the landscape as well as having value in their own right.



Factor	Description
Recreation value	Evidence that the landscape is valued for recreational activity where experience of the landscape is important.
Perceptual aspects	A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity
Associations	Some landscapes are associated with particular people, such as artists or writers, or events in history that contribute to perceptions of the natural beauty of the area.

Table source: GLVIA3 (Box 5.1)

- 7.3.51 GLVIA3 (para 5.19) describes value as ‘the relative value that is attached to different landscapes by society’. The criteria for assessing the value of designated landscapes is set out in Table 7.9 where international and national are considered to be high value and regional/local is considered to be low to medium value.

**Table 7.9: Value of Designated Landscapes**

Landscape Value	Description
International/National	International and/or national landscape/landscape-related designations e.g., World Heritage Sites, National Parks, Areas of Outstanding Natural Beauty (AONBs) or Register of Parks and Gardens.
Regional/Local	Regional and/or local landscape/landscape-related designations e.g., Special Landscape Areas (or similar terminology as set out in local policy and guidance documents. Or those which at the site specific scale are not robust or of a quality reflecting the wider designation but which may still hold great local amenity value.

Table source: GLVIA3 (Para 5.21 & 5.25)

- 7.3.52 Landscape susceptibility, as set out in GLIVA3, is the ability of the landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies. Susceptibility was assessed in terms of the following criteria, based on professional judgement, as set out in Table 7.10.

**Table 7.10: Susceptibility of Designated Landscapes**

Landscape Susceptibility	Criteria
High	The landscape is unlikely to be able to accommodate the proposed change without undue consequences.
Medium	The landscape is likely to be able to accommodate the proposed change, albeit with some consequences.
Low	The landscape will be able to accommodate the proposed change with little or no consequences.

Table source: GLVIA3 (Para 5.40)

- 7.3.53 Value and susceptibility help inform sensitivity. Descriptions for landscape sensitivity is set out in Table 7.11 below.

**Table 7.11: Landscape Sensitivity and Typical Descriptions**

Landscape Sensitivity (Susceptibility and Value) of Receptor/Resource	Typical Description
Very High	Landscapes of very high international/national importance and rarity or value with no or very limited ability to accommodate change without substantial loss/gain (i.e. national parks, internationally acclaimed landscape – UNESCO World Heritage Sites).
High	Landscapes of high national importance containing distinctive features/elements with limited ability to accommodate change without incurring substantial loss/gain (i.e. designated areas, areas of strong sense of place – registered parks and gardens, country parks).
Medium	Landscapes of local or regional recognition of importance able to accommodate some change (i.e. features worthy of conservation, some sense of place or value through use/perception).
Low	Local landscape areas are receptors of low to medium importance with ability to accommodate change (Like non-designated or designated areas of local recognition or areas of little sense of place).
Negligible	Landscapes of very low importance and rarity able to accommodate change.

Table source: DMRB LA 107 (table3.22)

### Magnitude of change (Landscape)

- 7.3.54 Assessment of magnitude of change on the landscape receptors considers a combined judgement of the scale of the effect, the extent of the area affected, and the duration and reversibility of the effect. Magnitude of change can be either beneficial or adverse. This is set out in Table 7.12 below.

**Table 7.12: Magnitude and Nature of Effect on the Landscape and Typical Descriptions**

Landscape Magnitude of change		Typical Descriptions
Major	Adverse	Total loss or large-scale damage to existing landscape character or distinctive features or elements: and/or addition of new uncharacteristic, conspicuous features or elements (i.e. road infrastructure).
	Beneficial	Large scale improvement of landscape character to features and elements: and/or addition of new distinctive features or elements, or removal of conspicuous road infrastructure elements.

Landscape Magnitude of change		Typical Descriptions
Moderate	Adverse	Partial loss or noticeable damage to existing landscape character or distinctive features or elements; and/or addition of new uncharacteristic, noticeable features or elements (i.e. road infrastructure).
	Beneficial	Partial or noticeable improvement of landscape character by restoration of existing features or elements; or addition of new characteristic features or elements or removal of noticeable features or elements.
Minor	Adverse	Slight loss or damage to existing landscape character of one (maybe more) key features and elements; and/or addition of new uncharacteristic features and elements.
	Beneficial	Slight improvement of landscape character by the restoration of one (maybe more) key existing features and elements; and/r the addition of new characteristic features.
Negligible	Adverse	Very minor loss, damage or alteration to existing landscape character of one or more features and elements.
	Beneficial	Very minor noticeable improvement of character by the restoration of one or more existing features and elements.
No Change		No noticeable alteration or improvement, temporary or permanent, of landscape character of existing features and elements.

Table source: DMRB LA 107 (table 3.24)

### Significance of Effect (Landscape)

- 7.3.55 Sensitivity and magnitude of change inform the significance of effect. This is based on the significance matrix within the environmental assessment methodology section of LA104 and also includes evidence to support any professional judgements that are made. The significance of effect categories is set out in Table 7.13 below.

**Table 7.13: Significance Categories and Typical Descriptions (Landscape)**

Significance Category	Typical Description
Very Large	Effects at this level are material in the decision-making process.
Large	Effects at this level are likely to be material in the decision-making process.
Moderate	Effects at this level can be considered to be material decision-making factors.
Slight	Effects at this level are not material in the decision-making process.
Neutral	No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

Table Source: DMRB LA104 (table 3.7)

7.3.56 Sensitivity and magnitude of change inform the significance of effect. This is based on the significance matrix within the environmental assessment methodology section of LA104. A level of moderate, large or very large is considered to be significant.

7.3.57 The significance of effect is derived from the following Table 7.14 Where there are two significance categories professional judgement shall be applied to determine the most suitable significance. Evidence will be provided to support the reporting of a single significance category wherever possible; this will draw on baseline information and the nature of the described impacts.

**Table 7.14: Significance of Effect Matrix (Landscape)**

Landscape Sensitivity	Magnitude of Impact (Degree of Change)					
		No Change	Negligible	Minor	Moderate	Major
	Very High	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral	Neutral or slight	Neutral or slight	Slight

Table Source: DMRB LA104 (table 3.8.1)

7.3.58 An overall assessment of the effect on the landscape receptors is given. A level of moderate, large or very large is considered to be significant.



### Visual Assessment Criteria

- 7.3.59 Visual assessment judges the sensitivity of the visual receptor (based on value and susceptibility to change) where value is that attached to particular views and susceptibility is how susceptible the viewer is to change resulting from the Scheme.
- 7.3.60 In determining sensitivity to change of a visual receptor, this assessment considers the value of views as the attachment to the view likely to be experienced. As set out in GLVIA3 (see para 6.37) this could relate to views in relation to heritage assets, or planning designations, or value attached to views by visitors, publications and interpretation, as set out in Table 7.15 below.

**Table 7.15: Value of Views**

Visual Value	Criteria
High	Views from within or looking towards internationally or nationally important landscapes typically recognised by designation, or from a highly popular visitor attraction where the view forms an important part of the experience or where the view has an important cultural association.
Medium	Views from within or looking towards landscapes of regional or district importance recognised by designation or from a moderately popular visitor attraction where the view forms part of the experience or where the view has a local cultural association. Or where the view is of local value.
Low	Views from within landscapes of no designation and where the view is not associated with a visitor attraction and has little or no cultural association

- 7.3.61 Susceptibility of different visual receptors to changes in view or visual amenity concerns the occupation or activity of people experiencing the view at particular locations, the extent to which their attention or interest may therefore be focused on the views, and the visual amenity they experience at particular locations.
- 7.3.62 The visual receptor criteria as informed by GLVIA3 is set out in Table 7.16.

**Table 7.16: Visual Receptor Susceptibility Criteria**

Visual Susceptibility	Criteria
High	Residents. People engaged in outdoor recreation whose interest is likely to be focused on the landscape. Visitors to heritage assets and other attractions where views are important to the experience. Communities where views contribute to the landscape setting enjoyed by residents. Travellers on scenic routes where awareness of views is likely to be high.
Medium	Travellers on road, rail or other transport routes where travel involves regular scenic awareness of views. People at their place of work whose focus may be on the settings and surroundings as part of their work.
Low	People engaged in outdoor sport or recreation which does not depend on appreciation of views. People at their place of work whose focus is not normally on the setting or surroundings.

Table source: GLVIA3 (Para 6.32 -6.36)

## Visual Sensitivity

- 7.3.63 Value and susceptibility help inform sensitivity. Visual sensitivity descriptions are set out in Table 7.17 below.

**Table 7.17: Visual Sensitivity and Typical Descriptions**

Visual Sensitivity (susceptibility and value)	Typical Descriptions
Very High	Static views from and of major tourist attractions Views from and of very important national/international landscapes, cultural/historical sites (e.g. National Parks, UNESCO World Heritage sites) Receptors engaged in specific activities for enjoyment of dark skies.
High	Views by users of nationally important PRoW/recreational trails (e.g. national trails, long distance footpaths) Views by users of public open spaces for enjoyment of the countryside (e.g. country parks) Static views from dense residential areas, longer transient views from designated public open space, recreational areas Views from and of rare designated landscape of national importance.
Moderate	Static views from less populated residential areas, schools and other institutional building and their outdoor areas Views by outdoor workers Transient views from local/regional areas such as public open space, scenic roads, railways or waterways, users of local/regional designated tourist routes of moderate importance Views from and of landscape of regional importance.
Low	Views by users of main roads or passengers in public transport on main arterial routes Views by indoor workers Views by users of recreational/formal sports facilities where the landscape is secondary to enjoyment of the sport Views by users of local public open spaces of limited importance with limited variety or distinctiveness.
Negligible	Quick transient views such as from fast moving vehicles Views from industrial area, land awaiting re-development Views from landscape of no importance with no variety or distinctiveness.

Table Source: DMRB LA 107 (table 3.41)

## Magnitude of change (Visual)

- 7.3.64 Sensitivity and magnitude of change informs the significance of effect and is determined by the scale and nature of change, the duration, distance, screening, direction and focus of the view. This is set out in Table 7.18 below.

**Table 7.18: Magnitude (Change) of Visual Effect and Typical Descriptions.**

Magnitude (change) of visual effect	Typical Descriptions
Major	The project, or part of it, would become the dominant feature or focal point of the view.
Moderate	The project, or part of it, would form a noticeable feature or element of the view, which is readily apparent to the receptor,
Minor	The project, or part of it, would be perceptible but not alter the overall balance of features and elements that comprise the existing view.
Negligible	Only a very small part of the project work or activity would be discernible or being at such a distance it would form a barely noticeable feature or element of the view.
No Change	No part of the project work or activity would be discernible.

Table Source: DMRB LA 107 (table 3.43)

### Significance of Effect (Visual)

- 7.3.65 Sensitivity and magnitude of change inform the significance of effect. This is based on the significance matrix within the Environmental assessment methodology section of DMRB LA 104. A level of moderate, large or very large is considered to be significant.
- 7.3.66 The significance of effect is derived from the following Table 7.19. Where there are two significance categories professional judgement shall be applied to determine the most suitable level of significance. Evidence will be provided to support the reporting of a single significance category wherever possible; this will draw on baseline information and the nature of the described impacts.

**Table 7.19: Significance of Effect Matrix (Visual)**

Visual Sensitivity	Magnitude of Impact (Degree of Change)					
		No Change	Negligible	Minor	Moderate	Major
	Very High	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Moderate	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral	Neutral or slight	Neutral or slight	Slight

Table Source: DMRB LA104 (table 3.8.1)

### Night-time Assessment

- 7.3.67 In line with the assessment criteria in DMRB LA 107, a high-level night-time assessment was undertaken for relevant landscape and visual receptors which might be likely to be affected by the addition of artificial lighting from lighting columns and vehicle lighting along the route of Scheme. The assessment considers the 'sight of light' and the effects of light on the character of an area, views and general quality of life.
- 7.3.68 To aid the assessment of the operational lighting effects, night-time baseline photo views have been produced from the six viewpoints (as numbered below). A drive through of the study area during the hours of darkness was undertaken by two landscape architects experienced in LVIA, and viewpoints were selected at to obtain the most unobstructed night views of the Scheme. These viewpoints were also assessed during the daytime:
- VP 1 – View from Edge Lane adjacent Grange Farm (PRoW LON/46 & PRoW LON/49)
  - VP 4 – Roe Cross Road (A6108)
  - VP 6 – Coach Road (PRoW LON/108)
  - VP 8 – View from PRoW LON/86 & LON/87 junction (adjacent to the Church of St Michael and All Angels)
  - VP 14 – View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5)
  - VP 16 – View from PRoW LON/41
- 7.3.69 Viewpoints were selected to be representative of views and landscape effects along the route at intervals mostly likely effected by change to the night view. The viewpoints are considered likely to best demonstrate the night-time effects through previously unlit areas along the whole of the Scheme route.
- 7.3.70 Other viewpoints have not been considered as part of the assessment as a result of being unsafe to access during hours of darkness, being in close proximity to existing lighting, or as not likely to have visual receptors after dark.

### Duration of Change

- 7.3.71 The criteria used to define the duration of change in this assessment are given in the table below.

**Table 7.20: Visual – Criteria used to define Duration of Change**

Duration	Criteria
Temporary	Up to 1 year
Short Term	Between 1 and 5 years
Medium Term	Between 5 and 15 years
Long Term/ Permanent	Longer than 15 years



## Identifying Mitigation and Enhancement Measures and Assessing Residual Effects

- 7.3.72 Mitigation measures to reduce potential effects on landscape and visual receptors have been considered as an integral part of the design and assessment process for the Scheme. These measures are referred to as embedded mitigation.
- 7.3.73 The assessment has considered de-trunking measures associated with the scheme where relevant. These are as per the design prepared by the highways team including the reconfiguration of the A57 Mottram Moor, and junction at Hyde Road / Mottram Moor, with other consideration limited to minor resurfacing / carriageway narrowing only. All existing street lighting is expected to remain in place following de trunking.
- 7.3.74 The design of the Scheme was influenced by input from landscape architects. These measures include landscape improvements such as the reduced footprint of the Scheme and development of the greenspace at Mottram Underpass. Embedded mitigation also includes naturalistic slope profiling and SuDS features.
- 7.3.75 Additional mitigation measures which are identified to avoid, prevent, reduce or offset impacts of Scheme with relation to Landscape and Visual are reported in the assessment tables and in the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4).
- 7.3.76 The assessment of residual landscape and visual effects has been undertaken following the methodology. Residual effects are considered to be significant where the effects are assessed as moderate, large or very large.

## 7.4 Assumptions and Limitations

- 7.4.1 Where a specific view location was not accessible, professional judgement and aerial photographs have been used to assess the potential view. Photographs have been taken and assessments have been made from publicly accessible areas only.
- 7.4.2 For the night-time lighting assessment, where access was not possible or not considered to be safe in the dark, an assumption was made regarding what the anticipated change might be. Viewpoints where there is unlikely to be visual receptors after dark have not been considered further.
- 7.4.3 Buildings to be demolished to facilitate construction of the Scheme, including residential properties, and commercial / industrial buildings, have not been considered further within the visual amenity assessment.
- 7.4.4 Temporarily acquired land within the Draft Order Limits (for construction and construction compounds) would be restored to its previous use (agriculture / equestrian pasture) following the construction phase.

## 7.5 Study Area

- 7.5.1 The study areas for the assessment of the landscape and visual effects of the Scheme have been established with reference to criteria set out in DMRB LA

104 'Environmental Assessment and Monitoring' (paragraph 3.13) and DMRB LA 107 'Landscape and Visual Effects' (paragraphs 3.11 and 3.31).

- 7.5.2 The study area for the landscape assessment extends to 1 km offset from the Draft Order Limits, refer to Figure 7.1 Landscape Designations & National Character Areas). This distance is considered adequate given the corridor nature of the Scheme; and that the main components of the Scheme with the potential to cause landscape an adverse effect (such as the embankments and bridges) also coincide with the existing highway corridors of the A57 or dense urban areas along the existing route. The presence of existing highway infrastructure generally precludes any likelihood of significant landscape and visual effects occurring over distances of greater than 1km.
- 7.5.3 The study area for the visual assessment is 2 km as indicated on Figure 7.6 Zone of Theoretical Visibility 2 km. This is considered appropriate as a result of the undulating topography and potential for sensitive receptors to view the Scheme from adjacent higher ground, for instance from within the PDNP.
- 7.5.4 The zone of theoretical visibility (ZTV) is the likely (or theoretical) extent of visibility of a development, so therefore cannot be fully relied upon. Verification by visiting the study area and assessing the views was used to check the extents of actual views on site.
- 7.5.5 To inform the assessment, a Zone of Theoretical Visibility (ZTV) has been generated for an area extending to 10km (refer to Figure 7.7) offset from the Scheme alignment. This represents the theoretical area from which any part of the proposed development may be seen.
- 7.5.6 It is considered that beyond 2 km approximately the Scheme would not be readily perceptible. Therefore the 2 km area (refer to Figure 7.6), offset from the Scheme alignment, formed the study area for the assessment of visual effects, apart from sensitive receptors (represented by VP15, 18 and 28) within the PDNP which were identified as closely adjacent to the study area, these were then verified on site and assessed.
- 7.5.7 The ZTVs are based on a 5 metre Digital Terrain Model (DTM). The DTM does not consider the surface detail of buildings or vegetation, therefore 8m building heights and 15m woodland heights have been added to simulate screening.
- 7.5.8 A height of 1.6m has been added to the surface to simulate assumed eye level, and a height of 4.5m has been added to the proposed road alignment to simulate the average height of HGV traffic.
- 7.5.9 The assessment of indirect visual effects within the Peak District National Park is as per methodology agreed with the stakeholders, as detailed within section 7.3. It focuses on Landscape Character Types within the Peak District National Park and the routes likely to experience potential changes to vehicular flows as a result of the Trans-Pennine Upgrade Scheme during its operation. These are the:
- Woodhead Road (A628)
  - Snake Road (A57)
  - Glossop Road (A624)

## 7.6 Baseline Conditions

- 7.6.1 Baseline information was gathered by both desktop study and site visits to confirm the existing baseline for both landscape character and the visual amenity, and location of visual receptors.
- 7.6.2 The study area has been sub-divided into national, regional and local landscape character areas and a summary of the key characteristics, value and sensitivity of these areas is included in Table 7.21: Landscape Character (National and Regional Level) and Table 7.22: Scheme Level Landscape/ Townscape Character Areas, Value Susceptibility and Sensitivity.
- 7.6.3 The nature of the existing view from each of the visual receptors identified was recorded on-site and a description included in the visual receptor table within Appendix 7.1 (Table 1-3).

### Landscape Baseline

- 7.6.4 This section identifies the landscape receptors and any designated or protected areas. It focuses on landscape and landscape related designations, landscape character, land use, landscape elements and features and settlement and built elements. Landscape features and elements that would potentially be affected by the Scheme are generally limited to those that lie within the Draft Order Limits.

### Geology, Landform and Drainage

- 7.6.5 The study area is a landscape influenced by the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area. The elevation of the area is generally between 100m and 300m Above Ordnance Datum (AOD between the lower plains and higher Pennine moors).
- 7.6.6 The Scheme and surrounding area landform is predominately undulating lower valley floor landscape with rounded hills and shallow to steep valley sides, incised by steeper cloughs in places. The underlying geology is of interbedded Millstone Grit combined with shales and siltstones. The valley is mostly covered with glacial till deposits. Where the river level has altered, a series of terraces have been cut into alluvial deposits.
- 7.6.7 Soils are generally poorly drained and waterlogged. Where the soils are permanently wet they tend to be rich in organic matter and fragmented peat deposits can often be found. Along river channels, such as the River Etherow, soils tend to be alluvium, created and carried by relict rivers.

### Built Form

- 7.6.8 The countryside is influenced by recreational uses and diversification of farmland giving the area an urban fringe character, with areas of adjacent high population densities, with evidence of 18th and 19th century stone and brick-built industrial buildings.
- 7.6.9 There are a number of buildings which lie within the Draft Order Limits which would be directly affected by the Scheme, including a number which are to be demolished to facilitate construction. Where this is applicable to the character of the landscape and townscape areas in which they are located may be affected this is set out in Table 7.26 and Table 7.27.

7.6.10 For details as to the buildings to be demolished refer to (Chapter 2).

#### Trees and Woodlands

7.6.11 There are a number of individual trees, woodland and tree groups together with lengths of hedgerow within the Draft Order Limits. These include 21 TPO's, of which there are 18 individual trees, 2 woodlands and 1 group.

7.6.12 A detailed tree survey has been completed, for information refer to Appendix 7.3 Arboricultural Impact Assessment Report of the environmental statement (TR010034/APP/6.5) and TPOs and Hedgerows Regulation 5 (2)(o) drawings (TR010034/APP/2.13).

#### Ancient Woodland

7.6.13 Ancient woods are areas of irreplaceable woodland habitat that have persisted since 1600 in England and Wales. There are 5 ancient woodlands located or part located within the 1 km study area - Westbrook Clough, Dinting Vale Wood, Millbrook Bridge, Westwood Clough and Hurst Clough Local Nature Reserve (LNR). All are outside of the DCO limits therefore these woods are unlikely to experience either direct or indirect effects as a result of the Scheme; so are therefore not considered further within this assessment Agricultural Fields and Land Use

7.6.14 The agricultural land within the Draft Order Limits is a mix of pasture and horse grazing on the upper slope sides of SLLCA 1, and SLLCA 3, and arable and pasture within the lower valley floor of SLLCA 4, used for grazing and the production of fodder crops. Such uses are typical for the local area. Field boundaries include dry gritstone walls at higher elevations, and hedgerows at lower elevations. Refer to Table 7.22: Scheme Level Landscape/ Townscape Character Areas, Value Susceptibility and Sensitivity for detail.

#### Greenbelt

7.6.15 All of the areas of land surrounding the urban areas within the Draft Order Limits are designated as forming part of the Tameside Greenbelt. The Greenbelt land use is identified to prevent urban sprawl by keeping land permanently open and to help to protect the countryside and assist in moving towards more sustainable patterns of urban development.

7.6.16 Tameside Greenbelt is predominately agricultural in nature, with associated agricultural features including hedgerows and fields. Greenbelt was mentioned during consultation (see section 7.3 Public Perception of Landscape Value), this DMRB compliant exercise indicates the Greenbelt is of importance to the public and why it has been included in this assessment. Where this is applicable to the character of the landscape areas in this is set out Table 7.26 and Table 7.27.

#### Public Rights of Way

7.6.17 There are a number of PROWs within the study area, but only those which pass through or within the Draft Order Limits would be directly affected by the Scheme. For these routes there may be effects both on the physical nature of the routes and on their character.

7.6.18 The sensitivity of the physical nature and character of those routes which would be directly affected by the Scheme is set out in Table 7.26 Effects on Landscape



and Townscape Character Areas (Construction) and Table 7.27: Effects on Landscape and Townscape Character Areas (Operation)..

#### Open Access Land

- 7.6.19 Hollingworthall Moor is wholly located outside of the DCO limits, though falls within the 1 km study area. It would experience no direct physical effects to landscape elements as a result of the Scheme. Hollingworthall Moor Open Access Land is a predominantly equestrian pastoral landscape. The landform is gently rolling with some steep slopes and heathland found on higher ground. Open and distance views are available from the area, though heavily filtered by vegetation blocks and boundaries.

#### Dark Skies Sites

- 7.6.20 Consideration has been made of the Peak District National Park 'dark skies' special quality and indirect effects to the night-time landscape. There are three areas designated by the Peak District National Park as dark skies sites<sup>19</sup>, however they are all outside of the study area and due to the distance of the Scheme it is unlikely to be visible from any of the dark skies' sites. These are:
- Surprise View, off the A6187 near Hathersage
  - Parsley Hay, off the A515 near Hartington (nearest postcode SK17 0DG)
  - Minninglow, off the A515 at Pikehall (nearest postcode DE4 2PN)

#### Scheduled Monuments

- 7.6.21 There is 1 Scheduled Monument (SM), Melandra Castle Round Fort, within the study area. Melandra Castle is situated wholly outside of the DCO limits, though falls within the 1 km study area. Melandra Castle is located over 0.5 km approx from the Scheme. There would be no direct construction phase effects to the SM.
- 7.6.22 Melandra Fort is of special recognised value through historic association, it is a feature of High value that cannot be replaced. Constructed in approximately AD 75, overlooking the River Etherow. Today, the fort is visible as a series of earthwork embankments

The fort is part of a defensive Roman era military network, views to and from the fortification would have been key in its defensive function. The fort retains its key views including views to the north-west towards the Scheme. Views of the northern foreground and down to the River Etherow are present though partial obscured by vegetation.

#### Conservation Areas

- 7.6.23 Two conservation areas have been identified within the 1km study area, these are Mottram-in-Longendale Conservation Area and Hadfield Conservation Area.
- 7.6.24 The DCO area includes a section of the existing A57 within the Mottram-in-Longendale Conservation Area. The area is a steep hill site with notable changes in level. Within the village, views of the church and the surrounding countryside are found between stepped terraces. Panoramic views from the

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<sup>19</sup> [REDACTED]

upper slopes of the hill, over the roofs of the houses to the surrounding Pennine hills of the Longdendale Valley are important to the setting of the village.

- 7.6.25 The Hadfield Conservation Area is located outside of the DCO limits and approximately 1 km east of the Scheme and only partially lies within the study area. The conservation area features a historic settlement core, within the larger urban form of the area, and is surrounded by 20th century suburban development. It has a village character with many of the buildings clustered around a small village green area where the pub is located. The conservation area is outside of the DCO boundary and Hadfield Conservation Area is screened by its surrounding built environment and is unlikely to experience either direct or indirect effects as a result of the Scheme; so is therefore not considered further within this assessment.

#### Local Nature Reserves

- 7.6.26 Hurst Clough Local Nature Reserve is wholly located outside of the DCO limits, though falls within the 1 km study area. However, the LNR is unlikely to experience either direct or indirect effects as a result of the Scheme. This is due to its location and intervening screening (by topography and intervening vegetation); so is therefore not considered further within this assessment.

#### Landscape and Landscape-Related Designations

- 7.6.27 Designated landscapes are areas of landscape identified as being of importance at international, national or local levels as defined by statute or in policy documents.
- 7.6.28 There is only one landscape or landscape related designation which is the Peak District National Park (see Figure 7.1), this lies just outside of the 2 km study and has been included to allow for the assessment of indirect effects (as outlined within the methodology for indirect effects).
- 7.6.29 The Peak District National Park is located approximately 2 km to the east of the Scheme and lies outside the study area. The PDNP is of National importance, it is a popular visitor attraction and views are an important part of the user experience. The Special Qualities of the PDNP are as follows:
- Beautiful views created by contrasting landscapes and dramatic geology
  - Internationally important and locally distinctive wildlife and habitats
  - Undeveloped places of tranquillity<sup>20</sup> and dark night skies within reach of millions
  - Landscapes that tell a story of thousands of years of people, farming and industry
  - Characteristic settlements with strong communities and traditions
  - An inspiring space for escape, adventure, discovery and quiet reflection
  - Vital benefits for millions of people that flow beyond the landscape boundary.

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<sup>20</sup> Tranquillity is defined within Guidelines for Landscape and Visual Impact Assessment (GLVIA) (LI and IEMA 2013) as 'a state of calm and quietude associated with peace, considered to be a significant asset of landscape'.

### Landscape Character

- 7.6.30 Landscape character is the distinct pattern of elements and features which together make up the pattern or sense of place. Landscape character assessment aims to identify and explain this pattern of distinctiveness.
- 7.6.31 The Scheme lies predominantly within Tameside Metropolitan Borough Council, however a small section to the east crosses over the boundary with High Peak Borough Council and Derbyshire County Council. The Scheme also lies within the setting of the Peak District National Park
- 7.6.32 As such the Scheme falls across a number of local Landscape Character Area studies:
- Peak District National Park Authority) Landscape Strategy and Action Plan (2009)
  - Derbyshire County Council's the Landscape Character of Derbyshire (2014), and
  - High Peak Borough Council's High Peak Landscape Character Supplementary Planning Document (2006)
- 7.6.33 The extent and location of the national and regional landscape character areas are shown on Figure 7.2.
- 7.6.34 The landscapes of the Peak District National Park have been mapped, with eight Landscape Character Areas (LCA's) representing broad areas of landscape which share a common identity, e.g. the Dark Peak. Within each area a number of LCT's have been defined based upon the pattern of natural and cultural characteristics<sup>21</sup>.
- 7.6.35 The 10 NCAs within Derbyshire have been sub-divided into 39 Landscape Character Types (LCTs). LCTs are broad tracts of landscape that have a unity of character. Some of the types, like Riverside Meadows, are generic, having a similarity of character across a number of NCAs. A written description has been produced for each LCT. This sets out the key features that define its character, followed by more detailed descriptions of the elements which combine to create landscape character<sup>22</sup>.
- 7.6.36 With High Peak the landscape types are based on those in the Landscape Character Assessment – The Landscape Character of Derbyshire - published by Derbyshire County Council in 2003<sup>23</sup>.
- 7.6.37 Further to the identified LCA's and LCT's Scheme Level Landscape Character Areas (SLLCAs) and Scheme Level Townscape Character Areas (SLTCAs) have been identified as part of the EIA process. At Scheme level the landscape character was assessed through undertaking a combination of driving and walking on selected routeways within the study area, as new visual features may have the potential to affect the landscape character of surrounding character areas. A brief description of the landscape character within the study area is provided below within Table 7.21: Landscape Character (National and Regional Level) Value, Susceptibility and Sensitivity and Table 7.22: Scheme Level

<sup>21</sup> Peak District National Park 'Landscape Strategy and Action Plan 2009 – 2019' (July 2009)

<sup>22</sup> Derbyshire County Council 'The Landscape Character of Derbyshire' (2014)

<sup>23</sup> High Peak Borough Council 'Landscape Character Supplementary Planning Document SPD5' (March 2006)

Landscape/ Townscape Character Areas, Value Susceptibility and Sensitivity  
These tables also assess, in line with the methodology, the sensitivity (informed by value and susceptibility) of each character area.

- 7.6.38 The potential effects to a landscape character area is described in GLVIA3 (para 5.35) as *'change in and/ or partial or complete loss of elements, features or aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape; addition of new elements or features that will influence the character and distinctiveness of the landscape; combined effects of these changes on landscape character.'*
- 7.6.39 The ZTV identifies that within the 1 km landscape study area there would be theoretical visibility from the following:
- NCA 51: Dark Peak (NE378) 2015
  - NCA 54: Manchester Pennine Fringe (NE397) 2013
  - Dark Peak (DP) LCA (Peak District National Park 2009)
    - DP - Moorland Slopes and Cloughs LCT
  - Dark Peak Western Fringe (DPWF) LCA (Peak District National Park 2009)
    - DPWF - Valley Pastures with Industry LCT
    - DPWF - Riverside Meadows LCT,
  - Dark Peak - Settled Valley Pastures LCT (includes Settled Valley Pastures LCT) (Derbyshire 2014 & High Peak 2006)
  - Dark Peak - Riverside Meadows LCT (includes Riverside Meadows LCT) (Derbyshire 2014 & High Peak 2006)
  - All 7 individual Scheme Level SLLCAs
  - Nine of the eleven Scheme Level SLTCAs (excluding SLTCA 1 Staybridge, and SLTCA 11 Etherow Industrial Valley Floor).

**Table 7.21: Landscape Character (National and Regional Level) Value, Susceptibility and Sensitivity**

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
National Character Areas (Natural England)			
NCA 51: Dark Peak (NE378) 2015	No part of the Scheme lies within this NCA, however the NCA is partially present within the northern part of the landscape study area.  Key characteristics:	The value of the landscape character area has been determined as high based on the national designation of the PDNP. However, within the study area	High



National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>Sharply defined, elevated and vast plateau with gritstone ridges and edges and long, uninterrupted views.</li> <li>Wild and remote semi-natural character.</li> <li>Contrasting valley heads created by a combination of sheltered, deeply incised cloughs with fast-flowing streams around the plateau margins.</li> <li>Pastoral character of margins created by in-by land with dispersed farmsteads, gritstone wall boundaries (hedgerows in valley bottoms) and the small scale of enclosure.</li> <li>Major valleys, some of which are dominated by coniferous woodland and reservoirs.</li> <li>Dispersed buildings and settlements constructed from local gritstone with typical blackened appearance.</li> <li>Extensive prehistoric field systems and settlement behind the gritstone edges.</li> <li>Historic routes traverse the moorland as well as more modern trails such as the Pennine Bridleway and Pennine Way. More recent road and rail routes are located along valley bottoms.</li> </ul>	<p>the NCA characteristics are diluted and more similar to those of NCA 54: Manchester Pennine Fringe (NE397).</p> <p>There are important features and the landscape is generally attractive and tranquil, however settlement and development are readily evident within the study area. Therefore, it is likely that the landscape could support some change as a result of the effects of the scheme with some consequences therefore the susceptibility is considered medium.</p>	
NCA 54: Manchester Pennine Fringe (NE397) 2013	<p>The Scheme lies entirely within the NCA.</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>A transitional zone between upland and lowland</li> <li>Several rivers flow through the area</li> <li>A range of woodland types concentrated along river valleys</li> </ul>	<p>The landscape area has importance locally and has many distinctive features, including attractive naturalistic landscapes and features such as rivers and woodlands, therefore the value of the landscape has been determined as medium. There are</p>	Medium

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>Field boundaries include dry gritstone walls at higher elevations and hedgerows at lower elevations</li> <li>Extensive evidence of 18th and 19th century stone and brick built industrial buildings</li> <li>Historic trans-Pennine communication routes</li> <li>Distinct urban fringe character</li> <li>Almost half of this NCA is classified as urban.</li> </ul>	number of settlements with the study area, along with associated infrastructure which indicate that this character area will be able to accommodate the scheme with some consequences, therefore the susceptibility is also medium.	
Peak District National Park Authority; Landscape Strategy and European Convention Action Plan 2009			
Dark Peak (DP) LCA	<p>The northern edge of the study area is located within this LCA. No part of the Scheme is within this LCA</p> <p>The LCA is described as ‘an extensive upland plateau with steep gritstone slopes, sometimes with rocky edges, that drop away to lower lying slopes, wooded cloughs and deep valleys, some of which have been flooded to create large reservoirs.’</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>Extensive area of high moorland</li> <li>Gritstone outcrops, creating rocky tors, often punctuate these extensive areas of upland plateau</li> <li>Semi-natural vegetation blanket bog, heather and grass moorland</li> <li>Fast flowing streams have created deeply incised cloughs and valleys</li> <li>Large valley reservoirs</li> <li>Conifer plantations are often, though not exclusively, associated with reservoir valley sides</li> </ul>	The majority of the LCA is situated within the PDNP, the landscape valued for its special qualities including attractiveness, tranquillity, wildness and for recreational activities. It is therefore considered that these qualities along with its National designation the landscape is of High value There is limited scope for the landscape to accept change, from either direct or indirect effects, therefore is of High susceptibility.	Very High

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>• Predominate pastoral agricultural use of land</li> <li>• Dark Peak has a very important role in recreational and access</li> <li>• Desolate and exposed tracts of moorland top that stretch great distances and create a sense of remoteness</li> <li>• Further down the valleys and slopes the landscape changes, generally becoming enclosed and pastoral.</li> </ul>		
DP - Moorland Slopes and Cloughs LCT	<p>The northern edge of the study area is located within this LCT. No part of the Scheme lies within this LCT. This is described as <i>'a landscape with steep slopes and cloughs rising to open moorland on the high plateau above, with widespread rough grassland and heather moor, grazed by sheep. This is a wild unsettled landscape with exposed views over lower ground.'</i></p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• Steep slopes and cloughs rising to the moorland plateaux above</li> <li>• Prominent gritstone outcrops, boulders and scree slopes</li> <li>• Thin soils over gritstone bedrock</li> <li>• Rough acid grassland, bracken and heather moorland grazed by sheep</li> <li>• Exposed views over lower ground, sometimes limited by clough sides</li> <li>• Numerous springs and flushes arising on slopes and clough sides</li> <li>• Relict areas of oak-birch woodland in cloughs</li> </ul>	<p>The majority of the LCT is situated within the PDNP, the landscape valued for its special qualities including attractiveness, tranquillity, wildness and for recreational activities. It is therefore considered that these qualities along with its National designation the landscape is of High value. There is limited scope for the landscape to accept change, from either direct or indirect effects, therefore is of High susceptibility.</p>	Very High

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
DP- Reservoir Valleys with Woodland LCT	<p>No part of the Scheme lies within this LCT. It is included as part of the indirect effects (within the Peak District National Park) assessment, see figures 7.2 &amp; 7.5. This is described as <i>'Steep sided valleys dominated by large reservoirs. Some of the steep valley slopes have been planted with interlocking blocks of coniferous and mixed plantation woodland while others support acid grassland and clough woodlands. Views along the valleys are framed by woodland and the slopes rising to moorland.'</i></p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• Interlocking coniferous and mixed plantation woodland with some limited semi-natural woodland</li> <li>• Large reservoirs providing water supplies to adjoining urban areas</li> <li>• Steep valley slopes, dissected by cloughs</li> <li>• Land was largely cleared of settlement during reservoir construction leaving occasional isolated gritstone farmsteads</li> <li>• Pastoral fields bounded by gritstone walls with many relict boundaries</li> </ul>	<p>The majority of the LCT is situated within the PDNP, the landscape valued for its special qualities including attractiveness, tranquillity, wildness and for recreational activities. It is therefore considered that these qualities along with its National designation the landscape is of High value There is limited scope for the landscape to accept change, from either direct or indirect effects, therefore is of High susceptibility.</p>	Very High
DP- Open Moors LCT	<p>No part of the Scheme lies within this LCT. It is included as part of the indirect effects (within the Peak District National Park) assessment. See figures 7.2 &amp; 7.5. This is described as <i>'An open undulating high gritstone plateau with extensive blanket peat covered by cottongrass bog and heather moorland. This is a wild, unsettled landscape with wide views to distant surrounding hills.'</i></p> <p>Key characteristics:</p>	<p>The majority of the LCT is situated within the PDNP, the landscape valued for its special qualities including attractiveness, tranquillity, wildness and for recreational activities. It is therefore considered that these qualities along with its National designation the landscape is of</p>	Very High



National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>• Undulating high gritstone plateau</li> <li>• Localised rock outcrops and boulders, in the form of rocky edges and tors</li> <li>• Thick deposits of peat with incised groughs (drainage channels)</li> <li>• Unenclosed heather and grass moorland and extensive areas of blanket bog</li> <li>• Rough grazing land</li> <li>• Wild, unsettled landscape with vast panoramas over surrounding hills and lower ground</li> </ul>	High value There is limited scope for the landscape to accept change, from either direct or indirect effects, therefore is of High susceptibility.	
Dark Peak Western Fringe (DPWF) LCA	<p>The Scheme and study area are found within the LCA; however, both are outside of the PDNP boundary. Lying on the western edge of the Peak District National Park, described as <i>'The Dark Peak Western Fringe comprises the sloping and lower lying landscapes of the Goyt, Etherow and Tame valleys. It contrasts with the Dark Peak in that, although it includes enclosed moorland landscapes, it is more settled and has been cultivated to a much greater degree than is the case in the adjoining wilder uplands. Equally, the early industrial character of the former mill settlements is very different from that of the adjoining coalfields in the Manchester Pennine Fringe.'</i></p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• Steep slopes give way to lower lying valleys and adjoining floodplains in the valley bottoms</li> <li>• Deep and narrow, steep sided cloughs, often a characteristic feature within this sloping ground</li> </ul>	This landscape character area plays an important part in the setting of the PDNP, contains a number of high quality LCT's with distinct features. The LCA importance is of regional value and the scheme sits outside of the PDNP designation. The susceptibility of this landscape character area to change of the landscape is considered Medium as the proposals are similar to other existing features within it and therefore deemed to be able to accommodate the scheme	Medium

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>• Fast flowing streams have created deeply incised cloughs and valleys whose sides are clothed with acid grassland and bracken</li> <li>• Lower valley slopes are characterised by enclosed land on slowly permeable, seasonally waterlogged soils that support some unimproved pastures and hay meadows.</li> <li>• Remote, isolated moorland summits</li> <li>• Established lowland settlement including small hamlets less exposed, but wetter, valleys</li> <li>• The upper slopes of the landscape are settled with occasional, dispersed gritstone farmsteads associated with pasturing.</li> <li>• Within the national park the landscape remains peaceful, but the isolation diminishes as the landscape becomes more intimate and settled</li> </ul>		
DPWF- Valley Pastures with Industry LCT	<p>Much of the Scheme lies within this LCT. Described as ‘A <i>small scale settled pastoral landscape on undulating lower valley slopes. There are filtered views through scattered hedgerows and dense streamside trees. Stone built terraced housing on lower slopes is associated with historic mills. There are dispersed gritstone farmsteads as well as small clusters of farms with associated dwellings. Pastoral farmland is bounded by hedgerows and drystone walls.</i>’</p> <p>A low-lying undulating valley topography, with a network of streams with dense tree cover interspersed between pastoral farmland, with small to medium sized fields enclosed by</p>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.</p>	Medium

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<p>hedgerows and drystone walls, and dispersed settlement.</p> <p>Key characteristics</p> <ul style="list-style-type: none"> <li>• A low-lying undulating valley topography, rising towards adjacent higher ground</li> <li>• Network of streams and localised damp hollows with millponds and leats</li> <li>• Pastoral farmland enclosed by hedgerows and drystone walls</li> <li>• Small to medium sized fields</li> <li>• Trees are dense along watercourses and scattered along hedgerows and around settlement</li> <li>• Dispersed settlement with isolated farmsteads and small clusters of dwellings</li> <li>• Stone built terraced housing associated with historic mills</li> <li>• Narrow winding lanes, sunken on slopes</li> </ul>		
DPWF – Riverside Meadows LCT	<p>A limited part of the Scheme at the River Etherow is located within this LCT. Described as “<i>A small-scale pastoral landscape characterised by a meandering river channel in a flat alluvial floodplain. Views are often tightly framed by lines of riverside trees. Patches of wetland vegetation are a distinctive feature associated with the river channel.</i>”</p> <p>A flat alluvial meandering river corridor, with grazing meadows, and dense waterside and scattered hedgerow trees.</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• A flat alluvial river corridor</li> <li>• Meandering river channel with shingle beds and marginal vegetation</li> <li>• Seasonally waterlogged alluvial soils</li> </ul>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.</p>	Medium

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<ul style="list-style-type: none"> <li>Grazing meadows, often with patches of wet grassland</li> <li>Dense waterside and scattered hedgerow trees</li> </ul>		
DPWF- Enclosed Gritstone Uplands LCT	<p>No part of the Scheme lies within this LCT. It is included as part of the indirect effects (within the Peak District National Park) assessment, see figures 7.2 &amp; 7.5</p> <p>The LCT is described as ‘<i>An enclosed upland pastoral landscape associated with high uplands, ridge tops and slopes. This is a landscape of isolated stone farmsteads, straight roads and regular fields enclosed by drystone walls.</i>’ It has a regular pattern of medium to large fields with permanent pasture and rough grazing enclosed by gritstone walls. ‘<i>Localised boulder fields and rocky outcrops are a feature in places, often associated with patches of remnant moorland vegetation</i>’</p> <p>Key characteristics:</p> <ul style="list-style-type: none"> <li>High rolling upland with some steeper slopes</li> <li>Thin soils over gritstone bedrock with localised pockets of peat</li> <li>Remnant patches of rough land with bracken and gorse, some heather and bilberry</li> <li>Permanent pasture and rough grazing enclosed by gritstone walls</li> <li>Regular pattern of medium to large fields</li> <li>Straight roads with wide verges of grass and, in some places, heather</li> <li>Scattered gritstone farmsteads with stone slate roofs and some relict quarry and coal mining sites</li> </ul>	<p>The majority of the LCA is situated within the PDNP, the landscape valued for its special qualities including attractiveness, tranquillity, wildness and for recreational activities. It is therefore considered that these qualities along with its National designation the landscape is of High value There is limited scope for the landscape to accept change, from either direct or indirect effects, therefore is of High susceptibility.</p>	Very High



National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
Derbyshire County Council; The Landscape Character of Derbyshire (2014)			
Settled Valley Pastures LCT	<p>This LCT lies in the east of the study area and a very limited part of the Scheme lies within it. It is described as <i>'A settled, pastoral farming landscape on gently sloping lower valley sides, dissected by stream valleys. Dense watercourse trees, scattered boundary trees and tree groups around settlement contribute to a strongly wooded character.'</i></p> <p>Small irregular fields enclosed by native hedgerows and occasional dry stone, with a nucleated settlement and stone farmsteads are commonplace features.</p>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.</p>	Medium
Riverside Meadows LCT	<p>Part of the Scheme lies within this LCT. The Derbyshire landscape characterisation refers to the higher level NCAs and subdivides these into LCTs. The Riverside Meadows LCT is a landscape with fast flowing meandering rivers which form gentle valley floors with narrow flood plains, with low intensity permanent pasture, dense trees cover and a strong sense of enclosure from adjacent slopes. The LCT is described as <i>'Gentle valley floors contain upland rivers, lined with dense trees. Hedgerows enclose small, sub-regular fields in a pastoral landscape, interrupted by occasional historic mill.'</i></p>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.</p>	Medium
High Peak Borough Council; High Peak Landscape Character Supplementary Planning Document (2006)			

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
Settled Valley Pastures LCT	<p>The High Peak BC Settled Valley Pastures LCT is based on the Derbyshire CC Dark Peak - Settled Valley Pastures LCT and are therefore considered together within this assessment.</p> <p>This LCT lies to the east of the study area, and a very limited part of the Scheme lies within it. The LCT is described as 'The underlying geology is gritstone and shale. There are scattered farmsteads outside the compact settlements. This is a pastoral landscape with permanent improved pasture which gives way higher up the slopes to poorer grazing where the ecological value is greater. The landscape has a strong network of winding lanes and roads and railways along the lower slopes above the floodplain. This is a well wooded landscape with wooded cloughs around tributary valleys and hedgerows with some hedgerow trees which define irregular fields. Amenity tree groups are associated with settlements and there is woodland along the roads and railway lines. As with the field boundaries, the woodland often has irregular outlines.'</p>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.</p>	Medium
Riverside Meadows LCT	<p>The High Peak BC Riverside Meadows LCT is based on the Derbyshire CC Dark Peak - Riverside Meadows LCT and are therefore considered together within this assessment.</p> <p>This LCT falls to the east of the study area adjacent to the eastern edge of the Draft Order Limits, within the authority boundary of High Peak Borough Council (and roughly following the DPWF Riverside Meadows LCT). Part of the Scheme lies within it. The LCT is described as</p>	<p>Much of this LCT is built up area, predominately residential in nature, though the LCT characteristics are generally evident within the study area, and are important attractive feature locally, the presence of built form and development indicates ability of the landscape to accept change</p>	Medium

National Character Area (NCA) Landscape Character Area (LCA) Landscape Character Type (LCT)	Description	Value and Susceptibility	Sensitivity
	<i>'Meandering rivers dissect carboniferous sandstones and shales to create gentle valley floors with narrow flood plains with heavy clay soils that are prone to seasonal waterlogging. The traditional land use has been meadowland cattle grazing in medium sized fields that are enclosed with either thorn hedges with occasional hedgerow trees, mainly ash and oak, or dry-stone walls; these are often straight. The river corridors are enclosed due to the steep valley sides and extensive woodland. As this landscape is at risk from flooding it is largely unsettled with farmsteads located on the valley sides, there are some old mills located adjacent to the river in order to harness the waterpower. There are few lanes across the corridors but along the edges there are some major roads and railway lines which are often constructed on embankments.'</i>	particularly with regard to the Scheme, so therefore the landscape value is Local and Susceptibility is Medium.	

- 7.6.40 Tameside Metropolitan Borough Council has not prepared a landscape character study and given there is a degree of overlap between the published local character areas, a Scheme specific landscape character study has been prepared and referenced for the purposes of this assessment.
- 7.6.41 The study area has been sub-divided into seven homogeneous Scheme Level Landscape Character Areas (SLLCAs) and eleven Scheme Level Townscape Character Areas (SLTCAs) based on their key characteristics. Their locations are shown on Scheme Level Landscape/Townscape Character Areas plan, Figure 7.2.
- 7.6.42 Table 7.22 describes the Scheme level character areas and assesses the sensitivity of each SLLCA/ SLTCA identified. In line with the methodology value and susceptibility inform sensitivity of the scheme level character. Figure 7.3 shows the location of each SLLCA and SLTCA.

**Table 7.22: Scheme Level Landscape/ Townscape Character Areas, Value Susceptibility and Sensitivity**

Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
<b>Scheme Level Landscape Character Area</b>			
SLLCA 1: Harrop Edge Valley Pasture	<p>A predominantly undeveloped landscape located west of Mottram in Longdendale and north of Hattersley which is strongly influenced by the surrounding urban edge and M67.</p> <p>Key features: Medium scale equine pasture fields divided by spartan hedgerows and occasional dry-stone walls. Important recreational asset to neighbouring areas, with numerous PRow's, although it is influenced by infrastructure (electricity pylons, and highway). Mature woodland on the steeper side slopes of the cloughs, which dissect this area.</p>	The undeveloped landscape is a feature of the character area, however the urban edge and M67 suggest the ability of the landscape to accept change, the susceptibility is medium, and the value is medium.	Medium
SLLCA 2: Hollingworth Hall Moorland Slopes	<p>A predominantly undeveloped landscape located west of Matley and north of Mottram in Longdendale containing the lower slopes of Hollingworthall Moor.</p> <p>Key features: A large-scale open access landscape with a regular field pattern with permanent pasture and rough grazing enclosed by gritstone walls and numerous PRow's</p>	The landscape is predominantly pastoral and common in nature its value is therefore medium. It is considered that the susceptibility to change of the character area is also medium.	Medium
SLLCA 3: Mottram Moor Pasture	A pastoral landscape located on the upper part of the Hollingworth Brook Valley, which has an intricate scale with some distinct local features, a sense of place and few detracting features giving it a high level of tranquillity, a strong	Overall, this is an intricate intimate landscape with some distinct local features, a sense of place and few detracting features giving it a high level of tranquillity, its value medium. It is	Medium



Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
	<p>sense of place, experienced by a number of PRow including Coach Road which dissect the landscape.</p> <p>Key features: Small to medium scale pasture fields, bordered by hedgerows with scattered tree cover. Semi natural deciduous woodland slopes are common features, along the network of local streams and watercourses. Built form is limited within the landscape, and where present generally focused on the periphery.</p>	<p>considered that the susceptibility to change of the character area is also medium.</p>	
SLLCA 4: Etherow Valley Pasture	<p>A landscape located on the lower slopes of the Etherow Valley between the undeveloped valley floor and the urban A57 corridor at Mottram Moor, which provides the rural easterly setting to the Mottram conservation area and the visually prominent Church of St Michael and All Angels.</p> <p>Key features: An open intact mix of arable and pasture landscape, which is influenced by the surrounding urban edge, and detracting urbanizing features including overhead pylons, and A57 highway. Medium sized fields bounded by hedgerows with intermittent mature oak and ash. The area is traversed by a network of PRow including the Pennine Bridleway, with the Etherow - Goyt Valley Way LDP and Tameside Trail LDP.</p>	<p>The undeveloped nature of the valley of the floor is a feature of this character area. It is considered that the susceptibility to change of the character area is also medium.</p>	Medium

Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
SLLCA 5: Etherow Valley Floor with Woodland	<p>A landscape located on the valley floor of the Etherow Valley, containing woodland groups along and adjacent to the river Etherow corridor.</p> <p>Key features: Small scale predominately pastoral fields laid adjacent to the meandering river in this flat floodplain landscape. Wet grassland, with dense waterside and scattered hedgerow trees are common features.</p>	Melandra Castle fort is a High value feature within the landscape, as are the distance views from the fort location. The character area unlikely to be able to accommodate the proposed change without undue consequences so the susceptibility is also high.	High
SLLCA 6: Brookfield Valley Floor	<p>A pastoral landscape located along the valley floor of the Glossop Brook containing larger water bodies.</p> <p>Key features: A medium scale but contained (due to steep valley sides) pastoral landscape enclosed by hedgerows with occasional hedgerow trees, mainly ash and oak, and / or dry-stone walls. It is unsettled with farmsteads located on the valley sides, with transport some major roads and railway lines constructed on embankments.</p>	The reservoirs are features are a high visual amenity value within the landscape character area, however the landscape is predominantly pastoral and common in nature its value is therefore medium. It is considered that the susceptibility to change of the character area is also medium.	Medium
SLLCA 7: Swallows Valley with Woodland	<p>A narrow-wooded valley landscape containing Swallows Wood Nature Reserve north west of Arnfield Reservoir and the Hollingworth Brook.</p> <p>Key features: A intimate scale landscape contained by the valley sides and wooded nature of this recreational landscape. A Local Nature Reserve (LNR) containing a network of PRoW including the</p>	Swallows Valley with Woodland Arnfield Reservoir and the Hollingworth Brook are features within the landscape character area they are high value, given their local rarity. The character area unlikely to be able to accommodate the proposed change without undue consequences so	High

Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
	Pennine Bridleway, and Tameside Trail LDP.	the susceptibility is also high.	
Scheme Level Townscape Character Type			
SLTCA 1: South Stalybridge	A townscape area located along the A6108 corridor and its environs, south of Stalybridge. Largely 19th Century ribbon development along the A6018, with later 1970s suburban residential estate development.	The character area has few distinctive features or elements, the townscape area is generally common mixed urban development (predominately residential in nature) so is therefore considered of Low value.  There is evidence of continuous modern development which indicates the ability of the townscape to accept change, it is considered that the susceptibility to change of the character area is Low.	Low
SLTCA 2: West Mottram and Hattersley	A townscape area encompassing post war ribbon development along the A57(T) Hyde Road and along the B6174 Ashworth Lane, together with the larger planned modern urban residential estate of Hattersley to the south west.	The character area has few distinctive features or elements, the townscape area is generally common mixed urban development (predominately residential in nature) so is therefore considered of Low value.  There is evidence of continuous modern development which indicates the ability of the townscape to accept change, it is considered that the susceptibility to change of the character area is Low.	Low
SLTCA 3: Mottram Spout Green	A townscape area encompassing part of	The character area has some distinctive	Medium

Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
	Mottram which lies north of the A57(T) including a mix of 19th century ribbon and inter and post war residential development and clusters of modern residential estates interspersed with isolated older buildings.	features older buildings interspersed within the townscape; however, the townscape area is generally common mixed urban development (predominately residential in nature) so is therefore considered of Medium value.  The nature of the development features indicates the ability of the townscape to accept change, though considering the setting of the susceptible historic buildings it is considered that the susceptibility to change of the character area is Medium.	
SLTCA 4: Old Mottram	A part of Mottram which encompasses the high density organic late medieval old village core, which is centred on Market Square and along Church Brow, which climbs up to Warhill.	The townscape character has a number of regionally important features, that could not be easily replaced. The historic core of the Old Mottram is of particular interest. Therefore, the character area is of considered high value. It is considered that the susceptibility to change of the character area is also High.	High
SLTCA 5: Mottram Moor	A townscape area which links the east part of Mottram, at the junction of the A57(T) and A6018 in the west, to the west part of Hollingworth at the junction of the A57(T) and A628(T) in the east.	The character area has few distinctive features or elements, the townscape area is generally common mixed urban development	Low



Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
		(predominately residential in nature) so is therefore considered of Local value.  There is evidence of continuous modern development which indicates the ability of the townscape to accept change, it is considered that the susceptibility to change of the character area is Low.	
SLTCA 6: Wednesough Green	An area located immediately adjacent to the Mottram Moor TCA to the south and the Hollingworth SLTCA to the east, encompassing the old village core of Hollingworth, located immediately to north of the junction of the A57(T) and the A628(T)	The character area is of Medium value, though the historic village core is of high visual amenity locally. It is considered that the susceptibility to change of the character area is Medium.	Medium
SLTCA 7: Hollingworth	A townscape area located north of the River Etherow Valley, along the lower Valley sides containing residential development.	The character area is of Local value, with few features of importance. It is considered as a result of the built-up nature of the character area that the susceptibility to change of the character area is Low.	Low
SLTCA 8: Gamesley	A townscape area located on the elevated position south of the River Etherow, above the River Etherow Floor, containing the predominately residential estate development, with pockets of ribbon development.	The character area is of Local value. It is considered as a result of the built-up nature of the character areas that the susceptibility to change of the character area is Low.	Low
SLTCA 9: Brookfield Industrial Valley	A townscape area located along Glossop Brook, within the Valley	The character area has few distinctive features or elements, the townscape area is	Low

Scheme Level Landscape/Townscape Character Areas	Description	Value and Susceptibility	Sensitivity
	Floor containing Industrial built form.	generally common industrial in nature so is therefore considered of Low value.  There is evidence of modern development which indicates the ability of the townscape to accept change, it is considered that the susceptibility to change of the character area is Low.	
SLTCA 10: Hadfield	The residential townscape area of Hadfield located on the southern valley side of the River Etherow valley, containing a mix of 19th Century historic centre at its core and the more modern linear post war and modern suburban residential development to its periphery.	The character area is of Local value. It is considered as a result of the built-up nature of the character areas that the susceptibility to change of the character area is Low.	Low
SLTCA 11: Etherow Industrial Valley Floor	A townscape area located along the River Etherow, within the Valley Floor containing Industrial built form.	The character area has few distinctive features or elements, the townscape area is generally common industrial in nature so is therefore considered of Low value.  There is evidence of modern development which indicates the ability of the townscape to accept change, it is considered that the susceptibility to change of the character area is Low.	Low

7.6.43 The desk and field studies have shown that although SLLCAs 2, 5, 6, and 7 and SLTCAs 8, and 9 lie within the ZTV, they are visually separated from the Scheme by intervening existing built form or vegetation cover so it is unlikely there will be potential landscape effects to these character areas from the

Scheme. Additionally, there will be no direct effects to the landscape/ townscape character of these areas and elements and features within them will remain unchanged. Also, it is not considered that the new sources of light would have any noticeable effect on the character of these landscape areas.

- 7.6.44 These SLLCAs and SLTCAs are therefore considered unlikely to undergo even indirect effects, i.e. perceptual or experiential effects, therefore these have not been considered further within the assessment.

## Visual Baseline

### Zone of Theoretical Visibility (ZTV)

- 7.6.45 As demonstrated in Figure 7.7 Zone of Theoretical Visibility (10 km) theoretical visibility of the Scheme is more wide ranging from elevated locations and potential long-distance views over 2km are shown. However, the field survey has shown that such visibility is frequently restricted by intervening existing built form and vegetation (field boundary hedgerows and small woodlands and copses), and beyond distances of 2 km the Scheme is unlikely to be perceptible.
- 7.6.46 With reference to Figure 7.6 (Zone of Theoretical Visibility 2 km) and confirmed by field study, the undulating and rising topography means that the theoretical visibility towards the Scheme varies within the 2 km visual study area. The ZTV is extensive to the north, east, and south however it is restricted by the rising landform and ridgeline to the immediate west (beyond 1 km) of the Scheme.
- 7.6.47 Theoretical views are shown as within the study area (up to and beyond 2 km) to the north (from Hollingworthall Moor), the east (from Tintwistle Low Moor and the open Moorland slopes of the Peak District National Park), and the south.
- 7.6.48 The visibility towards the location of the Scheme is restricted by a network of intervening hedgerows, tree belts and woodland areas, and landform. Views are filtered or partial. Visibility is also further restricted by urban form within Hollingworth and Hadfield. However, there is opportunity for intermittent views, moving through the undulating landscape and patches of mature woodland.
- 7.6.49 Long-distance views are available across farmland enclosed by patches of mature woodland and landform. Notably those from Melandra Castle, St Michael and All Angels Church and Coach Road.

### Visual Context

- 7.6.50 The visual baseline considered the A628 Safety and Technology improvements and A61 Westwood Roundabout, as discussed in Chapter 1 and further detailed in Chapter 2. The works are over a wide area; however, some elements would be included within the study area and within the Peak District National Park.
- 7.6.51 The Safety and Technology improvements include a Variable Message Sign (VMS) located within the 2 km visual study area near the A57 Gun Inn junction, and a replacement snow-gate and VMS along Woodhead Road (A628), which would potentially be visible from Viewpoint 25 within the PDNP. Elements from the scheme would be in place at scheme construction and operation.

### Night-time Context

- 7.6.52 The townscape areas contain several existing sources of lighting and are moderately well lit as result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties.
- 7.6.53 Landscape areas are generally lacking in lighting. Sources of light include the existing A6108 Roe Cross Road to the east, and Hyde Road (A57) to the south. These lie adjacent to Harrop Edge Valley Pasture SLLCA1, this area has few lighting features and is an area of relative dark although is influenced by the sky glow of Manchester to the east.
- 7.6.54 Low-level lighting is visible along Old Hall Lane, and there are prominent sources along Mottram Moor road (A57), although this is partially screened by intervening vegetation. The Etherow Valley Pasture (SLLCA4) landscape has a low number of light sources and is generally unlit, although there is lighting present around farms and groups of residences, there are also notable sources of light on its periphery.

### Visual Sensitivity

- 7.6.55 Using the criteria identified in the methodology (refer to Table 7.15: Value of Views, Table 7.16: Visual Receptor Susceptibility Criteria, Table 7.17: Visual Sensitivity and Typical Descriptions), the sensitivity of receptors has been set out in receptor groups as detailed within Table 7.23 below.



**Table 7.23: Sensitivity of Visual Receptors**

Receptor Type	Value and Susceptibility	Sensitivity
<b>Residential</b>		
Residential	Residential receptors are place high value on views and the susceptibility to change is also High	High
<b>Recreational - PRoW / Cycle</b>		
Nationally Designated Routes – footpath (PRoW) / cycleway/ bridleway	Nationally recognised routes including footpaths, cycle routes and bridleways (including named long distance routes such as the Pennine Trail) are of High value as a result of their designation, it is likely that users will be travelling through the landscape and that views are important to the experience therefore the susceptibility to change is High.	High
Locally Designated Routes – footpath (PRoW) / cycleway/ bridleway	Routes designated as of local importance and the views form part the user experience; the value is therefore moderate, and the susceptibility is also considered medium.	Moderate
Peak District National Park Users	The PDNP is of National importance, it is a popular visitor attraction and views are an important part of the user experience, therefore the value is considered High. The PDNP special qualities include visual experience as well as tranquillity and the susceptibility of the landscape to change is therefore High.	Very High
Open Access Land Users	Views to and from open access land are moderately popular and of local importance, the value is therefore considered Medium, views are important to the experience of the landscape and therefore the landscape and setting is sensitive to change, the susceptibility is therefore High.	High
Recreational Facility Users	Views to and from visitor attractions, such as Melandra Castle are moderately popular and of local importance, the value is therefore considered Medium, views are important to the experience of the landscape and therefore the landscape and setting is sensitive to change, the susceptibility is therefore High.	High
<b>Traffic</b>		
Road Users (Main Road, Minor Roads and Access)	In general views by road users are generally transient and fleeting in nature, therefore the value is considered low and the susceptibility to change from the Scheme is also considered low.	Low
<b>Other</b>		
Commercial/ Industrial	The value of views to commercial or industrial receptors is low, particularly by indoor workers where there will be minimal consideration of views. The susceptibility is also considered low as the perception of change would be unlikely.	Low

Receptor Type	Value and Susceptibility	Sensitivity
Cemetery	Cemeteries and church yards are important local spaces where visitors regard tranquillity highly, the value is therefore considered high. However, views are generally of secondary importance to visitors therefore the susceptibility to change is medium.	Moderate
Leisure Centre	Views by users of recreational/formal sports facilities where the landscape is secondary to enjoyment of the sport are considered low value and low susceptibility.	Low
School	Views by users of education establishments where the landscape is secondary to use considered of medium value and low susceptibility.	Moderate
Allotment	Views by users of allotment facilities where the landscape is secondary to enjoyment the recreational activity are considered low value and low susceptibility.	Low

### Viewpoints

- 7.6.56 The selection of representative viewpoint locations (refer to Figure 7.4 and Figure 7.5) to assist the visual assessment was established following consultation with the stakeholders.
- 7.6.57 Table 7.24 details specific viewpoint receptor types and their considered overall sensitivity, refer to Appendix 7.1 (Table 1-1 and Table 1-2) for the detailed assessment of the viewpoints.

**Table 7.24: Viewpoints (Direct and Indirect), Receptor Type and Sensitivity**

VP No.	Distance (from VP to nearest point of A57 mainline/junction)  Direction of View	Location	Receptor Type(s) & Sensitivity	Overall Sensitivity
1	150m  East	View from Edge Lane, adjacent Grange Farm (PRoW LON/46 & PRoW LON/49)	Recreational (PRoW) - Moderate	High
			Residential - High	
			Road Users - Low	
2	450m  Southwest	View from Edge Lane adjacent residential properties (PRoW LON/46 & PRoW LON/41)	Recreational (PRoW) - Moderate	High
			Residential - High	
3	0m  North	View from PRoW LON/52 junction with Hyde Road (A57)	Recreational (PRoW) - Moderate	Moderate
			Road Users - Low	
4	50m		Residential - High	High

VP No.	Distance (from VP to nearest point of A57 mainline/junction)  Direction of View	Location	Receptor Type(s) & Sensitivity	Overall Sensitivity
	Northeast	Roe Cross Road (A6108) adjacent resident properties Four Lanes	Road users - Low	
5	150m  South-southwest	Old Hall Lane (PRoW LON/35) adjacent to residential properties	Recreational (PRoW) - Moderate Residential - High Minor Road Users - Low	High
6	170m  East-southeast	Coach Road (PRoW LON/108)	Recreational (PRoW) - Moderate Residential - High	High
7	50m  Southeast	View from Mottram Moor (A57)	Residential - High Road Users - Low	High
8	200m  Northeast	View from PRoW LON/86 & LON/87 junction (adjacent Church of St Michael and All Angels)	Recreational (PRoW) - Moderate Cemetery - Moderate	Moderate
9	5m  Northeast	View from Carr House Lane (PRoW LON/88 & PRoW LON/92 junction) Adjacent Carr House Farm	Recreational (PRoW) - Moderate Residential - High Road Users - Low	High
10	320m  Southwest	View from the Mottram Moor (A57) Adjacent The Gun Inn Public House	Residential - High Commercial - Low Road Users - Low	High
11	30m  North-northeast	View from PRoW LON/90 & Etherow-Goyt Valley Way	Recreational (PRoW) - Moderate	Moderate
12	120m  Southwest	View from Etherow-Goyt Valley Way (PRoW LON/90) (adjacent Tara Brook Farm)	Recreational (PRoW) - moderate Residential - High	High
13	100m	View from Woolley Bridge (A57)	Recreational (PRoW) - moderate	High

VP No.	Distance (from VP to nearest point of A57 mainline/junction)  Direction of View	Location	Receptor Type(s) & Sensitivity	Overall Sensitivity
	Southwest	adjacent residential properties	Road Users - Low Residential - High	
14	55m  Northwest	View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5)	Recreational (PRoW and Cycle Users) - High Residential - High	High
15	2350m  Southwest	View from Trans Pennine Trail (NCN 62), Longendale Trail (within Peak District National Park)	Recreational (PRoW and Cycle Users) - High Outdoor Recreational Users (PDNP) – Very High	Very high
16	500m  Southeast	View from PRoW LON/41	Recreational (PRoW) - Moderate	Moderate
17	400m  Northwest	View from PRoW HP12/72/3 adjacent Melandra Castle (SM)	Recreational (PRoW) Recreational Facility	High
18	2300m  Southwest	View from Pennine Bridleway and Arnfield Road (within Peak District National Park) adjacent residential property on Crossgate Lane	Recreational (PRoW) - Moderate Residential - High Road Users - Low Outdoor Recreational Users (PDNP) – Very High	Very High
28	2700m  High	View from Tintwistle Low Moor, from Arnfield Lane (within Peak District National Park).	Recreational (PRoW) - Moderate Outdoor Recreational Users (PDNP) – Very High	Very High
19	Indirect Viewpoint View towards south A628 and B6105	View from the Pennine Way, near Crowden  Representative of view from Peak District National Park	Outdoor Recreational Users (PDNP) - Very High	Very High



VP No.	Distance (from VP to nearest point of A57 mainline/junction)  Direction of View	Location	Receptor Type(s) & Sensitivity	Overall Sensitivity
20	Indirect Viewpoint View north towards B6105 and A628	View from Trans Pennine Trail (NCN 62), near Torside Car Park (within Peak District National Park) Partially representative of view from Open Access Land	Outdoor Recreational Users - Very High	Very High
21	Indirect Viewpoint View north towards B6105 and A628	View from the Pennine Way (within Peak District National Park) Partially representative of view from residential property (Reaps) Partially representative of view from Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High
22	Indirect Viewpoint View north towards A57	View from the Pennine Way (within Peak District National Park) Representative of view from Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High
23	Indirect Viewpoint View south towards A57	View from the Pennine Way (within Peak District National Park) Representative of view from Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High
24	Indirect Viewpoint View north towards A628	View from the Trans Pennine Trail (NCN 62), near Woodhead (within Peak District National Park) Representative of view from Peak District National Park Partially representative of	Outdoor Recreational Users (PDNP) - Very High	Very High

VP No.	Distance (from VP to nearest point of A57 mainline/junction)  Direction of View	Location	Receptor Type(s) & Sensitivity	Overall Sensitivity
		view from Open Access Land		
25	Indirect Viewpoint View west along A628	View from the Trans Pennine Trail (NCN 62) (within Peak District National Park) Representative of view from Pikenaze Moor / Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High
26	Indirect Viewpoint View east along A624	View from Pennine Bridleway (HP15/18/1) (within Peak District National Park) View from Lantern Pike / Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High
27	Indirect Viewpoint View west along A624	View from Snake Path (HP15/64/1) (within Peak District National Park) View from Middle Moor Open Access Land	Outdoor Recreational Users (PDNP) - Very High	Very High

### Visual Receptors

7.6.58 Visual receptor locations are identified on Figure 7.8 Visual Effects Drawing. A description of the existing view from each receptor location is provided in Appendix 7.1 (Table 1-3). Visual receptor categories comprise:

- Residential - private views from people's homes
- Public Rights of Way – views of footpath users
- Roads - views of people travelling along roads
- Other
  - Commercial locations - views from people's places of work
  - Community facilities – views from public buildings and facilities

## 7.7 Potential Impacts

7.7.1 This section provides an overview of potential impacts that could result from the Scheme during its construction and operational phases.

### Construction

#### Landscape

7.7.2 The key landscape effects are expected to occur during construction. These include the loss of vegetation, alteration to the landform, the presence of construction machinery as well as the introduction of man-made features.

7.7.3 Construction effects are generally considered to be temporary adverse. They are detailed in The Scheme chapter (Chapter 2 of this ES) and typically include:

- Vegetation clearance to facilitate construction is anticipated to occur during the initial mobilisation phase. The result would be newly exposed views of the wider landscape and the construction activity therein
- Demolition of built form which would include properties on Four Lanes, Roe Cross Industrial estate, Old Road, Tollemache Close, Old Hall Lane and Mottram Moor; to facilitate construction of Mottram underpass, Mottram junction and the new junction on Woolley Lane
- A temporary site compound is located along the western extent of the Scheme, adjacent to the M67 Junction 4 roundabout. Refer to ES Chapter 2: Scheme Description for further details. Temporary spoil heaps, material storage, and the site compound would be present throughout the construction phase.
- The introduction of new structures and/or the changes to existing structures specifically at junctions, underpasses and bridges
- The formation of temporary drainage features within or on the fringes of the construction areas
- Lighting associated with construction and night-time working
- Plant, machinery and traffic management would be conspicuous in views of the existing A57 corridor, highlighting the presence of the A57 and the changes occurring within it
- Temporary realignments and diversions as part of traffic management operations.

#### Visual

7.7.4 The visual receptors may also be affected by views of heavy goods vehicle (HGVs), temporary construction lighting and other tall machinery used within the construction site. However, the potential visual effects of construction activities would be temporary, short-term, and reversible.

7.7.5 Temporary impacts to visual receptors during construction are likely to result from:

- Vegetation clearance to facilitate construction is anticipated to occur during the initial mobilisation phase. The result would be newly exposed views of the wider landscape and the construction activity therein

- Temporary spoil heaps, material storage, and the site compound would occur throughout the construction phase. The result would be changes to the perception of the existing A57 and the broader landscape associated with the corridor.
- A 3m high bund around the compound area to separate the compound from the back gardens of the residential properties on Hyde Road, Littlefields, Meadowcroft, Ash Close and Four Lanes
- The formation of temporary drainage features within or on the fringes of the construction areas would, in isolated locations require small pockets of additional vegetation clearance and the introduction of engineered slopes to form the ponds
- Lighting associated with construction and night-time working
- Plant, machinery and traffic management would be conspicuous in views of the existing A57 corridor, highlighting the presence of the A57 and the changes occurring within it
- Temporary realignments and diversions as part of traffic management operations.

7.7.6 Impacts on visual amenity would result from the construction of the associated large-scale earthworks and clearance of vegetation. More specifically, visual receptors in proximity to the following areas are more likely to experience a significant adverse effect:

- Demolition of built form which would include properties on Four Lanes, Roe Cross Industrial estate, Old Road, Tollemache Close, Old Hall Lane and Mottram Moor; to facilitate construction of Mottram underpass, Mottram junction and the new junction on Woolley Lane
- Sequential views from footpaths and traffic routes temporarily be towards the construction areas
- The introduction of new structures and/or the changes to existing structures specifically at junctions, underpasses and bridges
- Structures including overbridges, underpasses (both vehicular and non-motorised user underpasses) and retaining walls.

7.7.7 The duration of the construction works is estimated to be from autumn 2022, leading to the Scheme opening in spring 2025.

## Operation

### Landscape

7.7.8 It is expected that the scale of the Scheme would not result in significant effects for landscape character at a national or regional level. The potential effects on the local landscape character would be focused around, Mottram Moor underpass, the Bridge over the River Etherow, Old Mill Farm underpass, junction at Woolley Lane, and Carr House Lane underpass.

7.7.9 The potential landscape effects expected from implementation of the Scheme are:



- Alteration of the local landscape character affecting the perception of landscape due to changes to existing landscape elements such as established woodland
- Changed appearance of landform due to new earthworks such as embankments and cuttings and drainage features
- The addition of new structures including Mottram Moor underpass, the bridge over the River Etherow, Old Mill Farm underpass, and Carr House Lane underpass
- Introduction of new infrastructure elements including retaining walls, signage, drainage features and access tracks that could affect the pattern of the localised landscape
- The introduction of lighting to previously unlit areas.

7.7.10 Overall, it is considered that the likely night-time effects, as a result of increased levels of light, would cause slight damage to the existing night-time character as a result of increases in the sources of light within the landscape.

7.7.11 It is expected that the Scheme would not result in a large magnitude of change on landscape character at a national or regional level but there would be noticeable changes at a local level

#### Visual

7.7.12 The operational visual impacts of the Scheme are most likely to be long-term and permanent, although it is expected that the proposed mitigation planting would mature gradually following the construction phase. The potential landscape effects expected from operation of the Scheme are:

- Change in views as a result of new earthworks such as embankments and cuttings and drainage features
- The addition of new structures including Mottram Moor underpass, the Bridge over the River Etherow, Old Mill Farm underpass, and Carr House Lane underpass
- Introduction of new infrastructure elements including retaining walls, signage, drainage features and access tracks that could affect the pattern of the localised landscape
- The 'opening up' of the views due to vegetation removal
- The introduction of lighting to previously unlit areas.

## **7.8 Design, Mitigation and Enhancement Measures**

### **Mitigation Overview**

7.8.1 The Scheme includes a range of measures designed to mitigate for potential effects on landscape character and visual amenity. The Scheme design has been an iterative process which has been developed through optioneering to identify the most suitable location and development of the design to minimise landscape and visual impacts, which includes the retention of existing vegetation and features within the Draft Order Limits.

7.8.2 The mitigation strategy proposed encompasses mitigation requirements and potential enhancements for the ecology and landscape assets. These are illustrated on the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4). The potential proposed mitigation focuses on the following principles:

- Retaining and protecting existing mature trees and hedges wherever possible, maintaining important visual screening and biodiversity habitat.
- Replacing any habitat losses as a minimum to ensure no net loss of biodiversity.
- Retaining natural character and planting local native species.
- Proposed tree planting to provide screening to sensitive receptors.
- Proposed earth contouring environmental bund and integrated planting.

#### Embedded Mitigation

7.8.3 Mitigation has incorporated embedded landscape and visual mitigation measures, which are considered integral to the design of the Scheme provided in the description of the Scheme chapter (Chapter 2 of this ES). These measures are designed to reduce disruption, visual intrusion and to assist in landscape integration, they are summarised as:

- Construction programme would be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts
- Construction plant and materials storage areas would be appropriately sited to minimise their landscape and visual impact.
- Work during hours of darkness would be avoided as far as practicable, and where necessary directed lighting would be used to minimise light pollution/glare.
- Construction would be managed such that the loss of any existing vegetation not affected by the permanent works is minimised
- Links to PRoW and footpaths would be reinstated and created (where severance or diversion has resulted from the Scheme construction).
- A new green space has been included at Roe Cross Road / Old Road, above the Mottram Underpass
- False cuttings as part of the landscape design strategy, these would act as a visual barrier and help to integrate the Scheme into the existing landscape.
- The lighting design would seek to minimise obtrusive light pollution. The design of the lighting would also consider potential landscape and ecological effects.
- Alternative design options have been included for earthworks embankments along the A57 Link Road between the Mottram Moor and Woolley Bridge junctions. Profile shapes and habitat created were made more naturalistic to reflect the existing surroundings, and the reduced footprint of the scheme avoids tree removal and ensures future obligations for maintenance during the operation phase are minimised. This is further discussed within Assessment of Alternatives chapter (Chapter 3) is in Table 3-7 'Changes to the Scheme design since PRA (2017) and the 2018 consultation'.

## Essential Mitigation

- 7.8.4 Whilst the embedded measures set out in the Scheme chapter (Chapter 2 of this ES) would reduce the effect from construction, the effects cannot be entirely mitigated due to the nature and extent of construction and some adverse impact would be experienced. Essential mitigation is therefore incorporated to reduce effects which cannot be entirely mitigated by embedded mitigation. This is summarised in Table 7.25, and also indicated on the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4).

**Table 7.25: Essential mitigation**

Ref. (refer to Figure 2.4 Environmental Masterplan for details)	Mitigation Measure
LE1.1	Amenity Grass planting: Typically planted within the verge alongside the carriageway. Function: Landscape integration.
LE1.2	Grassland with Bulbs planting: Planted within the verge alongside the carriageway. Function: Landscape integration and visual amenity.
LE1.3	Species Rich – neutral grassland planting: Typically planted adjacent to woodland planting. Function: Landscape integration, nature conservation and biodiversity.
LE1.3i	Species Rich – acid grassland planting: Typically planted adjacent to woodland planting. Function: Landscape integration, nature conservation and biodiversity.
LE1.4	Rock and Scree: Located within the cutting slopes adjacent to the Mottram Moor underpass, eastern portal. Function: Landscape integration and visual amenity.
LE1.6	Open Grassland: Areas of grass and herb species appropriate to the soil conditions and location or as already exist on site. Function: Landscape integration, nature conservation and biodiversity.
LE2.1	Woodland planting (Native of local provenance broadleaved): Planted throughout the Scheme where sufficient space is provided to allow longer term structure to establish. Function: Visual screening, landscape integration and nature conservation and biodiversity
LE2.2	Woodland Edge planting (Native of local provenance broadleaved): Typically planted within the highway corridors where space is more confined to narrow belts adjacent to grassland areas. Function: Visual screening and landscape integration.
LE2.3	Wet Woodland (Native of local provenance broadleaved), typically planted in wet areas and adjacent to watercourses and features. Function: visual screening, visual amenity, and nature conservation and biodiversity
LE2.4	Linear Belts of Shrubs and Trees planting (Native): Proposed to provide a linear feature, typically planted adjacent to the carriageway and / or to connect existing features within the wider Draft Order Limits.

Ref. (refer to Figure 2.4 Environmental Masterplan for details)	Mitigation Measure
	Function: Landscape integrating feature, for visual screening, visual amenity, and nature conservation and biodiversity
LE2.5	Shrubs with Intermittent Trees planting (Native): Typically planted within the highway corridors adjacent to grassland areas. Function: Landscape integrating feature, for visual amenity, and nature conservation and biodiversity
LE2.6	Shrub planting (Native): Typically planted within the highway corridors adjacent to grassland areas. Function: landscape integrating feature, for visual amenity, and nature conservation and biodiversity
LE2.7	Scattered Trees: Tree and shrub species appropriate to the location or as exist already on site appropriately dispersed and forming or capable of forming scattered group. Function: landscape integrating feature, for visual amenity, and nature conservation and biodiversity
LE2.8	Scrub planting: This is vegetation (trees, and shrubs) generated by self-sown mechanisms where visual screening is not a function typically, within the highway corridor adjacent to grassland / woodland / linear planting areas. Function: landscape integrating feature, for visual amenity, and nature conservation and biodiversity
LE3.2	Ornamental Shrubs: Typically planted within the highway corridor adjacent to and within urban areas including Mottram Moor. Function: Enhance the built environment and aid visual amenity
LE4.1	Ornamental Hedge: Typically planted within the highway corridor adjacent to and within urban areas including Mottram Moor. Function: Enhance the built environment and aid visual amenity
LE4.2	Native Species Hedgerows (Trimmed): Typically planted adjacent to the carriageway and / or at the top of false cutting slopes, and / or to connect existing features within the wider draft order limits. Function: Landscape integrating feature, for visual screening, visual amenity, and nature conservation and biodiversity
LE4.3	Native Species Hedgerows (Untrimmed): Proposed to provide a linear hedge feature typically planted at the highway boundary to define field pattern and connect existing features within the wider draft order limits. Function: Included as a landscape integrating feature, for visual screening, visual amenity, and nature conservation and biodiversity.
LE4.4	Hedgerow with Trees: Proposed to provide a linear hedge feature. Typically planted adjacent to the carriageway, and / or at the top of false cutting slopes, and / or to connect existing features within the wider draft order limits. Function: Landscape integrating feature visual amenity, nature conservation and biodiversity, with an increased importance for visual screening
LE5.1	Individual Trees (Native of local provenance): Typically planted within the highway corridors within grassland areas and linear planting features.



Ref. (refer to Figure 2.4 Environmental Masterplan for details)	Mitigation Measure
	Located throughout the Scheme extent typically adjacent to existing visual receptors and / or within townscape areas. Function: Enhance the built environment, aid visual amenity and provide visual screening
LE6.1	Water Bodies and Associated Plants: Located intermittently along the Scheme alignment. SuDS features and new channels would be designed to maximise morphological and ecological complexity. Function: Landscape integrating feature to improve water quality and enhance nature conservation and biodiversity.
LE6.2	Banks and Ditches: Located adjacent to the carriageway along the majority of the Scheme length (both sides of the carriageway). Function: Landscape integrating feature to improve water quality and enhance nature conservation and biodiversity.
LE6.3	Reed beds: Located adjacent to water body features throughout the Scheme. Function: Landscape integrating feature to improve water quality and enhance nature conservation and biodiversity.
LE6.4	Marsh and Wet Grassland: Located adjacent to water body features within the River Etherow Valley. See Environmental Masterplan (Figure 2.4, TR010034/APP/6.4) for locations. Function: Landscape integrating feature to improve water quality and enhance nature conservation and biodiversity.
E1.2	Noise Barrier-Built Elements: Fences, walls, or other built elements capable of mitigating adverse impact of traffic noise (refer to Chapter 11 for further details). Designed using materials and form appropriate to the surroundings. Noise barriers shall be screened with the use of localised native planting to help reduce visual impact Function: Auditory amenity and visual screening

7.8.5 All construction mitigation measures (embedded and essential) would be secured through the EMP (TR010034/APP/7.2) and REAC (TR010034/APP/7.3).

7.8.6 Detailed landscape design would be undertaken at a later stage and the mitigation design would be further detailed and refined during this process. The detailed landscape design would include a planting schedule, a specification and a Landscape and Ecological Management Plan (LEMP). The LEMP would be based on the requirements outlined in the EMP and REAC. This would include information on long-term operational management of the landscape and ecological resource within the Scheme boundary. The LEMP would ensure that landscape works are undertaken in accordance with good practice and in a consistent basis across the Scheme.

## Enhancement

7.8.7 No enhancement opportunities relating to the various elements of landscape and visual effects have been identified at this stage. However, in line with the aims and objectives of the Highways England Licence, opportunities for enhancement would be considered during detailed design. This could include enhancement



that are outside the scope of the Scheme but could be delivered by the Applicant as potential of designated funds projects.

## 7.9 Assessment of Effects

- 7.9.1 This section assesses the significance of the residual effects of the Scheme on landscape and visual receptors during both construction and operation. The overall assessment of each receptor considers seasonal differences between winter and summer and takes account of night-time views and the visual effects of lighting and night-time traffic movements. The assessments take into account the iterative design development process and incorporation of the mitigation and enhancement measures set out in the Environmental Masterplan (Figure 2.4, TR010034/APP/6.4), the EMP (TR/0034/APP/7.2) and the REAC (TR/0034/APP/7.3).
- 7.9.2 The findings of the predicted landscape effects should be read in conjunction with the following figures (TR010034/APP/6.4):
- Figure 7.1 Landscape Designations & National Landscape Character
  - Figure 7.2 Local Landscape Character
  - Figure 7.3 Scheme Level Landscape Character Areas
- 7.9.3 The findings of the predicted visual effects should be read in conjunction with:
- Figure 7.4 Representative Viewpoints
  - Figure 7.5 Indirect Representative Viewpoints (Within PDNP)
  - Figure 7.8 Visual Effects Drawing
  - Figure 7.9 Verified Views (Sheets 1 - 43)
- 7.9.4 Supporting photographic information is also included within Appendix 7.2 – Illustrative Photography (TR010034/APP/6.5).

### Landscape Effects

#### Trees and Woodlands

- 7.9.5 Works to TPO's to facilitate Scheme as detailed within Appendix 7.3 Arboricultural Impact Assessment of this ES (TR010034/APP/6.5). Works would include:
- Partial removal of 2 woodland groups (L13-W2 and L15-W1) to be felled to permit construction.
  - 1 Tree dead (L13-T9) Reduce to standing monolith of approximately 3-4m and retain as dead wood habitat.
  - 2 Individual trees to be protected (L13-T7 and L13-T8)
  - 1 tree group to be protected (L13-G2)
- 7.9.6 TPO removal has been limited to the minimal required to allow construction of the works, the emphasis is on retention and protection of tree wherever possible. Where TPO's have been identified for removal the works are limited (to a small partial area of the overall group) in nature and have a minimal effect on the

overall woodland group. So overall there will be minimal change to the landscape texture.

- 7.9.7 During operation following mitigation where trees have been removed woodland gaps would over time become filled by mitigation planting and natural regeneration.
- 7.9.8 As part of the public perception of landscape value, mature trees on Old Hall Lane were specifically mentioned on the survey of landscape value (see Table 7.4: Public Perception of the Value of Landscape) these include (L13-W2, L13-T9, L13-T7 and L13-T8).

#### Greenbelt

- 7.9.9 The Scheme is partially located within Tameside Greenbelt, Construction effects would include the demolition of properties and excavations and cuttings to facilitate the Mottram Moor underpass, and the de-trunking works. The addition of new structural elements specifically; Roe Cross Road overbridge, Mottram junction, Old Mill Farm underpass, Carrhouse Lane underpass and the bridge over the River Etherow. Additionally, there would be some modification of the M67 Junction 4. There would be a reduction of pastoral agricultural land use, and woodland which contributes to the distinctive quality of the Pennine fringe landscape.
- 7.9.10 Mitigation would include woodland planting and hedgerows to integrate and screen the Scheme within the landscape. During the operational phase, and following mitigation, effects on the Greenbelt would include the new highway, and its traffic, and associated structural features. These would likely reduce pastoral agricultural land use and woodland. However, the overall openness and function of the Greenbelt would remain mostly unaffected.

#### Effects on Landscape and Landscape Related Designations

- 7.9.11 The Scheme and study area is wholly located outside of the boundary of the Peak District National Park. There would be no construction or operational phase effects on the Park District National Park. However indirect effects from traffic flow to the perceptual aspects of landscape are possible. These are assessed specifically within Table 7.29: Indirect Effects on Landscape Character Areas within the PDNP.

#### Effects on Landscape and Townscape Character Areas

- 7.9.12 Table 7.26 and Table 7.27 below detail effects considered likely to arise within the study area to landscape and townscape character, either from loss of characteristic elements and their settings, and from the introduction of new infrastructure area.

**Table 7.26: Effects on Landscape and Townscape Character Areas (Construction)**

Key Characteristics	Description of the Magnitude of change	Significance of Effect
NCA 51: Dark Peak (NE378) 2015		
Sensitivity: High		

Key Characteristics	Description of the Magnitude of change	Significance of Effect
Magnitude of change: Minor Adverse		
<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>Sharply defined, elevated and vast plateau with gritstone ridges and edges and long, uninterrupted views.</li> <li>Wild and remote semi-natural character.</li> <li>Contrasting valley heads created by a combination of sheltered, deeply incised cloughs with fast-flowing streams around the plateau margins.</li> <li>Pastoral character of margins created by in-by land with dispersed farmsteads, gritstone wall boundaries (hedgerows in valley bottoms) and the small scale of enclosure.</li> <li>Major valleys, some of which are dominated by coniferous woodland and reservoirs.</li> <li>Dispersed buildings and settlements constructed from local gritstone with typical blackened appearance.</li> <li>Extensive prehistoric field systems and settlement behind the gritstone edges.</li> <li>Historic routes traverse the moorland as well as more modern trails such as the Pennine Bridleway and Pennine Way. More recent road and rail routes are located along valley bottoms.</li> </ul>	<p>No part of the Scheme lies within this NCA, however the NCA is partially present within the northern part of the landscape study area.</p> <p>Lying outside of the Draft Order Limits, there would be no direct construction phase effects on the character of Dark Peak NCA</p> <p>This NCA lies approximately 100m from the draft order limits at its closest, and therefore at worst there is likely to be some slight indirect changes to the experience of the landscape during the construction period. Therefore, the magnitude of change is considered Minor Adverse.</p> <p>An assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that a large part of the character area is of high sensitivity however the effects are likely to be indirect and only slight at worst and limited to transient receptors within the landscape.</p>	Slight Adverse
<b>NCA 54: Manchester Pennine Fringe (NE397) 2013</b>		
Sensitivity: Medium		
Magnitude of change: Minor Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>A transitional zone between upland and lowland</li> <li>Several rivers</li> <li>A range of woodland types along river valleys</li> <li>Field boundaries include dry gritstone walls at higher elevations and hedgerows at lower elevations</li> <li>Extensive evidence of 18th and 19th century stone and brick built industrial buildings</li> </ul>	<p>The entire Scheme lies within this extensive NCA.</p> <p>Construction effects include the demolition of properties and excavations and cuttings to facilitate the Mottram Moor underpass, and the de-trunking works. The addition of new structural elements - specifically the new Mottram junction, Roe Cross Road overbridge, Mottram underpass, Old Mill Farm underpass, Carrhouse Lane underpass and the bridge over the</p>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect
<ul style="list-style-type: none"> <li>Historic trans-Pennine communication routes</li> <li>Distinct urban fringe character.</li> </ul>	<p>River Etherow. Additionally, there would be some modification of the M67 Junction 4. There would be a reduction of pastoral agricultural land use, and woodland which contributes to the distinctive quality of the Pennine fringe landscape.</p> <p>Due to the extent of the NCA, the magnitude of change is Minor Adverse.</p>	
<b>Dark Peak - LCA (Peak District National Park 2009)</b>		
Sensitivity: Very High Magnitude of change: No Change		
Key characteristics: <ul style="list-style-type: none"> <li>Extensive area of high moorland</li> <li>Gritstone outcrops, creating rocky tors, often punctuate these extensive areas of upland plateau</li> <li>Semi-natural vegetation blanket bog, heather and grass moorland</li> <li>Fast flowing streams have created deeply incised cloughs and valleys</li> </ul>	<p>Lying outside of the Draft Order Limits, there would be no direct or indirect construction phase effects on the character of Dark Peak LCA.</p> <p>This LCA lies approximately 300m from the draft order limits at its closest, however the absence of discernible visibility between the Scheme and the LCA means that the construction phase of the Scheme is considered unlikely to result in discernible effects on even the perceptual or experiential character of the LCA.</p> <p>Therefore, the magnitude of change is considered No Change.</p>	Neutral
<b>DP - Moorland Slopes and Cloughs LCT (Peak District National Park 2009)</b>		
Sensitivity: Very High Magnitude of change: No Change		
Key characteristics: <ul style="list-style-type: none"> <li>Steep slopes and cloughs rising to open moorland</li> <li>widespread rough grassland and heather moor with exposed views over lower ground.</li> </ul>	<p>Lying outside of the Draft Order Limits, there would be no direct or indirect construction phase effects on the character of Dark Peak Moorland Slopes and Cloughs LCT.</p> <p>This LCT lies approximately 300m from the draft order limits at its closest, however the absence of discernible visibility between the Scheme and the LCT means that the construction phase of the Scheme is considered unlikely to result in discernible effects on even the perceptual or experiential character of the LCT, therefore the magnitude of change is considered No Change.</p>	Neutral



Key Characteristics	Description of the Magnitude of change	Significance of Effect
<b>Dark Peak Western Fringe (DPWF) LCA (Peak District National Park 2009)</b>		
Sensitivity: Medium Magnitude of change: Moderate Adverse		
<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• Steep slopes give way to lower lying valleys and adjoining floodplains in the valley bottoms</li> <li>• Deep and narrow, steep sided cloughs, often a characteristic feature within this sloping ground</li> <li>• Fast flowing streams have created deeply incised cloughs and valleys whose sides are clothed with acid grassland and bracken</li> <li>• Lower valley slopes are characterised by enclosed land on slowly permeable, seasonally waterlogged soils that support some unimproved pastures and hay meadows.</li> <li>• Remote, isolated moorland summits</li> <li>• Established lowland settlement including small hamlets less exposed, but wetter, valleys</li> <li>• The upper slopes of the landscape are settled with occasional, dispersed gritstone farmsteads associated with pasturing.</li> <li>• Within the national park the landscape remains peaceful, but the isolation diminishes as the landscape becomes more intimate and settled</li> </ul>	<p>This LCA is important in the setting to the Peak District National Park and as a recreational resource to neighbouring suburban townscape areas. Most of the Scheme lies within the Valley Pastures with Industry LCT which is extensive and further outlined within this table.</p> <p>Construction effects would include the demolition of properties, excavations and cuttings to facilitate the Mottram underpass and Roe Cross Road overbridge, and the de-trunking works. In addition, there would be a number of new structural elements; the new Mottram junction, Old Mill Farm underpass, Carrhouse Lane underpass and the bridge over the River Etherow. The M67 Junction 4 roundabout would also undergo some modification to connect the new route. Pastoral agricultural land use, and woodland which contributes to the distinctive quality of this LCA would be reduced.</p> <p>Therefore, the magnitude of change is considered Moderate Adverse.</p>	<b>Moderate Adverse</b>
<b>DPWF - Valley Pastures with Industry LCT (Peak District National Park 2009)</b>		
Sensitivity: Medium Magnitude of change: Moderate Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Small scale pastoral landscape</li> <li>• Historic built form</li> <li>• Gritstone farmsteads</li> <li>• Roads and other infrastructure</li> <li>• Rural settlements and urban edge developments</li> </ul>	<p>This LCT is important in the setting to the Peak District National Park and as a recreational resource to neighbouring suburban townscape areas. Most of the Scheme lies within the Valley Pastures with Industry LCT which is extensive.</p> <p>Construction effects would include the demolition of properties and excavations and cuttings to facilitate the Mottram underpass and Roe Cross Road overbridge, and the de-trunking works.</p> <p>In addition, there would be a number of new structural elements;</p>	<b>Moderate Adverse</b>



Key Characteristics	Description of the Magnitude of change	Significance of Effect
	<p>the new Mottram junction, Old Mill Farm underpass, Carrhouse Lane underpass and the bridge over the River Etherow. There would also be some modification of the M67 Junction 4.</p> <p>There would be a reduction of pastoral agricultural land use, and woodland which contributes to the distinctive quality of this LCT.</p> <p>Therefore, the magnitude of change is considered Moderate Adverse.</p>	
<b>DPWF - Riverside Meadows LCT (Peak District National Park 2009)</b>		
Sensitivity: Medium Magnitude of change: Moderate Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Small scale pastoral landscape with hedgerows and trees</li> <li>• Meandering river channel in flat alluvial floodplain.</li> </ul>	<p>The DPWF Riverside Meadows LCT, occupies a small area of the eastern edge of the DCO order limits.</p> <p>The Scheme's construction activities would include new temporary features such as fencing, and earth works along with the addition of the new structure over the River Etherow. The change to features would be noticeable in this flat landscape.</p> <p>Therefore, the magnitude of change is considered Moderate Adverse.</p>	<b>Moderate Adverse</b>
<b>Settled Valley Pastures LCT (Derbyshire County Council 2014 and High Peak Borough Council 2006)</b>		
Sensitivity: Medium Magnitude of change: Minor Adverse		
<p>Key characteristics</p> <p>settled, pastoral farming landscape on gently sloping lower valley sides, dissected by stream valleys.</p> <ul style="list-style-type: none"> <li>• Dense watercourse trees, scattered boundary trees and tree groups around settlement contribute to a strongly wooded character.'</li> <li>• Small irregular fields enclosed by native hedgerows and occasional dry stone</li> <li>• Nucleated settlement and stone farmsteads are commonplace features.</li> </ul>	<p>The majority of the area of these LCT's (Dark Peak - Settled Valley Pastures LCT and Settled Valley Pastures LCT are considered together) lie outside of the Draft Order Limits. There would be limited direct construction phase effects on their character.</p> <p>Effects would be confined to the area of Woolley Bridge/ Brookfield road. Changes would include construction activity associated with the Scheme the new River Etherow bridge and junction construction, tree removal and the A57 de-trunking. Despite slight loss of trees and addition of the junction</p>	<b>Slight Adverse</b>

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	and detrunking elements the magnitude of change is considered Minor Adverse.	
<b>Riverside Meadows LCT (Derbyshire County Council 2014 and High Peak Borough Council 2006)</b>		
Sensitivity: Medium Magnitude of change: Moderate Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Small-scale pastoral landscape</li> <li>• Flat alluvial meandering river corridor</li> <li>• Grazing meadows</li> <li>• Dense waterside and scattered hedgerow trees</li> </ul>	<p>The DP - Riverside Meadows LCT, occupies a small area of the eastern edge of the DCO order limits. The DP Riverside Meadows LCT, and the Riverside Meadows LCT which have a similar character and features and occupy a similar geographical area, are considered together.</p> <p>The Scheme's construction activities would include new temporary features such as fencing, and earth works along with the addition of the new structure over the River Etherow. The change to features would be noticeable in this flat landscape. Therefore, the magnitude of change is considered Moderate Adverse.</p>	<b>Moderate Adverse</b>
<b>SLLCA 1: Harrop Edge Valley Pasture</b>		
Sensitivity: Medium Magnitude of change: Moderate Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Pastoral landscape with small to medium scale fields, bounded by broken hedgerow</li> <li>• Presence of drystone wall on higher ground and slopes</li> <li>• A predominantly undeveloped landscape strongly influenced by the surrounding urban edge and M67.</li> </ul>	<p>During the construction phase of the Scheme, Harrop Edge Valley Pasture SLLCA would experience a reduction in hedgerow and mature boundary vegetation, along with a reduction in pastoral agricultural land, and the existing fields south of Edge Lane would be severed by the construction of the Scheme.</p> <p>The construction activity though temporary and short term would bring an increase of activity, associated with the improvements to the M67 Junction 4 and the construction of the by-pass section and Old Mill Farm underpass. The site construction compound would also be present within the SLLCA. Several PRoW within the boundary of the DCO would also be temporarily diverted during</p>	<b>Moderate Adverse</b>

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	<p>construction (PRoW LON/50, LON/51 and LON/52).</p> <p>The construction effects of the Scheme are uncharacteristic to the undeveloped nature of the SLLCA in general, though the influence of the urban edge and M67 demonstrate the landscape is already somewhat under pressure from development and capable of withstanding some degree of development.</p> <p>Overall, the landscape effects would cause partial loss or noticeable change to the existing landscape character and some distinctive features.</p> <p>The construction phase standard mitigation, as per Chapter 2, would be applied.</p> <p>Following mitigation, the magnitude of change is considered Moderate Adverse.</p>	
<b>SLLCA 3: Mottram Moor Pasture</b>		
Sensitivity: Medium Magnitude of change: Major Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Pastoral landscape with small to medium scale fields, bounded by hedgerow</li> <li>• Semi-natural deciduous woodland slopes are common, along with scattered tree cover</li> <li>• Network of local streams and watercourses</li> <li>• High level of tranquillity</li> </ul>	<p>The construction phase of the Scheme would result in the substantial change to the character of Mottram Moor Pasture SLLCA as a result of new uncharacteristic features to this small and intricate scale agricultural landscape which is heavily enclosed; offering a unique sense of place and tranquillity from the adjacent urban areas. The construction of the Scheme itself (which is short term in nature), would result in a considerable increase in activity within the local landscape, particularly from heavy machinery and delivery vehicles, and loss of distinctive features (woodland / hedgerows / tree lines), which would affect the intricate scale and would be detrimental to the sense of place. Mottram showground is a non-designated landscape situated within SLLCA3; it was mentioned during consultation (see section 7.3 public perception of landscape value).</p>	<b>Large Adverse</b>

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	<p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied.</p> <p>Following mitigation, the effect of the Scheme would be of new conspicuous construction works and large-scale change to the agricultural nature of the landscape so therefore the magnitude of change is considered Major Adverse.</p> <p>An assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects effect of the Scheme would be of new conspicuous construction works and large-scale change to the agricultural nature of the landscape.</p>	
<b>SLICA 4: Etherow Valley Pasture SLICA</b>		
Sensitivity: Medium Magnitude of change: Major Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Pastoral landscape</li> <li>• Hedgerows with oak and ash trees commonplace features</li> <li>• Influenced by existing urbanizing features</li> <li>• Recreational offering</li> </ul>	<p>For Etherow Valley Pasture, the construction phase of the Scheme would increase activity and there would be the addition series of noticeable features (including new fencing, vehicle movements, storage of earthwork material, and silos) within the agricultural / equestrian landscapes.</p> <p>These construction features combined with the loss of existing commonplace but notable features, (hedgerows, and woodland groups) and diverted PRow LON/87, LON/88, and LON/90 would adversely affect the existing character.</p> <p>This landscape is somewhat influenced by the peripheral urban areas which include the existing busy A57 highway.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied.</p> <p>Following mitigation, the effect of the Scheme would be of new conspicuous construction works and large-scale change to the agricultural nature of the landscape, so therefore the magnitude of change is considered Major Adverse.</p>	<b>Large Adverse</b>

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	An assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects changes as a result of the Scheme construction. The changes would be, of new conspicuous construction works and of a large-scale change to features within the landscape such as trees, hedgerows and footpaths.	
<b>SLTCA 2: West Mottram and Hattersley</b>		
Sensitivity: Low Magnitude of change: Minor Adverse		
Key characteristics <ul style="list-style-type: none"> <li>• Post war ribbon development</li> </ul>	<p>West Mottram and Hattersley (SLTCA 2) comprises an unremarkable estate development, influenced by the existing M67 and its terminal roundabout. The SLTCA would be partially impacted on its periphery by the construction of the Scheme. The character of the SLTCA would therefore largely not be directly affected by the construction phase of the Scheme. Indirect or perceptual effects would largely be experienced (where construction activity would be more visible on the SLTCAs periphery) together with increased movements on the roundabout and A57. Effects would be limited to the A57 de-trunking, and the new junction at the M67 roundabout and loss of commonplace vegetation, works would be short term in nature.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Minor Adverse.</p> <p>An assessment of slight adverse rather than neutral significance of effects, reflects that although the construction would mainly impact the periphery of the character area the construction of the Scheme would introduce conspicuous, although limited in nature, new elements. Generally, the character area has the ability to accommodate this change.</p>	Slight Adverse
<b>SLTCA 3: Mottram Spout Green</b>		



Key Characteristics	Description of the Magnitude of change	Significance of Effect
Sensitivity: Medium Magnitude of change: Major Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Mix of 19th century ribbon and inter and post-war residential development</li> <li>Clusters of modern residential estates interspersed with isolated older buildings</li> </ul>	<p>The Mottram Spout Green (SLTCA 3) is influenced by the existing A6018 which bypasses this townscape area on its western edge. Within the core, is a linear, generally unremarkable townscape character, with a historic and mature woodland belt on its eastern edge. Construction activities within this area would be substantial as a result of the construction of the Roe Cross overbridge and Mottram underpass, the demolition of a number of buildings, changes in local topography, rerouting of existing highways and diversion of traffic. These activities are short term in nature; however, they would result in large scale changes to the existing character.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Major Adverse.</p> <p>An assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects effects of new uncharacteristic conspicuous, albeit temporary, construction works and large-scale change to the townscape by the demolition of houses and construction of the new overbridge and underpass.</p>	Large Adverse
<b>SLTCA 4: Old Mottram</b>		
Sensitivity: High Magnitude of change: Minor Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>High density late medieval old village core</li> </ul>	<p>Old Mottram (SLTCA 4) largely lies outside the Scheme extents, however the existing A57 highway and its traffic is a defining feature, and construction activities would add to this negative aesthetic and perception. Direct effects would be limited to the construction of the de-trunking elements, including the construction of traffic calming measures employed along the de-trunked route, speed cushions and</p>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	<p>priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57, these activities would be undertaken towards the end of the short-term construction phase.</p> <p>Considering the baseline condition, the activities would result in a small change to the existing character.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Minor Adverse.</p> <p>An assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that direct effects would be limited to the construction of the de-trunking elements and that the overall balance of elements and features would remain similar to baseline.</p>	
<b>SLTCA 5: Mottram Moor</b>		
Sensitivity: Low Magnitude of change: Major Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Links the east part of Mottram to the west part of Hollingworth</li> </ul>	<p>Within Mottram Moor (SLTCA 5), the existing highway and its traffic is a defining feature, and construction activities would add to this negative aesthetic and perception.</p> <p>As a result of the construction of the Mottram junction, traffic would be diverted, and activity would increase which, together with the loss of a stable building (heavily screened by vegetation at baseline), commonplace road bounding features (hedgerows and trees), there would be a noticeable adverse change to the existing character.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Major Adverse.</p> <p>An assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects that,</p>	<b>Moderate Adverse</b>

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	despite the noticeable change to features including the removal of trees and buildings, the townscape character has the ability to accommodate this change.	
<b>SLTCA 6: Wednesough Green</b>		
Sensitivity: Medium Magnitude of change: Negligible Adverse		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• A distinctive and historic character encompassing Albion Mill</li> <li>• Old village core of Hollingworth</li> </ul>	<p>Wednesough Green (SLTCA 6) is located on the north eastern periphery of the Scheme adjacent to the existing A57 (T) and its traffic flows.</p> <p>During the construction phase there would be an increase in activity along the existing A57 route, as a result of construction works and the detrunking. Effects would be limited to the construction of the de-trunking elements, including the construction of traffic calming measures employed along the de-trunked route, speed cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57, these activities would be undertaken towards the end of the short-term construction phase.</p> <p>However, the SLTCA is heavily screened by vegetation along the its southern edge, so there would be little to no perceptual change within the SLTCA. The character of the SLTCA would at worst experience negligible effects as a result construction phase of the Scheme.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>An assessment of slight adverse rather than neutral significance of effects, reflects that although the construction works and activities are short term in nature, limited to the de-trunking and heavily screened there would be conspicuous new elements at a</p>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect
	local level for the duration of construction. Generally, the character area has the ability to accommodate this change.	
<b>SLTCA 7: Hollingworth</b>		
Sensitivity: Low Magnitude of change: Negligible Adverse		
Key characteristics <ul style="list-style-type: none"> <li>Residential development</li> </ul>	<p>Hollingworth (SLTCA 6) is located on the north eastern periphery of the Scheme adjacent to the existing A57 (T) and its traffic flows. The character of the SLTCA would not generally be directly affected by the construction phase of the Scheme. Indirect or perceptual effects would only be experienced where construction activity associated with the de-trunking would be more visible from the SLTCAs southern edges.</p> <p>The construction of the de-trunking elements would include, traffic calming measures employed along the de-trunked route, speed cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57, these activities would be undertaken towards the end of the short-term construction phase.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>An assessment of slight adverse rather than neutral significance of effects, reflects that although the construction would impact mainly the periphery of the character area the de-trunking works would introduce new short-term elements at a local level for the duration of construction. Generally, the character area has the ability to accommodate this change</p>	Slight Adverse
<b>SLTCA 10: Hadfield</b>		
Sensitivity: Low Magnitude of change: Negligible Adverse		

Key Characteristics	Description of the Magnitude of change	Significance of Effect
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Residential townscape area of Hadfield</li> <li>Mix of 19th Century historic centre at its core</li> <li>Modern linear post war and modern suburban residential development to its periphery</li> </ul>	<p>Hattersley (SLTCA 10) largely lies outside the Scheme extents, however the eastern extent of the Scheme falls within the Draft Order Limits. The A57 highway and its traffic pass along the edge of this SLTCA and are a defining feature. Direct effects on this SLTCA would be limited to the construction of the new junction at the A57 and demolition of some built form. Considering the baseline condition, which includes the highly trafficked A57 overall it is short term slight change to the existing character.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>An assessment of slight adverse rather than neutral significance of effects, reflects that although the construction works would be limited to the new junction the Scheme construction introduces new elements and would remove adjacent built elements at a localised level. Generally, the character area has the ability to accommodate this change</p>	Slight Adverse
<b>SLTCA 11: Etherow Industrial Valley Floor</b>		
<p>Sensitivity: Low</p> <p>Magnitude of change: Negligible Adverse</p>		
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Large Scale Industrial Units</li> <li>Valley Floor Setting</li> <li>Views restricted by landform, built form and vegetation</li> <li>Situated between the urban residential areas of Hollingworth and Hadfield</li> </ul>	<p>Etherow Industrial Valley Floor (SLTCA 11) largely lies outside the Scheme extents, however a small section of the eastern extent of the Scheme falls within the Draft Order Limits.</p> <p>The SLTCA is located along the River Etherow, within the Valley Floor. Defining features within the area are the large-scale industrial units. Direct effects would be limited to a section of de-trunking of the A57 and works along Woolley Bridge Road, including the new junction.</p> <p>Direct effects from construction activities would be as a result of the inclusion of new traffic calming measures employed along the de-trunked route, including speed</p>	Slight Adverse



Key Characteristics	Description of the Magnitude of change	Significance of Effect
	<p>cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting along the de-trunked route and lighting along the new route of the A57.</p> <p>Considering the baseline condition, overall, it is considered the change to the existing character to be short term and negligible.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, would be applied. Following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>An assessment of Neutral rather than Slight Adverse significance of effect, reflects that change would be negligible within the SLTCA and that generally the character area has the ability to accommodate this change.</p>	

**Table 7.27: Effects on Landscape and Townscape Character Areas (Operation)**

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<b>NCA 51: Dark Peak (NE378) 2015</b>			
Sensitivity: High Magnitude of change: No Change			
<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>Sharply defined, elevated and vast plateau with gritstone ridges and edges and long, uninterrupted views.</li> <li>Wild and remote semi-natural character.</li> <li>Contrasting valley heads created by a combination of sheltered, deeply incised cloughs with fast-flowing streams around the plateau margins.</li> <li>Pastoral character of margins created by in-by-land with dispersed farmsteads, gritstone wall boundaries (hedgerows in valley bottoms) and the small scale of enclosure.</li> <li>Major valleys, some of which are dominated by coniferous woodland and reservoirs.</li> <li>Dispersed buildings and settlements constructed from local gritstone with typical blackened appearance.</li> </ul>	<p>No part of the Scheme lies within this NCA, however the NCA is partially present within the northern part of the landscape study area.</p> <p>This NCA lies approximately 500m from the draft order limits at its closest, and therefore lies outside of the Draft Order Limits. There would be no direct operational phase effects on the character of Dark Peak NCA.</p> <p>Therefore, the magnitude of change is considered No Change.</p>	Neutral	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<ul style="list-style-type: none"> <li>Extensive prehistoric field systems and settlement behind the gritstone edges.</li> <li>Historic routes traverse the moorland as well as more modern trails such as the Pennine Bridleway and Pennine Way. More recent road and rail routes are located along valley bottoms.</li> </ul>			
<b>NCA 54: Manchester Pennine Fringe (NE397) 2013</b>			
Sensitivity: Medium			
Magnitude of change (Winter Year 1): Negligible Adverse			
Magnitude of change (Summer Year 15): Negligible Beneficial			
<ul style="list-style-type: none"> <li>Key characteristics</li> <li>A transitional zone between upland and lowland</li> <li>Several rivers</li> <li>A range of woodland types along river valleys</li> <li>Field boundaries include dry gritstone walls at higher elevations and hedgerows at lower elevations</li> <li>Extensive evidence of 18th and 19th century stone and brick built industrial buildings</li> <li>Historic trans-Pennine communication routes</li> <li>Distinct urban fringe character.</li> </ul>	<p>With extensive areas of existing urban development and a network of existing infrastructure, the operational phase of the Scheme is assessed as not giving rise to a discernible change to the overall character of NCA54. However, when considering the NCA Statements of Environmental Opportunity (SEOs), the following is concluded.</p> <p>The loss of and severance of the agricultural landscape would result in some adverse effect to existing character which contravenes with SEO 2. However, SEO 1 aims to strengthen access, and recreational use of the landscape, and expand the network of green infrastructure (woodland rivers, and parklands).</p> <p>So whilst the Scheme would result in the loss of a number of landscape features (woodland, hedgerows, agricultural land, and residential buildings), the mitigation proposed would create opportunity to expand the network of green infrastructure</p>	Slight Adverse	Slight Beneficial

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>through new woodland (LE2.1, LE.2, LE2.3), hedgerows and shrub planting (LE2.4, LE2.5, LE2.6) which would establish overtime to improve connectivity together with new areas of grassland (LE1.1, LE1.2, LE1.3, LE1.3i) and the greenspace at Roe Cross Road/ Mottram underpass. This would also extend broadleaved native woodland within the locality and improve connectivity within the landscape.</p> <p>Therefore, following mitigation, the magnitude of change at Yr.1 is considered Negligible Adverse, and overtime at Yr. 15 it is considered Negligible Beneficial.</p>		
<b>Dark Peak - LCA (Peak District National Park 2009)</b>			
<p>Sensitivity: Very High</p> <p>Magnitude of change (Winter Year 1): No Change</p> <p>Magnitude of change (Summer Year 15): No Change</p>			
<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>• Extensive area of high moorland</li> <li>• Gritstone outcrops, creating rocky tors, often punctuate these extensive areas of upland plateau</li> <li>• Semi-natural vegetation blanket bog, heather and grass moorland</li> <li>• Fast flowing streams have created deeply incised cloughs and valleys</li> <li>• Large valley reservoirs</li> <li>• Conifer plantations are often, though not exclusively, associated with reservoir valley sides</li> </ul>	<p>Lying outside of the Draft Order Limits, there would be no direct operational phase effects on the character of the LCA.</p> <p>The absence of discernible visibility between the Application Site the LCA means that the operation phase (opening and design year) of the Scheme is considered unlikely to result in discernible effects on even the perceptual or experiential character of the LCA.</p> <p>Therefore, the magnitude of change is considered No Change.</p>	Neutral	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<ul style="list-style-type: none"> <li>Predominate pastoral agricultural use of land</li> <li>Dark Peak has a very important role in recreational and access</li> <li>Desolate and exposed tracts of moorland top that stretch great distances and create a sense of remoteness</li> <li>Further down the valleys and slopes the landscape changes, generally becoming enclosed and pastoral.</li> </ul>			
<b>Dark Peak - Moorland Slopes and Cloughs LCT (Peak District National Park 2009)</b>			
Sensitivity: Very High			
Magnitude of change (Winter Year 1): No Change			
Magnitude of change (Summer Year 15): No Change			
Key characteristics <ul style="list-style-type: none"> <li>Steep slopes and cloughs rising to open moorland</li> <li>Widespread rough grassland and heather moor with exposed views over lower ground.</li> </ul>	Lying outside of the Draft Order Limits, there would be no direct operational phase effects on the character of (DP) Moorland Slopes and Cloughs LCT.  The absence of discernible visibility between the Application Site and Moorland Slopes and Cloughs LCT means that the operation phase (opening and design year) of the Scheme is considered unlikely to result in discernible effects on even the perceptual or experiential character of the LCT.  Therefore, the magnitude of change is considered No Change.	Neutral	Neutral
<b>Dark Peak Western Fringe (DPWF) LCA (Peak District National Park 2009)</b>			
Sensitivity: Medium			
Magnitude of change (Winter Year 1): Negligible Adverse			
Magnitude of change (Summer Year 15): Negligible Adverse			



Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>Steep slopes give way to lower lying valleys and adjoining floodplains in the valley bottoms</li> <li>Deep and narrow, steep sided cloughs, often a characteristic feature within this sloping ground</li> <li>Fast flowing streams have created deeply incised cloughs and valleys whose sides are clothed with acid grassland and bracken</li> <li>Lower valley slopes are characterised by enclosed land on slowly permeable, seasonally waterlogged soils that support some unimproved pastures and hay meadows.</li> <li>Remote, isolated moorland summits</li> <li>Established lowland settlement including small hamlets less exposed, but wetter, valleys</li> <li>The upper slopes of the landscape are settled with occasional, dispersed gritstone farmsteads associated with pasturing.</li> <li>Within the national park the landscape remains peaceful, but the isolation</li> </ul>	<p>The Scheme is not considered to introduce completely new types of features within the overall landscape of (DPWF), as there is existing highway infrastructure and development within the character area.</p> <p>Changes within the landscape would include cuttings along the new highway towards Mottram underpass and Roe Cross Road overbridge, and elements of the de-trunking works. Along with the new Mottram Moor junction, Old Mill Farm underpass, and Carrhouse Lane underpass. The M67 Junction 4 roundabout would also undergo some modification to connect the new highway route.</p> <p>The Scheme at opening year would result in the loss of some landscape features including pastoral agricultural land use (including woodland vegetation, hedgerow, and agricultural land) which contributes to the distinctive quality of this LCA.</p> <p>By Yr. 15 the proposed mitigation woodland planting (LE2.1, LE.2, LE2.3), hedgerows and shrub planting (LE2.4, LE2.5, LE2.6) would have established and the false cutting and earthworks alongside the Scheme would reduce the visibility of traffic travelling along the new route, and further integrate the Scheme into the existing landscape thereby further reducing perceived effects on the landscape character of the area.</p> <p>Therefore, following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>At (Yr. 1) an assessment of slight adverse rather than neutral significance of effects, reflects the loss of landscape features that would have a perceptible effect on the character of the area. However, at (Yr. 15) following the further establishment of screening mitigation an assessment of</p>	Slight Adverse	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
diminishes as the landscape becomes more intimate and settled	neutral significance of effect is considered appropriate rather than slight.		
<b>DPWF - Valley Pastures with Industry LCT (Peak District National Park 2009)</b>			
Sensitivity: Medium			
Magnitude of change (Winter Year 1): Negligible Adverse			
Magnitude of change (Summer Year 15): Negligible Adverse			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Small scale pastoral landscape</li> <li>• Historic built form</li> <li>• Gritstone farmsteads</li> <li>• roads and other infrastructure</li> <li>• Rural settlements and urban edge developments</li> </ul>	<p>The Scheme is not considered to introduce completely new types of features within the overall landscape of (DPWF), as there is existing highway infrastructure and development within the character area</p> <p>Changes within the landscape would include cuttings along the new highway towards Mottram underpass and Roe Cross Road overbridge, and elements of the de-trunking works. Along with the new Mottram Moor junction, Old Mill Farm underpass, and Carrhouse Lane underpass. The M67 Junction 4 roundabout would also undergo some modification to connect the new highway route.</p> <p>The Scheme at opening year would result in the loss of some landscape features including pastoral agricultural land use (including woodland vegetation, hedgerow, and agricultural land) which contributes to the distinctive quality of this LCA.</p> <p>However over time, the proposed mitigation woodland planting (LE2.1, LE.2, LE2.3), hedgerows and shrub planting (LE2.4, LE2.5, LE2.6) false cutting and earthworks alongside the Scheme would reduce the visibility of traffic travelling along the new route, and further integrate the Scheme into the existing landscape thereby further</p>	Slight Adverse	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>reducing perceived effects on the landscape character of the area. Therefore, following mitigation, the magnitude of change is considered Negligible Adverse.</p> <p>At (Yr. 1) an assessment of slight adverse rather than neutral significance of effects, reflects the loss of landscape features that would have a perceptible effect on the character of the area. However, at (Yr. 15) following the further establishment of screening mitigation an assessment of neutral significance of effect is considered appropriate rather than slight.</p>		
<b>DPWF - Riverside Meadows LCT (Peak District National Park 2009)</b>			
<p>Sensitivity: Medium</p> <p>Magnitude of change (Winter Year 1): Moderate Adverse</p> <p>Magnitude of change (Summer Year 15): Minor Adverse</p>			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Small scale pastoral landscape with hedgerows and trees</li> <li>• Meandering river channel in flat alluvial floodplain.</li> </ul>	<p>The DPWF Riverside Meadows LCT, occupies a small area of the eastern edge of the DCO order limits.</p> <p>At opening year there would be a reduction of landscape features (including woodland vegetation, hedgerow, and agricultural land) within these LCTs and the addition of a new noticeable structure (Bridge of the River Etherow). In Yr. 1 mitigation including land forming would be in place, along with essential mitigation planting which soften the overall effect of the Scheme by integrating vegetated areas and screening. Over time, the proposed mitigation planting including roadside vegetation (Woodland plant LE2.2 and hedgerows with tree LE4.4) alongside the Scheme would continue by Yr. 15 to reduce the visibility of traffic travelling along the new route, and further integrate the Scheme thereby further reducing perceived effects on the landscape character of the area.</p>	<b>Moderate Adverse</b>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	Therefore, following mitigation, the magnitude of change at Yr. 1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.		
<b>Settled Valley Pastures LCT (Derbyshire County Council 2014 and High Peak Borough Council 2006)</b>			
Sensitivity: Medium Magnitude of change (Winter Year 1): Negligible Adverse Magnitude of change (Summer Year 15): Negligible Adverse			
<ul style="list-style-type: none"> <li>Key characteristics</li> <li>Settled, pastoral farming landscape on gently sloping lower valley sides, dissected by stream valleys.</li> <li>Dense watercourse trees, scattered boundary trees and tree groups around settlement contribute to a strongly wooded character.'</li> <li>Small irregular fields enclosed by native hedgerows and occasional dry stone</li> <li>Nucleated settlement and stone farmsteads are commonplace features.</li> </ul>	<p>The majority of the area of these LCT's (Dark Peak - Settled Valley Pastures LCT and Settled Valley Pastures LCT are considered together) lie outside of the Draft Order Limits, apart from small section along Woolley Bridge/ Brookfield road, therefore direct operational phase effects would be limited to where the Scheme has a new junction and to the de-trunking. Given the presence of the existing A57 highway there would be barely noticeable change to the existing character and at worst there would be negligible effects to the landscape character as a whole. Therefore, the magnitude of change is considered Negligible Adverse.</p> <p>An assessment of slight adverse rather than neutral significance of effects, reflects the worst-case perceptible change to the character area by the introduction of a new junction and the scheme de-trunking of the existing road.</p>	Slight Adverse	Slight Adverse
<b>Riverside Meadows LCT (Derbyshire County Council 2014 and High Peak Borough Council 2006)</b>			
Sensitivity: Medium Magnitude of change (Winter Year 1): Moderate Adverse Magnitude of change (Summer Year 15): Minor Adverse			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Small-scale pastoral landscape</li> </ul>	The DP Riverside Meadows LCT, and the Riverside Meadows LCT. which have similar character and features and occupy a similar geographical area, are considered together. The LCT's	Moderate Adverse	Slight Adverse



Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<ul style="list-style-type: none"> <li>Flat alluvial meandering river corridor</li> <li>Grazing meadows</li> <li>Dense waterside and scattered hedgerow trees</li> </ul>	<p>occupy a small area of the eastern part of the DCO order limits. At opening year there would be a reduction of landscape features (including woodland vegetation, hedgerow, and agricultural land) within these LCTs and the addition of a new noticeable structure (Bridge of the River Etherow).</p> <p>In Yr. 1 mitigation including land forming would be place, along with essential mitigation planting which soften the overall effect of the Scheme by integrating vegetated areas and screening. Over time, the proposed mitigation planting including roadside vegetation (Woodland plant LE2.2 and hedgerows with tree LE4.4) alongside the Scheme would continue by Yr. 15 to reduce the visibility of traffic travelling along the new route, and further integrate the Scheme thereby reducing effects on the landscape character of the area.</p> <p>Therefore, following mitigation, the magnitude of change at Yr.1 is Moderate Adverse, and overtime at Yr. 15 it is Minor Adverse</p>		
<b>SLLCA 1: Harrop Edge Valley Pasture</b>			
Sensitivity: Medium			
Magnitude of change (Winter Year 1): Moderate Adverse			
Magnitude of change (Summer Year 15): Minor Adverse			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>A predominantly undeveloped landscape</li> <li>Strongly influenced by the surrounding urban edge and M67</li> </ul>	<p>For the Harrop Edge Valley Pasture (SLLCA 1), the operational phase of the Scheme would introduce a series of new noticeable features including false cutting, vehicular movements and signage. Additionally, a number of footpaths would be permanently diverted to make way for the Scheme (PRoW LON/50, LON/51 and LON/52)</p> <p>The loss of existing features including hedgerows and woodland groups, together with</p>	<b>Moderate Adverse</b>	Slight Adverse



Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>the agricultural fields would be noticeable, together with the introduction of new uncharacteristic highway structures including, Mottram Moor underpass and Old Mill Farm underpass (along the route of the diverted PRoWs). Together these effects would result in noticeable change to the overall character at opening year.</p> <p>New earthworks (false cutting) would help integrate and screen the Scheme and by the design year, the proposed mitigation planting including native woodland edge planting (LE2.1) of local provenance along the tops of the cutting slopes and hedgerows (LE4.3 &amp; LE4.2) would have established and the overall planting Scheme would help to integrate the new Scheme elements in the landscape.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– There are a number of prominent light sources within the Harrop Edge Valley Pasture (SLLCA1) landscape. These sources include the existing A6108 Roe Cross Road to the east, and A57 Hyde Road to the south. These lie adjacent to SLLCA1 which is an area of low brightness in general with few lighting features, and relatively dark although is influenced by the sky glow of Manchester to the east.</li> <li>– As a result of the Scheme there would be an increase in lighting sources within this SLLCA including the Schemes alignment from the M67 roundabout. It is considered that the new light sources would result in a minor magnitude of change and would result in an at worst Slight Adverse significance of effect on the night-time character.</li> </ul> <p>Public Perception:</p>		

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>– Harrops Edge was mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Therefore, following mitigation, the magnitude of change at Yr. 1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.</p>		
<b>SLLCA 3: Mottram Moor Pasture</b>			
<p>Sensitivity: Medium</p> <p>Magnitude of change (Winter Year 1): Moderate Adverse</p> <p>Magnitude of change (Summer Year 15): Minor Adverse</p>			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Pastoral landscape with small to medium scale fields, bounded by hedgerow</li> <li>• Semi-natural deciduous woodland slopes are common, along with scattered tree cover</li> <li>• Network of local streams and watercourses</li> <li>• High level of tranquillity</li> </ul>	<p>At the opening year (Yr. 1), the Scheme would result in noticeable change to the character of Mottram Moor Pasture (SLLCA 3) as a result of the new uncharacteristic highway feature set within this intricate scale agricultural landscape. The Scheme within this SLLCA is largely set within a deep cutting. However due to the extent of the Scheme's footprint (including cutting slopes) there would be the loss of distinctive landscape features (woodland and tree lined hedgerows), which are important in defining the scale of the landscape. This loss includes woodland on the edge of the adjacent Mottram Spout Green (SLTCA 3) within the footprint of the Scheme. This is a defining feature within the landscape and enhances the intricacy of this landscape by sheltering it from neighbouring built form. This, together with changes in the topography and landform, introduction of vehicles travelling along the Scheme, the new Mottram Moor underpass portal at its western edge, and signage on the approach to Mottram Moor Junction would create a series of discordant features which would adversely alter the overall character and sense of place.</p>	<b>Moderate Adverse</b>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>Over time and by the design year (Yr. 15), the proposed mitigation planting including native woodland edge planting of local provenance (LE2.2) along the cutting slopes and above the underpass would establish, and the overall planting Scheme would help integrate the Scheme in the landscape.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– Mottram Moor Pasture (SLLCA3) landscape is predominately a low lit, area containing limited sources of light. A series of prominent light sources adjacent to this character area are however visible including some low-level lighting along Old Hall Lane, and prominent sources along Mottram Moor, although this is partially screened by intervening vegetation. A faint sky glow is also visible to the west towards Manchester. As a result of the Scheme there would be an increase in lighting sources within this SLLCA although largely present in the cutting with mitigation. It is considered that the new light sources would result in a moderate magnitude of impact and moderate Adverse significance of effect on the night-time character which is considered significant.</li> </ul> <p>Public Perception:</p> <ul style="list-style-type: none"> <li>– Mottram showground is a non-designated landscape situated within SLLCA3; it was mentioned during consultation (see section 7.3 public perception of landscape value).</li> </ul> <p>Therefore, following mitigation, the magnitude of change at Yr.1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.</p>		

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
<b>SLLCA 4: Etherow Valley Pasture SLLCA</b>			
Sensitivity: Medium Magnitude of change (Winter Year 1): Moderate Adverse Magnitude of change (Summer Year 15): Minor Adverse			
<b>Key characteristics</b> <ul style="list-style-type: none"> <li>• Pastoral landscape</li> <li>• Hedgerows with oak and ash trees commonplace features</li> <li>• Influenced by existing urbanizing features</li> <li>• Recreational offering</li> </ul>	<p>For the Etherow Valley Pasture (SLLCA 4), the operational phase of the Scheme would introduce a series of new noticeable features including vehicular movements and signage. In the opening year the introduction of new earthworks (false cutting) would create notable new features especially where the landscape is flat, although overall these features would help screen traffic. The loss of existing features including hedgerows and woodland groups, together with agricultural fields would be noticeable together with the introduction of new highway features including Carr House Lane underpass pass along the permanent route diversion to PRow LON/88, Mottram junction and the River Etherow bridge. Together these effects would result in noticeable change to the overall character at opening year. By the design year, the proposed mitigation planting including native woodland edge planting of local provenance (LE2.2 &amp; LE2.1) along the tops of the cutting slopes would establish, and the overall planting scheme would help integrate the Scheme in the landscape.</p> <p>Night-time/Light Assessment:</p> <ul style="list-style-type: none"> <li>– The Etherow Valley Pasture (SLLCA4) landscape has a low number of light sources and is generally low in lightness, although there are pockets brightness present around farms and groups of residences, there are also notable sources of light on its periphery. A faint sky glow is also visible to the west towards Manchester.</li> </ul>	<b>Moderate Adverse</b>	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>As a result of the Scheme there would be an increase in lighting sources within the centre of this SLLCA, visible beyond mitigation features including false cutting earthworks and vegetation planting. With noticeable highway lighting sources and frequent traffic, this would result in a moderate magnitude of change, this would result in a moderate Adverse significance of effect on the night-time character which would not change over time.</p> <p>Therefore, following mitigation, the magnitude of change at Yr. 1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.</p>		
<b>SLTCA 2: West Mottram and Hattersley</b>			
Sensitivity: Low			
Magnitude of change (Winter Year 1): Negligible Beneficial			
Magnitude of change (Summer Year 15): Negligible Beneficial			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Post war ribbon development</li> </ul>	<p>Operational Effects within SLTCA2 would be limited to the periphery of the character area, at the M67 roundabout and along the de-trunked route Hyde Road (A57). Effects would be as a result of the M67 roundabout improvements and detrunking, these new features would include traffic calming measures, diversion and new signage. These features are in keeping with those at baseline therefore the character of the SLTCA would therefore largely not be affected by the operational phase of the Scheme.</p> <p>In the opening year the existing A57 located on the northern edge of West Mottram and Hattersley (SLTCA 2) would become less busy as traffic is diverted around the new road and the existing route benefits from the de-trunking measures resulting in a</p>	Slight Beneficial	Slight Beneficial



Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>Negligible Beneficial magnitude of change.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– The West Mottram and Hattersley (SLTCA2) contains several existing sources of lighting and is generally well lit as a result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties. The majority of landscape area is located outside of the Draft Order Limits, some small areas of the SLTCA2 fall within the Draft Order Limits these include the M67 roundabout and section along the de-trunking route, these would not be subject to any changes in the existing light sources. However, as a result of the Scheme and the new junction additional sources of light would be introduced into the area.</li> <li>– As a result of these new sources of light a minor magnitude of change is predicted and would result in a neutral significance of effect on the night-time character.</li> </ul> <p>Therefore overall, the magnitude of change at Yr. 1 and Yr. 15 it is considered Negligible Beneficial</p> <p>An assessment of Slight Beneficial rather than Neutral significance of effect, reflects that change would be limited to a small area within the character area and that the effect of detrunking would reduce highway features and reduce traffic. Overall, the character area has the ability to accommodate this change.</p>		
<b>SLTCA 3: Mottram Spout Green</b>			
Sensitivity: Medium			

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
Magnitude of change (Winter Year 1): Moderate Adverse Magnitude of change (Summer Year 15): Minor Adverse			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Mix of 19th century ribbon and inter and post war residential development</li> <li>• Clusters of modern residential estates</li> <li>• Interspersed with isolated older buildings</li> </ul>	<p>At the opening year the Scheme would result in substantial adverse effect to the character of Mottram Spout Green (SLTCA 3) as a result of the demolition of a number of buildings (including residential, and commercial / industrial premises, plus garages and outbuildings), resulting in the continued severance of this townscape area due to the construction of the underpass. At the opening year the loss of these existing residential properties, which define the linear and historic character specifically along Old Road, as part of wider built form of this townscape area, and the loss of defining mature vegetation along the eastern boundary would continue to create this severance within Mottram Spout Green (SLTCA 3). This vegetation includes the partial loss of woodland features within the footprint of the Scheme. The introduction of a new formal green space at Roe Cross Road / Old Road with Ornamental planting (LE3.2 and scattered trees LE2.7), above the Mottram underpass (which would provide for a new recreational community space), and the new native woodland edge planting of local provenance (LE2.2 &amp; LE2.5) would overtime establish along with new hedgerow planting with trees (LE4.4) and mitigate the effects of lost features and reduce severance within Mottram Spout Green (SLTCA 3) but the loss of the existing built form would remain an adverse effect.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– The townscape areas contain several existing sources of lighting and are moderately well lit as result of the major and minor road networks, vehicles</li> </ul>	Moderate Adverse	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>movements, and surrounding suburban residential properties. The SLTCA is generally outside the Draft Order Limits, with only small sections present within, at the Mottram Moor underpass.</p> <p>Therefore, following mitigation, the magnitude of change at Yr.1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.</p> <p>An assessment of Slight Adverse reflects that despite mitigation there would be permanent lost features and severance, however this is slight within the context of the character area.</p>		
<b>SLTCA 4: Old Mottram</b>			
Sensitivity: High			
Magnitude of change (Winter Year 1): Minor Beneficial			
Magnitude of change (Summer Year 15): Minor Beneficial			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>High density late medieval old village core</li> </ul>	<p>In the opening year the A57 located at the central crossroad of Old Mottram (SLTCA 4) would likely benefit from the de-trunking measures which would help improve the historic identity and sense of place.</p> <p>Mottram Town Centre was mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>Old Mottram (SLTCA 4) contains several existing sources of lighting, it is a moderately well-lit area as a result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties. The SLTCA is generally outside the Draft Order Limits, with a small section present along the de trunking route which is not subject to any changes in the existing light sources.</li> </ul>	Slight Beneficial	Slight Beneficial

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>Therefore, the magnitude of change is considered Minor Beneficial.</p> <p>An assessment of slight beneficial rather than moderate beneficial significance of effects, reflects that the de-trunking measures would likely improve the character area by removing incongruous highways elements, however the overall balance of features will remain broadly similar to baseline.</p>		
<b>SLTCA 5: Mottram Moor</b>			
<p>Sensitivity: Low</p> <p>Magnitude of change (Winter Year 1): Moderate Adverse</p> <p>Magnitude of change (Summer Year 15): Minor Adverse</p>			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Links the east part of Mottram to the west part of Hollingworth</li> </ul>	<p>Within Mottram Moor (SLTCA 5) the defining feature of the A57 (T) and its traffic, would continue, although the composition of this would change as a result of the introduction of the Scheme and the junction which crosses Mottram Moor.</p> <p>At opening year, the Scheme would create a series of new noticeable features within the SLTCA, including the junction (and associated rerouting of Mottram Moor), associated earthworks (false cuttings), de-trunking measures along Mottram Moor, a new integrated public realm providing car parking for residential properties would be present together with new highway features (lighting signage, noise barriers, and vehicles), which together with the loss of existing highway bounding vegetation, overall would result in moderate changes to the existing character.</p> <p>Mitigation: Ornamental planting (LE3.2 and scattered trees LE2.7) would help to integrate the Scheme and screen views. In the mid ground the Mottram Moor junction would be flanked by a series of mitigation measures (new false cutting earthworks and</p>	Slight Adverse	Slight Adverse

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>new hedgerow planting with trees LE4.4) to provide screening. Over time, proposed mitigation planting would establish and help reintroduce the contained nature of view.</p> <p>By the design year as the proposed mitigation planting with scattered trees LE2.7 and new hedgerow planting with trees LE4.4 alongside the road would become established. The magnitude of change would reduce as the Scheme integrates into the local landscape.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– Mottram Moor (SLTCA 5) contains several existing sources of lighting, it is a moderately well-lit area as a result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties.</li> <li>– The SLTCA is generally outside the Draft Order Limits, with a small section present along the de trunking route which is not subject to any changes in the existing light sources. However, the new Mottram Moor junction (within SLLCA4) would connect to the existing road networks which contain existing and prominent sources of streetlight. The new sources of light would result in a minor magnitude of impact, and at worst slight adverse significance of effect on the night-time character.</li> </ul> <p>Therefore, following mitigation, the magnitude of change at Yr. 1 is considered Moderate Adverse, and overtime at Yr. 15 it is considered Minor Adverse.</p> <p>An assessment of Slight Adverse rather than Neutral significance of effect, reflects that, despite mitigation, there would be permanent lost features, however</p>		



Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	this is slight within the context of the character area.		
<b>SLTCA 6: Wednesough Green</b>			
Sensitivity: Medium Magnitude of change (Winter Year 1): Negligible Beneficial Magnitude of change (Summer Year 15): Negligible Beneficial			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• A distinctive and historic character encompassing Albion Mill</li> <li>• Old village core of Hollingworth</li> </ul>	<p>Wednesough Green (SLTCA 6) is located on the north eastern periphery of the Scheme adjacent to the existing A57 (Mottram Moor) and its traffic flows.</p> <p>As part of the de-trunking new traffic calming measures would be employed along the de-trunked route, these measures would include; speed cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting. The effect would be beneficial in slowing and reducing traffic along the de-trunked route.</p> <p>However, the SLTCA is heavily screened by mature vegetation along Mottram Moor (A57), so there would be little to no perceptual change within the overall SLTCA. Therefore, the character of the SLTCA would at experience negligible beneficial effects as a result operational phase of the Scheme.</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>– SLTCA 6 contains several existing sources of lighting, it is a moderately well-lit area as a result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties. The SLTCA is generally outside the Draft Order Limits, with a small section present along the de trunking route which is not subject to any changes in the existing light sources.</li> </ul>	Slight Beneficial	Slight Beneficial

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>Therefore, the magnitude of change is considered Negligible Beneficial.</p> <p>An assessment of Slight Beneficial rather than Neutral significance of effect, reflects that the effect of de-trunking would improve highway features and reduce traffic. Overall, the character area has the ability to accommodate this change.</p>		
<b>SLTCA 7: Hollingworth</b>			
Sensitivity: Low			
Magnitude of change (Winter Year 1): Negligible Beneficial			
Magnitude of change (Summer Year 15): Negligible Beneficial			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>Residential development</li> </ul>	<p>The A57 (Woolley Lane) is located on the southern edge of Hollingworth (SLTCA 7). The SLTCA is generally outside the Draft Order Limits apart from along the peripheries of the character area to the south and west.</p> <p>As part of the de-trunking new traffic calming measures would be employed along the de-trunked route, these measures would include; speed cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting. The effect would be beneficial in slowing and reducing traffic along the de-trunked route.</p> <p>However, the SLTCA is heavily screened by built form along Woolley Lane (A57), so there would be little to no perceptual change within the overall SLTCA. Therefore, the character of the SLTCA would at experience negligible beneficial effects as a result operational phase of the Scheme.</p> <p>Night-time/Light Assessment:</p> <ul style="list-style-type: none"> <li>Hollingworth (SLTCA 7) contains several existing sources of lighting, it is a moderately well-lit area as a</li> </ul>	Slight Beneficial	Slight Beneficial

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>result of the major and minor road networks, vehicle movements, and surrounding suburban residential properties. The SLTCA is generally outside the Draft Order Limits, with a small section present along the de trunking route which is not subject to any changes in the existing light sources.</p> <p>Therefore, the magnitude of change is considered Negligible Beneficial.</p> <p>An assessment of Slight Beneficial rather than Neutral significance of effect, reflects that change would be limited to a small area within the character area and that the effect of de-trunking would reduce highway features and reduce traffic. Overall, the character area has the ability to accommodate change.</p>		
<b>SLTCA 10: Hadfield</b>			
Sensitivity: Low Magnitude of change (Winter Year 1): Negligible Adverse Magnitude of change (Summer Year 15): Negligible Adverse			
Key characteristics <ul style="list-style-type: none"> <li>Residential townscape area of Hadfield</li> <li>Mix of 19th Century historic centre at its core</li> <li>Modern linear post war and modern suburban residential development to its periphery</li> </ul>	<p>There is likely to be a barely noticeable change in the baseline condition as the result of the Scheme. The introduction of the Scheme (located on the edge of this character area) would add a new feature within / adjacent to this character area but would not be out of character for this SLTCA</p> <p>Night-time/ Light Assessment:</p> <ul style="list-style-type: none"> <li>Hadfield (SLTCA 10) contains several existing sources of lighting, it is a moderately well-lit area as a result of the major and minor road networks, vehicles movements, and surrounding suburban residential properties. The SLTCA is generally outside</li> </ul>	Neutral	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
	<p>the Draft Order Limits, with a small section present along the de trunking route which is not subject to any changes in the existing light sources.</p> <p>– However, the new Etherow Bridge junction (within SLLCA4) would connect to the existing road networks which contain existing and prominent sources of street-light. This is demonstrated in. As a consequence of these new sources of light this would result in a Negligible magnitude of impact, and at worst Minor adverse significance of effect on the night-time character.</p> <p>Overall, the magnitude of change is considered Negligible Adverse. An assessment of Neutral rather than Slight Adverse significance of effect, reflects that change would be limited to a small area within the character area and that effects would be barely noticeable against the baseline. It is considered that overall the character area has the ability to accommodate change.</p>		
<b>SLTCA 11: Etherow Industrial Valley Floor</b>			
Sensitivity: Low			
Magnitude of change (Winter Year 1): Negligible Beneficial			
Magnitude of change (Summer Year 15): Negligible Beneficial			
<p>Key characteristics</p> <ul style="list-style-type: none"> <li>• Large Scale Industrial Units</li> <li>• Valley Floor Setting</li> <li>• Views restricted by landform, built form and vegetation</li> <li>• Situated between the urban residential areas of</li> </ul>	<p>Etherow Industrial Valley Floor (SLTCA 11) largely lies outside the Scheme extents, however a small section of the eastern extent of the Scheme falls within the Draft Order Limits.</p> <p>The SLTCA is located along the River Etherow, within the Valley Floor. Defining features within the area are the large-scale industrial units. Direct effects would be limited to a section of de-trunking of the A57 and works along Woolley Bridge Road and</p>	Neutral	Neutral

Key Characteristics	Description of the Magnitude of change	Significance of Effect Winter Year 1	Significance of Effect Summer Year 15
Hollingworth and Hadfield	<p>Brookfield Road, including the new A57 junction.</p> <p>During operation the effects would be as a result of the inclusion of new traffic calming measures employed along the de-trunked route, including speed cushions and priority give way systems, slowing local traffic and discouraging through traffic from using the route; along with upgraded street lighting along the de-trunked route and lighting along the new route of the A57.</p> <p>Considering the baseline condition, overall, it is considered the change to the existing character to be Negligible Beneficial.</p> <p>An assessment of Neutral rather than Slight Beneficial significance of effect, reflects that change would be limited to a small area within the character area and that effects although beneficial would be barely noticeable against the baseline.</p> <p>It is considered that overall the character area has the ability to accommodate this change.</p>		

#### Significant Effects on Landscape and Townscape Character Areas

- 7.9.13 As detailed in Table 7.26: Effects on Landscape and Townscape Character Areas (Construction) there are nine of twenty predicted significant effects on landscape and landscape related designations, identified within the assessment
- 7.9.14 At the opening year (Yr. 1) of the Scheme six of the twenty Landscape and Townscape Character areas as detailed in Table 7.27 would experience significant adverse effects. This would reduce to none by design year (Yr.15) see Table 7.28 below.
- 7.9.15 Specific night-time effects have been assessed for character areas SLLCA 3: Mottram Moor Pasture and SLLCA 4: Etherow Valley Pasture and for both areas at opening year (Yr.1) these are considered moderate and would not change over time to (Yr.15).



**Table 7.28 Summary of Significant Effects on Landscape and Townscape Character Areas**

Landscape Receptor	Significance of Effect Winter (Year 1)	Significance of Effect Summer (Year 15)
DPWF - Riverside Meadows LCT (PDNP 2009)	<b>Moderate Adverse</b>	Slight Adverse
DP- Riverside Meadows LCT	<b>Moderate Adverse</b>	Slight Adverse
SLLCA 1: Harrop Edge Valley Pasture	<b>Moderate Adverse</b>	Slight Adverse
SLLCA 3: Mottram Moor Pasture	<b>Moderate Adverse</b>	Slight Adverse
SLLCA 4: Etherow Valley Pasture	<b>Moderate Adverse</b>	Slight Adverse
SLTCA 3: Mottram Spout Green	<b>Moderate Adverse</b>	Slight Adverse

Indirect Effects on Landscape Character Areas within the PDNP

- 7.9.16 The assessment of indirect landscape effects is, as per the methodology, agreed with the stakeholders, and detailed within section 7.3, it focuses on routes within the Peak District National Park experiencing possible increased vehicular flows as a result of the Trans-Pennine Upgrade Scheme during its operation (A628, A57 and A624). The assessment focuses on the Landscape Character Types within which the routes experiencing potential increases are located. These are:
- DP – Moorland Slopes and Cloughs LCT
  - DP – Reservoir Valleys with Woodland LCT
  - DP – Open Moors LCT
  - DPWF – Enclosed Gritstone Upland LCT
- 7.9.17 Chapter 11 Noise and Vibration (TR010034/APP/6.3) summarises:
- 7.9.18 The modelled traffic flows detailed within Appendix 2.1 (TR010034/APP/6.5) show the Annual Average Daily Traffic (AADT) values for the TPU A57 scheme and the immediate adjoining highway network. Values are two-way AADT volumes for all vehicle types. The traffic model plots compare the do-minimum (DM) and do-something (DS) scenarios for 2025 and 2040. The DM is the forecast year scenario without the TPU A57 scheme, whilst the DS scenario includes the scheme.’ and that, ‘The modelled traffic flows on the A628 through the Peak District National Park were not predicted to cause a perceptible change in noise level in the short or long-term. This road passes through the Dark Peak SSSI, South Pennine Moors SAC and Peak District Moors SPA. The A628 is adjacent to the Trans Pennine Trail and crosses the Pennine Way; impacts on these footpaths would be negligible from changes in traffic on A628.
- 7.9.19 Traffic flows on A57 Sheffield Road, A57 Woodcock Road, A57 Snake Pass and A57 Snake Road would increase to give a perceptible noise increase in the short-term. However, by the future year the increase would have a negligible impact. This road also passes through part of the Dark Peak SSSI, South Pennine Moors SAC and Peak District Moors SPA and crosses the Pennine Way. Therefore, noise levels in these areas near the A57 would perceptibly

increase in the short-term, and the impact would be limited to within approximately 10 m of the road’.

**Table 7.29: Indirect Effects on Landscape Character Areas within the PDNP**

Key Characteristics of Existing Landscape Character Area	Description of Existing Landscape Character Area	Magnitude of change	Significance of Effect
<b>DP – Moorland Slopes and Cloughs LCT</b>			
Sensitivity: Very High Magnitude of change: Negligible Adverse			
<i>‘a landscape with steep slopes and cloughs rising to open moorland on the high plateau above, with widespread rough grassland and heather moor, grazed by sheep. This is a wild unsettled landscape with exposed views over lower ground.’</i>	Woodhead Road (A628) central section (in the region of representative viewpoint 25) is a prominent visual feature within the context of the moorland landscape. The route, though visually screened by landform, is noticeable due to the noise of traffic within the valley below. This undermines the perception of the ‘Special Qualities’ of tranquillity and wildness of the Peak District National Park and the landscape character area at baseline.	Following ‘DS’ or scheme completion the overall the traffic numbers are slightly increased for the route section assessed, this is based on AADT as detailed within Appendix 2.1 (TR010034/APP/6.5) It is concluded that the changes to traffic would not likely be easily perceptible within the landscape from the baseline condition and the perception of the ‘Special Qualities’ of the PDNP would remain unchanged. Therefore, magnitude of change is judged to be Negligible Adverse.	Slight Adverse
<b>DP – Reservoir Valleys with Woodland LCT</b>			
Sensitivity: Very High Magnitude of change: Negligible Adverse			
<i>‘Steep sided valleys dominated by large reservoirs. Some of the steep valley slopes have been planted with interlocking blocks of coniferous and mixed plantation woodland while others support acid grassland and clough woodlands. Views along the valleys are framed by woodland and the</i>	Woodhead Road (A628) central section (in the region of representative viewpoints 19, 20, 21 & 24) is a fairly prominent visual feature within the context of the valley landscape, the route along with its noise and movement is readily perceptible. The route currently detracts from the ‘Special Qualities’ of	Following ‘DS’ or scheme completion the overall the traffic numbers are slightly increased for the route section assessed, this is based on AADT as detailed within Appendix 2.1 (TR010034/APP/6.5) It is concluded that the changes to traffic would not likely be easily perceptible within the landscape from the baseline condition and the perception of the ‘Special	Slight Adverse

Key Characteristics of Existing Landscape Character Area	Description of Existing Landscape Character Area	Magnitude of change	Significance of Effect
<i>slopes rising to moorland.'</i>	wildness and tranquillity of the landscape within the Peak District National Park and the landscape character type at baseline.	Qualities' of the PDNP would remain unchanged. Therefore, magnitude of change is judged to be Negligible Adverse.	
<b>DP – Open Moors LCT</b>			
Sensitivity: High Magnitude of change: Negligible Adverse			
'An open undulating high gritstone plateau with extensive blanket peat covered by cottongrass bog and heather moorland. This is a wild, unsettled landscape with wide views to distant surrounding hills.'	Snake Road (A57) (in the region of representative viewpoint 22 and 23) is a comparatively small feature within the context of an expansive landscape, however the route along with its noise and movement is readily perceptible. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the Peak District National Park and the landscape character type at baseline.	Following 'DS' or scheme completion the overall traffic numbers are slightly increased for the route section assessed. This is based on AADT as detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded that the changes to traffic would not likely be easily perceptible within the landscape from the baseline condition and the perception of the 'Special Qualities' of the PDNP would remain unchanged. Therefore, magnitude of change is judged to be Negligible Adverse.	Slight Adverse
<b>DPWF – Enclosed Gritstone Upland' Upper Valley Pastures LCT</b>			
Sensitivity: Very High Magnitude of change: No Change			
'An enclosed upland pastoral landscape associated with high uplands, ridge tops and slopes. This is a landscape of isolated stone farmsteads, straight roads and regular fields enclosed by drystone walls." It has a regular pattern of medium to large fields with permanent pasture and rough grazing enclosed by	Glossop Road (A624) (in the region of representative viewpoint 26) is a comparatively small feature within the context of an expansive landscape, and not of note experienced from Lantern Pike Movement and noise are currently only slightly experienced within the landscape	Following 'DS' or scheme completion the overall the traffic numbers are slightly decreased for the route section assessed. This is based on AADT as detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded therefore that changes to traffic would not likely be perceptible within the landscape from the baseline condition, and the perception of the	Neutral



Key Characteristics of Existing Landscape Character Area	Description of Existing Landscape Character Area	Magnitude of change	Significance of Effect
gritstone walls. 'Localised boulder fields and rocky outcrops are a feature in places, often associated with patches of remnant moorland vegetation'	so there is a perception of tranquillity. However, the route currently detracts from the 'Special Qualities' of perception of wildness within the Peak District National Park.	'Special Qualities' of the PDNP would remain unchanged  Therefore, there would likely be No Change in the Magnitude of change.	

#### Summary of Significant Indirect Effects on Landscape Character Areas within the PDNP

- 7.9.20 Following 'DS' or scheme completion it is concluded that the level of indirect effect would not be generally perceptible within the landscape character areas assessed, from the baseline condition.
- 7.9.21 There are no significant indirect effects on the landscape character areas assessed.

#### Visual Effects

- 7.9.22 An assessment of likely effects on a range of other sensitive visual receptors within the local landscape has also been undertaken and is provided in the Visual Effects Schedule at Appendix 7.1 and Visual Effects Drawing (Figure 7.8). Receptors experiencing significant effects are also presented in the summary Table 7.30 and Table 7.31 below.

#### Seasonal Differences in Visual Effects

- 7.9.23 The assessment of visual effects upon viewpoints and receptors in both year 1 and year 15 considers the degree to which levels of visibility would change between winter and summer due to changes caused by deciduous summer foliage. Where a notable seasonal difference is likely to occur, this is identified within the detailed assessments. In general, however, seasonal variations in the visual effects of the Scheme between winter and summer in either year 1 or year 15 are limited. This is because screening is often delivered by vegetation of sufficient depth to ensure that screening would be maintained in winter months. It also reflects that the principal new trunk road element of the Scheme would be screened by the landform, including cuttings and false cutting, rather than rely on adjacent vegetation.

#### Night-time Effects

- 7.9.24 Proposed Scheme lighting and vehicle headlights would result in night-time effects on views. New effects (beyond the existing highway infrastructure) would be most apparent around in areas previously unlit. This includes the section represented by viewpoint 1 and 4 of M67 Roundabout near Grange Farm to Roe

Cross Road (A6108), adjacent to Hurstclough Brook. A section represented by viewpoint 6 from Old Hall Lane to Mottram Moor Junction; and from Mottram Moor to Woolley Bridge (along the Etherow Valley), represented by viewpoint 8 and 14. Summary of Significant Effects on Viewpoints.

#### Effects on Viewpoints

- 7.9.25 Following construction of the scheme at opening year (Yr.1) the assessment shows that there are significant effects to fourteen of nineteen viewpoints. Those experiencing significant effects during Operation are summarised in Residual Effect Section 7.9.
- 7.9.26 Residential receptors at Grange Farm, Edge Lane, are likely to experience close-range views with clear visibility of the Scheme, including the access route to Old Mill Farm underpass. Recreational users of PRoW LON/52 would likely experience close-range views with clear visibility of the Scheme, including the access route to Old Mill Farm underpass, however traffic would be partially screened by new mitigation planting.
- 7.9.27 Mid-range views of the highway including Roe Cross Road overbridge and Mottram underpass along with the associated false cutting slopes would be available to residential properties and PRoW users along Edge Lane. Old Mill Farm underpass would also be visible from the location of Viewpoint 2. Residential receptors along Roe Cross Road, represented by viewpoint 4, would at opening year experience views of Roe Cross Road Overbridge. In addition, the residential properties on Four Lanes would be demolished, which would open up view to the Scheme along Roe Cross road along with the Old Mill underpass which would likely be visible along with its access, and new signage features along the Scheme. The highway would be partially screened by intervening false cutting slopes. The highway lighting at this location would add to the baseline feature present along Roe Cross Road.
- 7.9.28 At opening year, a section of Old Hall Lane would have been diverted as a result of the Mottram underpass, and a number of residential properties would have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation would change the character of the existing view. Views represented by Viewpoint 5 would be more open, with visibility of the new underpass structure and the cutting slopes present at the eastern portal,
- 7.9.29 Views for PRoW receptors on Coach road would, at opening year, be of the Scheme cutting slopes to the south. Loss of defining woodland features would likely create noticeable changes in the view, increasing visibility towards Old Hall Lane and Mottram Moor (including new signage).
- 7.9.30 Views of the central section of the Scheme represented by viewpoint 7 would experience change to foreground view at opening year, this is as a result of the construction of the new Mottram Moor junction, this would result in the route being further south. In place of the existing A57 a new integrated public realm providing car parking for residential properties would be present together with new highway features (lighting signage and vehicles). New highway lighting at the junction would add to the baseline features present along Mottram Moor.
- 7.9.31 From the cemetery of the Church of St Michael and All Angels the mid ground view, for receptors, to the northeast is of the new Mottram junction, views would be partially obscured by existing vegetation and the undulating topography,



together with proposed false cutting earthworks located to the south of the new junction. New highway lighting and signage at the junction would add to the existing prominent baseline feature present along Mottram Moor.

- 7.9.32 Change in views for receptors along the LON/90 & Etherow-Goyt Valley Way are likely to be close-range wide-angled views of the Scheme as it crosses the PRoW and cuts across the view in the mid ground resulting in the diversion of the PRoW. The Scheme would be at grade and on embankment with the section to the north west located behind a false cutting earthwork, which would screen the Scheme at opening year. To the north east, the Scheme embankment would be a noticeable feature.
- 7.9.33 The Scheme would be visible to receptors represented by viewpoint 12, these are both residential and users of the PRoW. In the midground view, it is likely the view would be through gaps in intervening field boundary vegetation and the Scheme would be on a slight embankment.
- 7.9.34 Views from residential properties along Woolley Bridge (A57) , represented by Viewpoint 13 at opening years, would experience change, as a result of the slightly altered road alignment. Also, clear views would be possible towards the new junction along Woolley Lane. The roadside vegetation would be removed which would open up views into the River Etherow Valley. New roadside signage would be a notable new feature in this location and new roadside vegetation would, over time, establish and provide screening of the Scheme and associated traffic, although a visual break would continue to exist towards the new River Etherow bridge. New highway lighting at the junction would also be a perceptible feature.
- 7.9.35 Viewpoint 14 is representative of recreational PRoW and cycle receptors at this point on the Trans Pennine Trail (NCN 62, PRoW HP12/175/5). Clear views would be possible towards the new bridge structure over the River Etherow, and the new highway junction along Woolley Lane. Views of the Scheme, comprising embankment and at grade elements, would also be experienced within the River Etherow Valley Floor and west towards Carrhouse Farm.
- 7.9.36 Viewpoint 17 is representative of views at Melandra Castle and those experienced by receptors on the PRoW in that location. Mid-range elevated views of the Scheme would be experienced as it lies within the River Etherow Valley Floor. These present as a combination of embankment and at grade between Carrhouse Farm and the River Etherow. Views of the Scheme as it approaches Mottram Moor would also be available. Further details are included within Appendix 7.1 (Table1-1 and Table 1-2).

**Table 7.30: Summary of Significant Effects on Viewpoints**

Viewpoint No.	Visual receptor(s)	Location	Significance of Effect Winter (Year 1)
1	Recreational (PRoW), Residential and Road Users	Edge Lane adjacent Grange Farm (PRoW LON/46 & PRoW LON/49)	<b>Moderate Adverse</b>
2	Recreational (PRoW), Residential and Road Users	View from Edge Lane adjacent residential properties (PRoW LON/46 & PRoW LON/41)	<b>Moderate Adverse</b>

Viewpoint No.	Visual receptor(s)	Location	Significance of Effect Winter (Year 1)
3	Recreational (PRoW) and Road Users	View from PRoW LON/52 junction with Hyde Road (A57)	<b>Moderate Adverse</b>
4	Residential and Road Users	Roe Cross Road (A6108) adjacent resident properties Four Lanes	<b>Large Adverse</b>
5	Recreational (PRoW), Residential and Minor Road Users	Old Hall Lane (PRoW LON/35) adjacent to residential properties	<b>Large Adverse</b>
6	Recreational (PRoW) and Residential	Coach Road (PRoW LON/108)	<b>Moderate Adverse</b>
7	Residential and Road Users	View from Mottram Moor (A57)	<b>Moderate Adverse</b>
8	Recreational (PRoW) and Cemetery	View from PRoW LON/86 & LON/87 junction (adjacent Church of St Michael and All Angels)	<b>Moderate Adverse</b>
11	Recreational (PRoW)	View from PRoW LON/90 & Etherow-Goyt Valley Way	<b>Moderate Adverse</b>
12	Recreational (PRoW) and Residential	View from Etherow-Goyt Valley Way (PRoW LON/90) (adjacent Tara Brook Farm)	<b>Moderate Adverse</b>
13	Recreational (PRoW), Residential and Road Users	View from Woolley Bridge (A57) adjacent residential properties	<b>Moderate Adverse</b>
14	Recreational (PRoW and Cycle) and Residential	View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5)	<b>Moderate Adverse</b>
16	Recreational (PRoW)	View from PRoW LON/41, PRoW DUK/1	<b>Moderate Adverse</b>
17	Recreational (PRoW) and Recreational Facility	View from PRoW HP12/72/3 adjacent Melandra Castle (SM)	<b>Moderate Adverse</b>

### Effects on Visual Receptors

- 7.9.37 In addition, a number of other visual receptors within the 2 km study area would experience effects as identified in the Visual Effects Schedule Appendix 7.1 (Table 1-3) (TR010034/APP/6.5). Refer to figure 7.8 Visual Effects Drawing for the receptor locations.
- 7.9.38 During construction of the Scheme, sixty-four visual receptors of the hundred and forty-one detailed within the appendix would experience significant adverse effects. This would reduce at (Yr. 1) to Forty-eight (Moderate Adverse), Table 7.31 Summary of Significant Effects on Visual Receptors below. Those experiencing significant effects during Operation are summarised in residual effect Section 7.9.

### Effects on Residential Receptors

- 7.9.39 Residential receptors likely to experience significant effects are generally those with close and mid-range static views of the scheme. For those on Edge Lane Mid-range wide angled views would have clear visibility of the Scheme and its traffic on the lower valley side slopes, creating a noticeable feature. Views are likely to include the new Mottram Moor underpass and false cutting slopes. Old Mill Farm underpass would also be visible where it is set in front of the earthworks to properties.
- 7.9.40 Close range views of the scheme would be available within Mottram, for residential receptors on Old Road and Old Hall Lane. At opening year, a section of Old Hall Lane would have been diverted as a result of the underpass, and a number of residential properties would have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation would be a noticeable change to the existing view. Views would be more open, with visibility of the new underpass structure and the cutting slopes present.
- 7.9.41 Receptor views from properties along Hyde Road are likely to be filtered but close-range views would be experienced from the rear of properties along with mid-range views and clear visibility of the Scheme and its traffic. There would be partial visibility of Old Mill Farm underpass.
- 7.9.42 Close range views would be experienced by residential receptors at Mottram Moor. In the foreground view at opening year, Mottram Moor (A57) would have been diverted and be set back within the view. In its place a new integrated public realm providing car parking for residential properties would be present together with new highway elements (lighting signage and vehicles). In the mid ground Mottram junction would be, flanked by a series of mitigation measures including new false cutting earthworks. New highway lighting at the junction would add to the baseline features present along Mottram Moor.
- 7.9.43 Residential receptors on Carr House Lane would experience close range views of the Carr House Lane underpass access and cutting along with mid-range views of the junction at Mottram Moor.
- 7.9.44 Moderate adverse effects to receptors at Nettle Hall, and properties along Coach Road at opening year, include new views of the cutting slopes and eastern tunnel portal; loss of defining woodland features would be a perceptible feature in the view.
- 7.9.45 Residential receptors at Tara Brook Farm are likely to experience effects as the Scheme would be visible in the midground on an embankment-through gaps in intervening field boundary vegetation. The significance of effect at Year 15 would be Moderate Adverse.

### Effects on PRow and Footpath Receptors

- 7.9.46 Sequential views to users along PRow DUK/1 would include mid-range views with clear visibility of the Scheme, associated traffic and signage on the lower valley side slopes. Users of the route will have views of the Mottram underpass eastern approach, and partially obscured views of the Old Mill Farm underpass would be available.



- 7.9.47 As a result of the scheme PRow LON/50 and PRow LON/51 would be diverted as they are severed by the Scheme. Sequential views for receptors travelling along these routes would experience a number of significant effects. Close range views would be experienced of the highway and traffic set behind false cutting slopes. The new bridleway would be set in front of the earthworks, and Old Mill Farm underpass would be visible.
- 7.9.48 At opening year, views for receptors along PRow LON/108 Coach Road would be of the cutting slopes, as result of the loss of defining woodland features the Scheme would be noticeable in the view, with increased visibility towards Old Hall Lane and Mottram Moor (including new signage). The retention of existing woodland groups and the additional mitigation planting (woodland at the top of the cutting slopes) and proposed false cutting earthworks adjacent to the carriageway would help screen and integrate the Scheme.
- 7.9.49 At opening year, a section of Old Hall Lane would have been diverted as a result of the underpass, and a number of residential properties would have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation would change the character of the existing view receptors along PRow LON/35, sequential views as receptors travel along the route become filtered by exiting vegetation and topography, and views are restricted as receptor travels further away from the Scheme.
- 7.9.50 PRow LON/87 section of the route would be diverted as it is severed by the Scheme. From the diverted route it is assumed that there would be close range views of the highway and traffic set behind new mitigation planting and false cutting earthworks. To the northeast in the mid ground view the new Mottram junction would be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new feature. New highway lighting and signage at Mottram junction would add to the prominent baseline feature present along Mottram Moor. In the mid ground view at opening year the new cutting slopes would be visible from the Hollingworthall Moorland slopes.
- 7.9.51 The new Carrhouse Lane underpass would feature in views along Carrhouse Lane PRow LON/88 along the route clear views would be available however generally they are heavily filtered close-range views from the diverted PRow associated with the new structure and highway.
- 7.9.52 From the diverted route there would be close range views of the highway and Carrhouse Lane underpass structure
- 7.9.53 PRow LON/90 / Etherow- Goyt Valley Way and Tameside Trail is close to the Scheme from this location, and the Scheme is set against the residential edge and backdropped by the surrounding rising landforms. Receptors are likely to experience close range heavily filtered views of the highway and the new underpass structure which would be flanked by mitigation planting and new bridge over the River Etherow.
- 7.9.54 Clear views would be possible for receptors along PRow HP12/175/5, and Pennine Bridleway / Trans Pennine Trail (NCN Route 62) towards the new bridge structure crossing the River Etherow, and the new highway junction along Woolley Lane. Views of the Scheme which would present be of a combination of embankment and at grade elements within the River Etherow Valley Floor as it travels west towards Carrhouse Farm. New road bounding vegetation would over

time establish and provide screening of the Scheme, and its traffic, although a visual break would exist for the new River Etherow bridge. New highway lighting at the junction would also be a perceptible feature and add to the baseline feature present along Woolley Lane.

#### Effects on Other Receptors

- 7.9.55 For receptors at St Michaels and All Angels Church Cemetery and PRow LON/86 views would be from an elevated position towards the Scheme. Views to the northeast of mid ground views of the new Mottram Moor Junction would be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new feature. New highway lighting and signage at Mottram Junction would add to the prominent baseline feature present along Mottram Moor.
- 7.9.56 Receptors at Melandra Castle would remain and the adjacent PRow, would likely experience mid-range elevated views of the Scheme within the River Etherow Valley Floor. These would be of a combination of embankment and at grade elements between Carrhouse Farm and the River Etherow. Views of the Scheme as it approaches Mottram Moor would also be available.

**Table 7.31 Summary of Significant Effects on Visual Receptors**

Visual Receptor No.	Visual receptor(s)	Location	Significance of Effect Construction	Significance of Effect Winter (Year 1)
V-R-01	Residential	Grange Farm	Large Adverse	Moderate Adverse
V-R-02	Residential	Farmstead on Edge Lane	Large Adverse	Moderate Adverse
V-R-03	Residential	Edge Lane	Large Adverse	Moderate Adverse
V-R-04	Residential	Edge Lane	Large Adverse	Moderate Adverse
V-R-12	Residential	Old Road and Tollemache Close	Large Adverse	Large Adverse
V-R-13	Residential	Old Hall Lane	Very Large Adverse	Large Adverse
V-R-14	Residential	Old Road	Very Large Adverse	Large Adverse
V-R-15	Residential	Old Road, and Old Hall Lane	Very Large Adverse	Large Adverse
V-R-16	Residential	Old Road and Back Moor	Moderate Adverse	Slight Adverse
V-R-17	Residential	Four Lanes	Large Adverse	Moderate Adverse
V-R-17-1	Residential	Four Lanes	Large Adverse	Moderate Adverse
V-R-18	Residential	Four Lanes	Large Adverse	Moderate Adverse
V-R-20	Residential	Lodge Court	Moderate Adverse	Slight Adverse
V-R-21	Residential	Mottram Old Hall	Moderate Adverse	Moderate



Visual Receptor No.	Visual receptor(s)	Location	Significance of Effect Construction	Significance of Effect Winter (Year 1)
				Adverse
V-R-26	Residential	Hyde Road	Large Adverse	Moderate Adverse
V-R-36	Residential	Mottram Moor	Large Adverse	Moderate Adverse
V-R-37	Residential	Mottram Moor	Large Adverse	Moderate Adverse
V-R-38	Residential	Carrhouse Lane	Moderate Adverse	Moderate Adverse
V-R-40	Residential	Carrhouse Farm	Moderate Adverse	Slight Adverse
V-R-42	Residential	Nettle Hall (and properties on Coach Road)	Moderate Adverse	Moderate Adverse
V-R-49	Residential	Tara Brook Farm	Large Adverse	Moderate Adverse
V-R-50	Residential	Woolley Lane	Moderate Adverse	Slight Adverse
V-R-53	Residential	Woolley Lane	Moderate Adverse	Slight Adverse
V-P-01	Recreational (PRoW)	PRoW DUK/1	Large Adverse	Moderate Adverse
V-P-01-1	Recreational (PRoW)	PRoW DUK/1	Large Adverse	Moderate Adverse
V-P-02	Recreational (PRoW)	PRoW LON/46	Large Adverse	Moderate Adverse
V-P-02-1	Recreational (PRoW)	PRoW LON/50	Large Adverse	Moderate Adverse
V-P-02-2	Recreational (PRoW)	PRoW LON/50	Large Adverse	Moderate Adverse
V-P-02-3	Recreational (PRoW)	PRoW LON/46	Large Adverse	Moderate Adverse
V-P-02-4	Recreational (PRoW)	PRoW LON/46	Large Adverse	Moderate Adverse
V-P-02-5	Recreational (PRoW)	PRoW LON/46	Large Adverse	Moderate Adverse
V-P-02-6	Recreational (PRoW)	PRoW LON/46	Large Adverse	Moderate Adverse
V-P-03	Recreational (PRoW)	PRoW LON/51	Large Adverse	Large Adverse
V-P-03-1	Recreational (PRoW)	PRoW LON/51	Large Adverse	Large Adverse
V-P-04	Recreational (PRoW)	PRoW LON/52	Large Adverse	Large Adverse
V-P-04-1	Recreational (PRoW)	PRoW LON/52	Large Adverse	Moderate Adverse

Visual Receptor No.	Visual receptor(s)	Location	Significance of Effect Construction	Significance of Effect Winter (Year 1)
V-P-05-1	Recreational (PRoW)	PRoW LON/108 Coach Road	Large Adverse	Moderate Adverse
V-P-06	Recreational (PRoW)	PRoW LON/35	Large Adverse	Large Adverse
V-P-06-1	Recreational (PRoW)	PRoW LON/35	Large Adverse	Moderate Adverse
V-P-08	Recreational (PRoW)	PRoW LON/87	Large Adverse	Moderate Adverse
V-P-08-1	Recreational (PRoW)	PRoW LON/87	Large Adverse	Moderate Adverse
V-P-09	Recreational (PRoW)	PRoW LON/86	Moderate Adverse	Moderate Adverse
V-P-09-1	Recreational (PRoW)	PRoW LON/86	Large Adverse	Moderate Adverse
V-P-09-2	Recreational (PRoW)	PRoW LON/86	Moderate Adverse	Slight Adverse
V-P-10	Recreational (PRoW)	PRoW LON/93	Moderate Adverse	Moderate Adverse
V-P-10-1	Recreational (PRoW)	PRoW LON/92	Moderate Adverse	Slight Adverse
V-P-11-1	Recreational (PRoW)	PRoW LON/88	Moderate Adverse	Slight Adverse
V-P-11-2	Recreational (PRoW)	PRoW LON/88	Moderate Adverse	Moderate Adverse
V-P-12	Recreational (PRoW)	PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail, and LON/92	Large Adverse	Large Adverse
V-P-12-1	Recreational (PRoW)	PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail	Moderate Adverse	Slight Adverse
V-P-12-2	Recreational (PRoW)	PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail, and LON/92	Moderate Adverse	Moderate Adverse
V-P-12-3	Recreational (PRoW)	PRoW LON/91	Moderate Adverse	Slight Adverse
V-P-13	Recreational (PRoW)	PRoW HP12/175/5, and Pennine Bridleway / Trans Pennine	Moderate Adverse	Moderate Adverse

Visual Receptor No.	Visual receptor(s)	Location	Significance of Effect Construction	Significance of Effect Winter (Year 1)
		Trail (NCN Route 62)		
V-P-13-2	Recreational (PRoW)	PRoW HP12/72/3	Large Adverse	Moderate Adverse
V-T-01	Traffic – Road Users	M67 / A57 / A560 roundabout junction	Moderate Adverse	Slight Adverse
V-T-04-1	Traffic – Road Users	A6108 Roe Cross Road	Moderate Adverse	Moderate Adverse
V-T-05	Traffic – Road Users	Back Moor	Moderate Adverse	Slight Adverse
V-T-06	Traffic – Road Users	Old Road	Moderate Adverse	Slight Adverse
V-T-07	Traffic – Road Users	Old Hall Lane	Moderate Adverse	Moderate Adverse
V-O-06	Other - Cemetery	St Michaels and All Angels Church Cemetery	Moderate Adverse	Moderate Adverse
V-O-10-1	Other - Recreational Facility	Melandra Castle	Large Adverse	Moderate Adverse
V-O-11	Other - Recreational Facility	Woolley Lane	Moderate Adverse	Slight Adverse
V-O-16	Other - Recreational Facility	Mottram Moor	Moderate Adverse	Slight Adverse
V-O-17	Other - Recreational Facility	Roe Cross Road	Moderate Adverse	Slight Adverse

#### Indirect Visual Effects within the PDNP

- 7.9.57 The assessment of indirect effects on visual amenity within the Peak District National Park has been considered from the nine agreed representative viewpoints as set out below.

**Table 7.32: Indirect Visual Effects on Representative Viewpoints within the PDNP**

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
VP 19	SK0684799070	Peak District National Park Users, PRoW (Pennine Way)	Very High	VP 19 is representative of the Pennine Way to the north of the A628, and at this location, which is at an intersection where the route changes direction is approximately 120m from the A628. The wider Pennine Way to the west follows a farm access track in an alignment roughly following the A628 (at varying distances) for approximately 1 km (north of the A628). From the viewpoint position the route heads north climbing in elevation towards Chew Reservoir. The A628 in this location follows the contours of the valley and is generally set at a lower elevation than the Pennine Way route and often within/ beyond intervening vegetation.	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the traffic numbers on the existing Woodhead Road (A628) route. Woodhead Road (A628) is a fairly prominent visual feature within the view, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the PDNP. Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded that the level of effect would not likely to be perceptible within	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
					the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore magnitude of change is judged to be No Change.		
VP 20	SK0704498346	Peak District National Park Users, PRoW / Cycle (Trans Pennine Trail - NCN 62)	Very High	VP 20 is representative of the Trans Pennine trail (NCN 62) located along the old railway line to the south of the Torside reservoir and the A628. At this location is approximately 600m from the A628 located on the lower valley slopes of Shining Clough Moss. The trail at this location is orientated in an east west alignment, and therefore views of the A628 are at an oblique angle to the direction of movement. The section of the A628 adjacent to reservoir follows the contours of the valley and is generally set at a similar elevation to the	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic on the existing Woodhead Road (A628) route. Woodhead Road (A628) is a fairly prominent visual feature within the view, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the PDNP. Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed, as	No Change	Neutral



VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				receptor (on the opposing valley side slopes) within a woodland feature which is backdropped by Robinson's Moss. In addition, the Trans Pennine trail is generally bounded by vegetation along its length, although sections do pass through more open slopes as demonstrated from this location.	detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded that the level of effect would not likely to be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore magnitude of change is judged to be No Change.		
VP 21	SK0590098007	Peak District National Park Users, PRow (Pennine Way)	Very High	VP 21 is representative of the Pennine Way to the south of the A628, and at this location is approximately 720m from the A628 on the lower valley slopes of Peaknaze Moor. The Pennine Way at this location follows an access track present in an east west alignment. To the east a residential property (The property 'Reaps' is present). The	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic on the existing Woodhead Road (A628) route. Woodhead Road (A628) is a fairly prominent visual feature within the view, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities'	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				<p>wider route to the east and south climbs the landform along Clough Edge towards Bleaklow Head. The A628 in this location follows the contours of the valley and is generally set at a lower elevation in the valley and largely obscured from view by road bounding and intervening vegetation. Glimpses of moving traffic are available in winter filtered views through the vegetation. The viewpoint is also set above the Trans Pennine trail which is located along the old rail line set at a lower elevation within the valley and contained within wooded features. This is not visible from this view.</p>	<p>of wildness and tranquillity of the landscape within the PDNP. Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded that the level of effect would not likely be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore magnitude of change is judged to be No Change.</p>		
VP 22	SK0792392143	Peak District National Park		VP 22 is representative of views experienced from the Pennine Way to the north of the A57, and at this	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
	Users, PRoW (Pennine Way)		Very High	location is approximately 375m from the A57 within the open exposed moorland near to Old Women and Urchin Clough. Notable landforms including Higher Ridge, Shelf Moor, Gathering Hill, Crooked Clough and Black Ashop Moor are prominent features. The Pennine Way follows the historic route which is a defined route and often stone slabbed. The land is open access and other PRoW's are present in the vicinity. To the north the route climbs towards Higher Shelf Stones which at 621m AOD, is over 100m higher than the A57. The A57 is a perceptible feature on the moorland top partially obscured from view by the undulating topography, however vehicle	a result of changes to the numbers of traffic on the existing Snake Road (A57) route. Snake Road (A57) is visible with the view and are mostly open in character apart from where fluctuations in landform screen the view to the route. However, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the PDNP. Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5). It is concluded that the level of effect would not likely to be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged		

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				flows, and parked vehicles (adjacent to the Pennine Way crossing) are visible. The view of this feature is more noticeable from elevated ground although set against the large-scale landscape, and being located further from the receptor	therefore magnitude of change is judged to be No Change.		
VP 23	SK0885793318	Peak District National Park Users, PRow (Pennine Way)	Very High	VP 23 is representative of views experienced from the Pennine Way to the south of the A57, and at this location is approximately 400m from the A57 within the open exposed moorland. The A57 feature spans a wide angle in this panoramic view, visible where the Pennine Way crosses the A57, at its highest point set within this open exposed moorland, and also as it descends to the west adjacent to Holden Clough. Notable landforms in the panoramic view	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic on the existing Snake Road (A57) route. Snake Road (A57) is visible and views are mostly open apart from where fluctuations in landform screen the view to the route. However, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the PDNP.	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				include Shelf Moor, and Black Ashop Moor. The Pennine Way follows the historic route which is a defined route and often stone slabbed set within open access land. To the south the route meanders following a similar elevation around Black Ashop Moor, towards Mill Hill before ascending Black Ashop Moor on its southern edge The A57 is a perceptible feature on the moorland top partially with vehicle flows and parked vehicles (adjacent to the Pennine Way crossing) visible.	Following 'DS' or scheme completion the overall the traffic numbers are slightly increased for the route section assessed based on AADT within Appendix 2.1 (TR010034/APP/6.5) It is concluded that the level of effect would not likely to be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore magnitude of change is judged to be No Change.		
VP 24	SK0987999681	Peak District National Park Users, PRow / Cycle (Trans Pennine Trail - NCN 62)		VP 24 is representative of the Trans Pennine trail (NCN 62) located along the old railway line to the south of the Woodhead reservoir and the A628. At this location is	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic on the existing Woodhead Road (A628) route.	No Change	Neutral



VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
			Very High	<p>approximately 240m from the A628 located on the lower valley slopes of Pikenaze Moor. The trail at this location is orientated in an east west alignment, and therefore views of the A628 are at an oblique angle to the direction of movement. The section of the A628 adjacent to Woodhead reservoir follows the contours of the valley and is generally set at a similar elevation to the receptor (on the opposing valley side slopes). This feature is backdropped by the pastoral moorland grazing slopes against the pastoral slopes. The Trans Pennine trail is generally bounded by vegetation along its length, although sections do pass through more open slopes as demonstrated from this location.</p>	<p>Woodhead Road (A628) is a fairly prominent visual feature within the view, the route along with its noise and movement is readily perceptible by receptors. The route currently detracts from the 'Special Qualities' of wildness and tranquillity of the landscape within the PDNP.</p> <p>Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5) It is concluded that the level of effect would not likely be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore magnitude of change is judged to be No Change.</p>		

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
VP 25	SE1137200008	Peak District National Park Users, PRoW / Cycle (Trans Pennine Trail - NCN 62)	Very High	VP 25 is representative of the Trans Pennine trail (NCN 62) as it ascends the side slopes of Pikenaze Moor about the Longendale tunnels and adjacent to the A628. At this location the A628 is approximately 50m from the receptor on the lower valley slopes of Pikenaze Moor. Within the Longendale valley South of this location the route crosses the A628 at grade. Views of the A628 are available to the west, with the feature visible on the side slopes as it descends towards Tintwistle. This feature is backdropped by the wooded slopes and valley floor which also contain notable electrical infrastructure	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic on the existing Woodhead Road (A628) route. Woodhead Road (A628) is a prominent visual feature within the context of the moorland landscape, the route though partially screened by landform is noticeable due to the noise of traffic within the valley below. This undermines the perception of the 'Special Qualities' of tranquillity and wildness of the PDNP and landscape character area at baseline. Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly increased for the route section assessed as detailed within Appendix 2.1	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				with the Woodhead reservoir visible in the distance. The Trans Pennine trail as it travels east is also visible in the valley floor although this is largely obscured by wooded features	(TR010034/APP/6.5) It is concluded that the level of effect would not likely to be perceptible within the landscape from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged therefore the magnitude of change is judged to be No Change.		
VP26	SK0274088249	Peak District National Park Users, PRow 18/ Pennine Bridleway (Lantern Pike)	Very High	VP26 is representative of the Pennine Bridleway (HP15/18/1) as it crosses Lantern Pike. It runs parallel with Glossop Road (A624). Views are available to the east from the receptor, towards Little Hayfield and Middle Moor.	The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic.  Glossop Road (A624) (in the region of representative viewpoint 26) is only visible for a small section from the viewpoint. However, the route currently detracts from the perception of 'Special Qualities' of wildness within the PDNP. Movement and noise are currently only slightly perceived within the	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
					<p>landscape so there is a perception of tranquillity.</p> <p>Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly decreased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5)</p> <p>It is concluded therefore that the change in traffic would not likely to be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged and so therefore would likely be No Change in the Magnitude of change.</p>		
VP27	SK0456588074	Peak District National Park Users, PRoW 64/ Snake Path	Very High	VP27 is representative of the Snake Path (HP15/64/1) as it crosses Middle Moor. It runs parallel with Glossop Road (A624). Views are available to the West from the receptor, towards Little	<p>The Scheme is entirely outside of the field of view of the viewpoint, so would have no likely visual effect. Indirect visual effects are likely as a result of changes to the numbers of traffic.</p> <p>Glossop Road (A624) (in the region of representative viewpoint 27) is</p>	No Change	Neutral

VP No.	Grid Ref. Location	Receptor Type	Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of change	Significance of Effect
				Hayfield and Lantern Pike	<p>only visible for a small section from the viewpoint. However, the route currently detracts from the perception of 'Special Qualities' of wildness within the PDNP. Movement and noise are currently only slightly perceived within the landscape so there is a perception of tranquillity.</p> <p>Following 'DS' or scheme completion the overall the traffic numbers based on AADT are slightly decreased for the route section assessed, as detailed within Appendix 2.1 (TR010034/APP/6.5) It is concluded therefore that the change in traffic would not likely to be perceptible within the view from the baseline condition, and the perception of the 'Special Qualities' of the PDNP would remain unchanged so therefore there would likely be No Change in the Magnitude of change.</p>		



### Summary of Significant Indirect Effects on Representative Viewpoints within the PDNP

- 7.9.58 Following 'DS' or scheme completion it is concluded that the level of indirect effect would not be generally not be perceptible from the representative viewpoints assessed from the baseline condition.
- 7.9.59 There are no significant indirect effects on the representative viewpoints assessed.

### Residual Effects

- 7.9.60 Residual Effects are those remaining after mitigation has been implemented. These are detailed within Section 7.9 Assessment of Effects and Appendix 7.1 (TR010034/APP/6.5). Significance is taken to be an impact of moderate or above. Those which are considered to be significant for EIA purposes are highlighted here below.

### Residual Effects on Landscape and Townscape Character

- 7.9.61 There are generally no significant residual effects on landscape and townscape character areas.
- 7.9.62 Specific residual night-time effects for SLLCA 3: Mottram Moor Pasture at opening year and SLLCA 4: Etherow Valley Pasture are considered moderate in significance and would not change over time. See Table 7.27: Effects on Landscape and Townscape Character Areas (Operation) for detail.

### Residual Indirect Effects on Landscape Character within the PDNP

- 7.9.63 There are no significant residual effects on the landscape character areas/types within the PDNP during operation see Table 7.29: Indirect Effects on Landscape Character Areas within the PDNP for detail.

### Residual Effects on Viewpoints

- 7.9.64 Table 7.33 below details the representative viewpoints where residual significant effects would remain, following mitigation, during operation.
- 7.9.65 From a total of nineteen representative viewpoints, significant residual effects would remain for three. For further detail refer to see Appendix 7.1 (Table 1-1 and Table 1-2, TR010034/APP/6.5).

**Table 7.33 Summary of Residual Effects on Representative Viewpoints**

VP No.	Receptor Type	Location	Significance of Effect Summer Yr. 15
3	Recreational (PRoW) and Road Users	View from PRoW LON/52 junction with Hyde Road	Moderate Adverse
4	Residential and Road Users	Roe Cross Road (A6108) adjacent residential on properties Four Lanes	Moderate Adverse

VP No.	Receptor Type	Location	Significance of Effect Summer Yr. 15
5	Recreational (PRoW), Residential and Minor Road Users	Old Hall Lane (PRoW LON/35) adjacent to residential properties	Moderate Adverse

### Residual Effects on Visual Receptors

- 7.9.66 Table 7.34 below details the visual receptors where residual significant effects would remain, following mitigation, during operation.
- 7.9.67 From a total of hundred and forty-one receptors visual receptors significant residual effects would remain for eleven. For further detail refer to see Appendix 7.1 (Table1-3) (TR010034/APP/6.5).

**Table 7.34 Summary of Residual Effects on Visual Receptors**

Visual Receptor No.	Receptor Type	Location	Significance of Effect Summer Yr. 15
V-R-12	Residential	Old Road and Tollemache Close	Moderate Adverse
V-R-13	Residential	Old Hall Lane	Moderate Adverse
V-R-14	Residential	Old Road	Moderate Adverse
V-R-15	Residential	Old Road, and Old Hall Lane	Moderate Adverse
V-R-18	Residential	Four Lanes	Moderate Adverse
V-R-49	Residential	Tara Brook Farm	Moderate Adverse
V-P-03	Recreational (PRoW)	PRoW LON/51	Moderate Adverse
V-P-03-1	Recreational (PRoW)	PRoW LON/51	Moderate Adverse
V-P-04	Recreational (PRoW)	PRoW LON/52	Moderate Adverse
V-P-06	Recreational (PRoW)	PRoW LON/35	Moderate Adverse
V-P-12	Recreational (PRoW)	PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail, and LON/92	Moderate Adverse

### Residual Indirect Effects on Representative Viewpoints within the PDNP

- 7.9.68 There are no significant residual effects on the landscape and townscape character area within the PDNP, during operation see Table 7.32: Indirect Visual Effects on Representative Viewpoints within the PDNP for detail.

## **7.10 National Policy Statement for National Networks (NPS NN) compliance**

- 7.10.1 The assessment for this Scheme has considered potential impacts as set out in paragraphs 5.143 to 5.146, 5.149, 5.158 to 5.164 and 5.184 to 5.185 of the National Policy Statement for National Networks (NPS NN).
- 7.10.2 This chapter of the ES provides an assessment of the significance of effects of the Scheme on landscape and visual receptors.
- 7.10.3 It is considered that the potential mitigation and compensation options being proposed for this Scheme demonstrate a strong effort to provide opportunities to conserve and advance landscape value. Effort has been made to conserve as much of the landscape features that offer landscape value as possible, for example avoiding unnecessary loss of woodland and protected trees. Where the landscape value has been degraded then potential mitigation measures have been proposed that aim to either replace or replicate features lost as a consequence of the Scheme.
- 7.10.4 In addition, it is considered that the potential mitigation and compensation options being proposed both during and post construction activities for this Scheme comply with the points listed in paragraphs 5.144, 5.145 and 5.146.

## **7.11 Monitoring**

- 7.11.1 The EMP (First iteration) (TR010034/APP/7.2) and the Register of Environmental Actions and Commitments (REAC) (TR010034/APP/7.3) sets out the monitoring requirements and procedures to be implemented to reduce or eliminate impacts on the environment during the construction phase of works. The EMP (Second iteration) must be substantially in accordance with the EMP (First iteration). An Environmental Clerk of Works or Site Environmental Manager would be appointed to ensure that objectives of the EMP (Second iteration) are achieved. The Environmental Clerk of Works or Site Environmental manager would be required to monitor construction activities that would cause likely significant effects including:
- The effectiveness and suitability of root protection fencing ensuring no impacts to trees that are to be retained. The areas of most concern are areas covered by TPO's as outlined in Appendix 7.3 Arboricultural Impact Assessment of the environmental statement (TR010034/APP/6.5) and TPOs and hedgerows Regulation 5 (2)(o) drawings (TR010034/APP/2.13).
  - Working hours of operation of the main works and in site compounds which may produce visual, noise or lighting impacts in particular on adjacent residential receptors.
  - The angle and direction of night-time lighting, to ensure that it is not directly focussed on adjacent residential receptors.

### **Operation**

- 7.11.2 In order to enable the proposed planting regime to establish and mature to fulfil its environmental, landscape and visual function it would be necessary to ensure that an appropriate management regime is undertaken. Environmental works would be maintained for an initial five-year aftercare period, following

construction to ensure that they become appropriately established and maintained. This maintenance would then be handed over and carried out by the asset owner. These are outlined in the REAC (TR010034/APP/7.3).

- 7.11.3 Management requirements to ensure the successful establishment of the proposed planting would be set out in the LEMP), to be secured by Requirement 4 of the draft DCO (TR010034/APP/3.1). A programme of monitoring visits and reports would be carried out as part of the on-going maintenance requirement. Remedial operations identified by the monitoring required to ensure the success of the planting and management proposals would be carried out.
- 7.11.4 The EMP (Third iteration) would form part of Highways England's package of documents required for every project and would be prepared at the end of the maintenance and management periods, to identify and stipulate the appropriate long-term management goals and requirements for the planting and managed woodlands to achieve the objectives.

## 7.12 Summary

- 7.12.1 The DCO boundary comprises a transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and densely populated suburban areas on the fringe of Manchester. It is an agricultural landscape (predominately equestrian) influenced by the adjacent Pennine moors, and the deeply incised steep valleys that characterise the transition from moorland to urban areas. The site is crossed by a number of drainage ditches, the River Etherow, and by a number of PRow including a series of recreational routes (Etherow Goyt Valley Way and Tameside Trail). The footprint of the Scheme includes a number of hedgerows and trees, (some being under TPOs), and built form.
- 7.12.2 The Scheme lies outside of any designated landscapes at either the statutory/national or non-statutory/local levels. It is however considered to be within the setting of the Peak District National Park located approx. 2 km to the east. The study area however contains a number of listed buildings, two Conservation Areas, and one Scheduled Monument. In addition, five Ancient Woodlands are present or part present and one Local Nature Reserve (Hurst Clough) within the 1 km study area.
- 7.12.3 The ZTV within the 2 km study area is extensive to the north, east, and south however it is restricted by the rising landform and ridgeline to the immediate west (beyond 1 km) of the Scheme. Visibility is more wide ranging from the rising topography which surrounds the Scheme and study area (up to and beyond 2 km) to the north (from Hollingworthall Moor), the east (from Tintwistle), and the south (Gamersley). More specifically the ZTV illustrates, there may be visibility towards the site from a number of residential properties, from certain sections of the local PRow network, and from certain parts of the local highway network. However, the field survey has shown that such visibility is frequently restricted by intervening existing built form and vegetation (field boundary hedgerows and small woodlands and copses), and beyond distances of 2 km the Scheme is not perceivable.
- 7.12.4 Field study confirmed the site area comprises a mix of areas of low and medium night-time brightness, with areas of high ambient brightness within the settlements and Industrial areas. On the upland and open moorland slopes (including Hollingworthall Moor) there are areas of intrinsically dark landscape.

The existing A57, A628, and A6018 are noted as roads with lighting and high levels of illumination from traffic.

- 7.12.5 The Scheme has been designed to avoid or reduce, as far as practicable, the adverse effects. Landscape and visual essential mitigation measures, which form an integral part of the Scheme, include native woodland, shrub planting, and linear planting, roadside specimen trees, grassland meadows and amenity grassland and verges. The Scheme also includes some use of cuttings, false cuttings and embankments.
- 7.12.6 By the design year (Yr.15) there are no effects on the Landscape and Townscape Character considered to be significant.
- 7.12.7 At opening year, thirteen of the nineteen representative viewpoints would continue to undergo significant adverse effects. By design year (Yr.15), only three of these would continue to experience significant effects. In addition, forty-eight individual or groups of visual receptors reported in the Visual Effects Schedule (Appendix 7.1) would experience significant effects at the opening year. By design year (Yr.15) only twelve receptors would continue to experience significant effects.
- 7.12.8 There would be a traffic change through the Peak District National Park as a result of the Scheme, however, these changes vary depending on the route and the time of day. It is not considered that there would be any significant indirect effects to the landscape character or visual amenity within the Peak District National Park due to these traffic changes.



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