

**A57 Link Roads
TR010034**

**6.5 Environmental Statement
Appendix 7.1 Visual Effects Schedule**

APFP Regulation 5(2)(a)

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

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7. Visual Effects Schedule

- 7.1.1 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, these are marked in bold in Tables 1-1 to 1-3 below.
- 7.1.2 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.

Table 1-1: Effects on Receptors at Representative/ Specific/ and Illustrative Viewpoints (Construction)

VP No.	Grid ref. Location Receptor Type Approx. Chainage Distance (from VP to nearest point of A57) Overall Sensitivity	Description of Existing View	Predicted Changes to the View	Magnitude of Change	Significance of Effect
1	SJ9828795515 Edge Lane adjacent Grange Farm (PRoW LON/46 & PRoW LON/49) Recreational (PRoW), Residential and Road Users 00 150m High	Partially filtered views of the valley sided pastoral landscape, set against the backdrop of surrounding townscape areas and existing A57. View influenced by the existing M67 roundabout which is visible to the south and electricity pylons.	Close range wide angled views of construction activities together with the construction compound will be visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Tree and vegetation removal along field boundaries and watercourse and the introduction of a new section of road with associated embankment. Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value). Following mitigation, the Scheme would be the dominant feature within the view therefore the magnitude of effect would be Major Adverse. An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although there are close views of the Scheme during construction, the views are partially filtered and that the field of view	Major Adverse	Large Adverse

			already contains existing infrastructure features.		
2	<p>SJ9869196407</p> <p>View from Edge Lane adjacent residential properties (PRoW LON/46 &PRoW LON/41)</p> <p>Recreational (PRoW), Residential and Road Users</p> <p>700</p> <p>450m</p> <p>High</p>	<p>Typically, filtered mid-range views of the Harrop Edge Valley Pasture landscape and the elevated Roe Cross Road which is backdropped by a strong tree line. Views along PRoW LON/46 and from residential properties on Edge Lane vary taking account of road and garden bounding vegetation which partially screens views. View enclosed by the surrounding Peak District landform.</p>	<p>Mid-range views of the activities associated with the construction of the Roe Cross Road overbridge and Mottram Moor underpass (including its temporary diversion) and Old Mill Farm underpass. The introduction of a new section of road with associated earthworks will be visible. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>Following mitigation, the Scheme would be the dominant feature in the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect reflects that, although the views are close of the Scheme during construction, the view is partially filtered so overall the construction visibility will only partially effect visual amenity.</p>	Major Adverse	Large Adverse
3	<p>SJ9856595494</p> <p>View from PRoW LON/52 junction with Hyde Road (A57)</p> <p>Recreational (PRoW) and Road Users</p> <p>100</p>	<p>Clear visibility from PRoW LON/52 containing the valley sided pastoral landscape with its broken hedgerows set against the backdrop of Harrop Edge and Hollingworthall Moor. View contains discordant steel tower sky-lined overhead lines (OHL). Heavily filtered winter views from the A57 Hyde Road available, through the hedgerow.</p>	<p>Close-range wide-angled views of construction activities together with the construction compound will be visible against the backdrop of the surrounding rising landforms. New, but temporary sources of light, to facilitate construction during times of darkness will be apparent. The introduction of a new section of road with associated earthworks.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p>	Major Adverse	Large Adverse

	0m Moderate		<p>Views from Hyde Road and M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Following mitigation, the Scheme would be the dominant feature within the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Large rather than Moderate Adverse significance of effect, reflects the clear visibility of the Scheme during construction, visual amenity for PRow users would be reduced.</p>		
4	<p>SJ9901696080</p> <p>Roe Cross Road (A6108) adjacent residential on properties Four Lanes</p> <p>Residential and Road Users</p> <p>800</p> <p>50m</p> <p>High</p>	<p>Clear visibility from the road and rear of the residential properties (Four Lanes) of the valley sided pastoral landscape set against the backdrop of Harrop Edge, with filtered visibility of Hollingworthall Moor through the trees bounding Roe Cross Road. View contains discordant steel tower sky lined OHL present on Harrop Edge.</p>	<p>Mid-range views of the construction associated with the Scheme including Old Mill Farm underpass which may include short term pilling activity, together with the demolition of built form along Four Lanes. The introduction of a new section of road with associated earthworks.</p> <p>New, but temporary sources of light, to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Following mitigation, the Scheme would be the dominant feature within the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although the construction is in</p>	Major Adverse	Large Adverse

			close proximity, the views are partially filtered by intervening vegetation..		
5	<p>SJ9919196273</p> <p>Old Hall Lane (PRoW LON/35) adjacent to residential properties</p> <p>Recreational (PRoW), Residential and Minor Road Users</p> <p>1100</p> <p>150m</p> <p>High</p>	<p>Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern side of SLTCA 3, with visibility of residential properties, between breaks in ornamental planting and other vegetation.</p>	<p>Close-range views of the construction associated with Mottram underpass which may include short term pilling activity, together with the diversion of Old Hall Lane, demolition of built form, and removal of the defining woodland edge vegetation. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>Following mitigation, the Scheme would be the dominant feature in the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Very Large Adverse rather than Large Adverse significance of effect, reflects the contained nature of the view of the Scheme during construction, change will be dominant within the view and visual amenity reduced for receptors.</p>	Major Adverse	Very Large Adverse
6	<p>SJ9954796342</p> <p>Coach Road (PRoW LON/108)</p> <p>Recreational (PRoW) and Residential</p>	<p>Clear visibility from PRoW LON/108 of the small-scale pastoral land with its mature hedgerows and tree lines. The defining woodland edge feature of SLTCA3 is a prominent sky lined element. Heavily filtered winter visibility through the vegetation of Warhill and St Michaels and All Saints Church and assumed from the</p>	<p>Mid-range wide angled views of construction activities, including removal of vegetation and earthworks associated with the deep cutting. More distant views of the construction associated with Mottram underpass, and removal of the defining woodland edge vegetation. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p>	Major Adverse	Large Adverse

	1300 170m High	upper stories of properties flanking Old Hall Lane, Back Lane / Lodge Court.	Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. Following mitigation, the Scheme would be the dominant feature in the view therefore the magnitude of effect would be Major Adverse. An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views of the Scheme at construction are at mid-range, although visibility will generally be unfiltered towards the construction of the cutting. Overall, the visual amenity will be reduced,		
7	SJ9960995896 View from Mottram Moor (A57) Residential and Road Users 1600 50m High	Clear views along the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside vegetation. Heavily filtered visibility of St Michaels and All Saints Church at Warhill through the roadside vegetation to the south west and distant visibility of the Peak District National Park and its rising moorland slopes together with Hollingworth on the lower slopes to the east.	Close-range views of the construction associated with the Mottram Moor junction, which will include the removal of roadside vegetation (which will open up views into the surrounding landscape). Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. Views from the Old Cricket Pitch mentioned during consultation (see section 7.3 public perception of landscape value). Following mitigation, the Scheme would be the dominant feature within the view therefore the magnitude of effect would be Major Adverse. An assessment of Large Adverse rather than Very Large Adverse significance of effect reflects that, although the construction activity is in close proximity, the views are partially filtered by intervening vegetation and topography.	Major Adverse	Large Adverse

8	<p>SJ9948795581</p> <p>View from PRoW LON/86 & LON/87 junction (adjacent Church of St Michael and All Angels)</p> <p>Recreational (PRoW) and Cemetery</p> <p>1800</p> <p>200m</p> <p>Moderate</p>	<p>Clear mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets and interspersed with built form in the suburban areas of Mottram and Hollingworth. Distant visibility of the Peak District National Park and its rising moorland slopes.</p>	<p>Mid-range views of the construction associated with the Mottram Moor junction, which will include the removal of roadside vegetation and open up filtered views of the A57 Mottram Moor. Construction activities within the Etherow Valley, and the earthworks associated with the cutting on the Hollingworthall Moorland slopes will also be visible. The removal of vegetation on the edge of SLTCA3 and the construction on the Carr House Lane underpass will also be partially visible from this location. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>St Michael and Angels Church (Mottram Parish Church and Graveyard) views mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Following mitigation, the Scheme would be a noticeable feature in the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that although views are mid-range they are generally clear from a raised vantage point. Visual amenity will be reduced including for views along the River Etherow valley.</p>	Major Adverse	Large Adverse
9	<p>SK0016495591</p> <p>View from Carr House Lane (PRoW LON/88 & PRoW LON/92 junction)</p>	<p>Partial filtered visibility of the gently undulating pastoral and agricultural valley of the River Etherow (SLLCA 4). The woodland cluster flanking Carrhouse Lane is a prominent feature which restricts</p>	<p>This route will be diverted as it is severed by the Scheme, which during construction will contain increased activities, including the construction of the new Carrhouse underpass.</p>	Moderate Adverse	Large Adverse

	<p>Adjacent Carr House Farm</p> <p>Recreational (PRoW), Residential and Road Users</p> <p>2200</p> <p>5m</p> <p>High</p>	<p>visibility to the north. The view is backdropped by the Peak District National Park and its rising moorland slopes.</p>	<p>Some limited visibility of construction activities at Carrhouse Lane, including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation will be possible. Most activities are generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor).</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied</p> <p>Following mitigation, the Scheme would be a noticeable feature in the view therefore the magnitude of effect would be Moderate Adverse.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although the of construction activity is in close proximity, the views are partially filtered by intervening vegetation and topography.</p>		
10	<p>SK0023696090</p> <p>View from the Mottram Moor (A57) Adjacent The Gun Inn Public House</p> <p>Residential, Commercial and Road Users</p> <p>2300</p>	<p>Clear views along the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside vegetation and built form.</p>	<p>Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking. Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen.</p> <p>Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage</p>	Minor Adverse	Slight Adverse

	320m High		<p>through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>Following mitigation, despite the Scheme not being directly visible, the de-trunking works and construction activity would be perceptible and therefore the magnitude of effect would be Minor Adverse.</p> <p>An assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects the overall balance and features within the view will remain similar to baseline despite construction phase changes.</p>		
11	<p>SK0043295576</p> <p>View from PRow LON/90 & Etherow-Goyt Valley Way</p> <p>Recreational (PRow)</p> <p>2500</p> <p>30m</p> <p>Moderate</p>	<p>Clear views of the gently undulating pastoral landscape in the foreground with mid-range views of Hollingworthhall Moor available to the north. To the east there are mid-ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and the backdrop of the Peak District National Park and its rising moorland slopes.</p>	<p>Close-range wide-angled views of construction activities, movement of vehicles will be readily perceptible in the mid and close distance, as will earthworks and land forming, along with the removal of vegetation.</p> <p>Clear views to the east will include the construction of the new Bridge of the River Etherow and junction along Woolley Bridge Road.</p> <p>The change would be noticeable man-made features in the view with associated increased activity.</p> <p>New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p>	Major Adverse	Large Adverse

12	<p>SK0065895727</p> <p>View from Etherow-Goyt Valley Way (PRoW LON/90) (adjacent Tara Brook Farm)</p> <p>Recreational (PRoW) and Residential</p> <p>2700</p> <p>120m</p> <p>High</p>	<p>Clear views of the gently undulating pastoral landscape in the foreground with mid-range filtered views of the rising landform towards Warhill including St Michaels and All Saints Church. Carrhouse Farm is visible in the view, and the roof lines of properties on the A57 Mottram Moor are heavily filtered by field and intervening roadside vegetation.</p>	<p>Close-range wide-angled views of construction activities Views will include construction vehicles and movements, fencing, earthworks, land forming and vegetation removal.</p> <p>Clear views will be available to Carr House Farm Underpass to the south along the valley towards Mottram Moor in the distance towards the west.</p> <p>The change would be noticeable man-made features in the view with associated increased activity.</p> <p>New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>Following mitigation, the Scheme would be the dominant feature in the view therefore the magnitude of effect would be Major Adverse.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although the Scheme construction is an obvious change within the view, it is set within a wide view and , is softened by topography and vegetation within the view.</p>	Major Adverse	Large Adverse
13	<p>SK0093395715</p> <p>View from the Woolley Bridge (A57) adjacent residential properties</p>	<p>Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10. Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the roadside hedgerow vegetation, including the profile of the surrounding rising landform.</p>	<p>Close-range views of the construction activities associated with the new junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, within the construction area ,to facilitate construction will result in noticeable man-made features in the view with associated increased activity.</p>	Major Adverse	Large Adverse

	Recreational (PRoW), Residential and Road Users		Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. Following mitigation, the Scheme would be the dominant feature in the view therefore the magnitude of effect would be Major Adverse. An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although the views of the Scheme construction are in close proximity, the views are heavily filtered by intervening vegetation.		
	3000				
	100m				
	High				
14	SK0097095500 View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5) Recreational (PRoW and Cycle)	Contained view focused on the River Etherow and adjacent agricultural landscape. To the north, residential properties fronting Woolley Lane are visible above and through gaps in the roadside vegetation, with vegetation present along the banks of the river and the PRoW / Pennine Bridleway heavily filtering views to the south west. Mid-range views adjacent to the river corridor contain the predominately pastoral Etherow Valley (SLLCA 4) landscape, which is backdropped by surrounding rising landforms including Warhill, Harrop Edge, and Hollingworthall Moor.	Close-range views of the construction activities associated with the new junction and construction of the new bridge over the River Etherow, together with mid-range view of the construction working areas towards Mottram Moor, creating a noticeable feature in a wide angled view as a result of the increased activities. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. Vistas east from Brookfield mentioned during consultation (see section 7.3 public perception of landscape value). Following mitigation, the Scheme would be the dominant feature in the view - therefore the magnitude of effect would be Major Adverse. An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although the views of the Scheme construction are in close proximity, the views are contained and partially filtered by intervening vegetation.	Major Adverse	Large Adverse
	3000				
	55m				
	High				

15	<p>SK0303296880</p> <p>View from Trans Pennine Trail (NCN 62), Longendale Trail (within Peak District National Park)</p> <p>Recreational (PRoW and Cycle users) and Outdoor Recreational Users PDNP</p> <p>3150</p> <p>2350m</p> <p>Very High</p>	<p>A wide-angled view from within the Peak District National Park along the Trans Pennine Trail (NCN 62) containing Bottoms Reservoir and surrounding Moorland Slopes (Tintwistle Low Moor, and Hollingworthall Moor). Distant views towards Mottram Moor are possible but are not easily discernible due to distance and intervening undulating topography, built form and vegetation.</p>	<p>This VP lies beyond the 2km visual study area. Distant views of construction activities associated with the cutting slopes and Carrhouse underpass portal, and the construction activity of the Mottram Moor junction as a result of the removal of the woodland edge element, which is present on a ridgeline from this location.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p>	Negligible Adverse	Slight Adverse
16	<p>SJ9836896281</p> <p>View from PRoW LON/41</p> <p>Recreational (PRoW)</p> <p>600</p> <p>500m</p> <p>Moderate</p>	<p>Clear mid-range elevated views of the lower valley sides and the urban edges of Mottram in Longendale and Hattersley visible on the rising ground, including St Michaels and All Angels Church tower. Heavily filtered winter views of the M67 roundabout and A57 (T) Hyde Road available.</p>	<p>Mid-range wide angled views of construction activities on the lower valley sides including the new M67 junction improvements, the underpass at Old Mill Farm and Roe Cross Road overbridge, and Mottram underpass approach. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p>	Moderate Adverse	Moderate Adverse

17	<p>SK0075395129</p> <p>View from PRow HP12/72/3 adjacent Melandra Castle (SAM)</p> <p>Recreational (PRow) and Recreational Facility</p> <p>2900</p> <p>400m</p> <p>High</p>	<p>Clear views in the mid ground of the gently undulating pastoral landscape within the River Etherow valley with distant views of Hollingworthhall Moor and Harrop Edge available to the north. Carrhouse Farm is a notable feature together with Mottram Moor and Albion Mill which are visible on the rising valley sides. To the east there are mid ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and backdropped by the Peak District National Parks rising moorland slopes.</p>	<p>From within the castle remains / PRow, mid-range wide angled views of construction activities including earthworks and removal of vegetation with the Etherow Valley will be possible. Construction activity will also be visible on the rising valley slopes associated with the earthwork cutting and Carrhouse underpass, and the construction activity of the Mottram Moor junction as a result of the removal of the woodland edge feature. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p> <p>Melandra Castle fort mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Following mitigation, the Scheme would be a noticeable feature within the view therefore the magnitude of effect would be Moderate Adverse.</p> <p>An assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that although the views are mid-range of the Scheme construction, new features will be visible during construction along with the changes to the existing woodland, however visual elements will otherwise remain generally balanced.</p>	Moderate Adverse	Large Adverse
18	<p>SK0171897811</p> <p>View from Pennine Bridleway and Arnfield</p>	<p>A wide angled view from within the Peak District National Park from Arnfield Lane, containing Arnfield reservoir in the mid distance. Distant views towards Mottram</p>	<p>Distant and limited visibility of construction activity as a result of the intervening vegetation and built form which screen views of the Scheme. Construction activity</p>	Negligible Adverse	Slight Adverse

	<p>Road (within Peak District National Park) adjacent residential property on Crossgate Lane</p> <p>Recreational (PRoW), Residential, Road Users, and Outdoor Recreational Users (PDNP)</p> <p>3150</p> <p>2300m</p> <p>Very High</p>	<p>Moor are barely perceptible due to distance and intervening undulating topography, built form and vegetation. St Michaels and All Angels Church tower at Warhill is a notable feature.</p>	<p>associated with the cutting slopes may be discernible set within and between existing and retained vegetation.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied. Arnfield Reservoir and nature area mentioned during consultation (see section 7.3 public perception of landscape value).</p>		
28	<p>SK0215098156</p> <p>View from Tintwistle Low Moor, from Arnfield Lane.</p> <p>Recreational (PRoW), and Outdoor Recreational Users (PDNP)</p> <p>3150</p> <p>2700m</p>	<p>A wide angled view from within the Peak District National Park from Tintwistle Low Moor, containing Arnfield Reservoir in the mid ground. Distant views towards Mottram Moor are available but are not easily discernible due to distance and intervening undulating topography, built form and vegetation.</p>	<p>Very limited visibility of the Scheme, seen at a distance of over 2km making it non-distinguishable against the baseline view.</p> <p>Mitigation: The construction phase standard mitigation, as per Chapter 2, will be applied.</p>	Negligible Adverse	Slight Adverse

	Very High					
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Table 1-2: Effects on Receptors at Representative/ Specific/ and Illustrative Viewpoints (Operational)

VP No.	Grid ref. Location Receptor Type Approx. Chainage Distance (from VP to nearest point of A57) Overall Sensitivity	Description of Existing View	Predicted Changes to the View Mitigation: See Table 7.28: Essential mitigation for codes and Figure 2.4 for details.	Magnitude of Effect		Significance of Effect	
				Yr. 1 (Winter)	Yr.15 (Summer)	Yr. 1 (Winter)	Yr.15 (Summer)
				1	SJ9828795515 Edge Lane adjacent Grange Farm (PRoW LON/46 & PRoW LON/49) Recreational (PRoW), Residential and Road Users 00 150m High	Partially filtered views of the valley sided pastoral landscape, set against the backdrop of surrounding townscape areas and existing A57. View influenced by the existing M67 roundabout which is visible to the south and electricity pylons.	<p>Close-range views with clear visibility of the Scheme, new features within the view would be the route link to the existing M67 roundabout in the foreground, and of the new route, within its false cutting, as it crosses the landscape east towards Roe Cross Road in the distance.</p> <p>The new access route to Old Mill Farm underpass would be visible in the mid distance.</p> <p>New highway lighting and signage at the roundabout will add to the existing prominent baseline features present, and previously unlit areas, will be lit as the route crosses former agricultural fields.</p> <p>Mitigation: False cutting earthworks adjacent to the westbound carriageway will help screen and integrate the Scheme. Lighting has been designed to minimise obtrusive light pollution These features together with additional mitigation planting; hedgerow planting at the top of the cutting slopes (LE4.3 &LE4.4), and woodland on the slopes (LE2.2), will over time establish to provide additional screening and integration of the Scheme.</p>

			<p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although the views of the Scheme are in close proximity, views are partially filtered by intervening vegetation.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.</p>				
2	<p>SJ9869196407</p> <p>View from Edge Lane adjacent residential properties (PRoW LON/46 & PRoW LON/41)</p> <p>Recreational (PRoW), Residential and Road Users</p> <p>700</p> <p>450m</p> <p>High</p>	<p>Typically, filtered mid-range views of the Harrop Edge Valley Pasture landscape and the elevated Roe Cross Road which is backdropped by a strong tree line. Views along PRoW LON/46 and from residential properties on Edge Lane vary taking account of road and garden bounding vegetation which partially screens views. View enclosed by the surrounding Peak District landform.</p>	<p>Mid-range views of the Scheme including Roe Cross Road overbridge and Mottram underpass and false cutting slopes. Old Mill Farm underpass will also be visible from this location along with associated noise barriers.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3 & LE4.2) will soften the appearance of the Scheme.</p> <p>Allowing for seasonal change at year winter year 15, where trees are not in leaf, there will be a negligible change to woodland land blocks within the view.</p> <p>Old Mill Farm and M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views are partially filtered by intervening vegetation.</p>	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

			Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.				
3	<p>SJ9856595494</p> <p>View from PRoW LON/52 junction with Hyde Road (A57)</p> <p>Recreational (PRoW) and Road Users</p> <p>100</p> <p>0m</p> <p>Moderate</p>	<p>Clear visibility from PRoW LON/52 containing the valley sided pastoral landscape with its broken hedgerows set against the backdrop of Harrop Edge and Hollingworthall Moor. View contains discordant steel tower sky-lined overhead lines (OHL). Heavily filtered winter views from the A57 Hyde Road available, through the hedgerow.</p>	<p>The Scheme will be a noticeable new feature in the close and mid-distance view, severing views across the pastoral fields from west to east.</p> <p>Close-range views with clear visibility will include the access route to Old Mill Farm underpass, as well partial views of the route alignment, however traffic will be partially screened by and false cutting and mitigation planting.</p> <p>Views of the route from this location include new lighting along it, the route is situated within previously unlit areas of darkness.</p> <p>Mitigation: Proposed false cutting mitigation earthworks will partially screen features, however traffic will remain visible at the WY1. Lighting has been designed to minimise obtrusive light pollution.</p> <p>Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / Hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at year winter year 15, where trees are not in leaf, there will be a negligible change to woodland land blocks within the view.</p> <p>Views from Hyde Road and M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p>	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

4	<p>SJ9901696080</p> <p>Roe Cross Road (A6108) adjacent resident properties Four Lanes</p> <p>Residential and Road Users</p> <p>800</p> <p>50m</p> <p>High</p>	<p>Clear visibility from the road and rear of the residential properties (Four Lanes) of the valley sided pastoral landscape set against the backdrop of Harrop Edge, with filtered visibility of Hollingworthall Moor through the trees bounding Roe Cross Road. View contains discordant steel tower sky lined OHL present on Harrop Edge.</p>	<p>At opening year Roe Cross road overbridge will be visible. In addition, the residential properties on Four Lanes will be demolished, which will open up views to the Scheme. Along Roe Cross road the Old Mill underpass will be visible along with its access, and new signage features along the Scheme. The Scheme will be partially screened by intervening false cutting slopes. Views of the route from this location include new lighting along it, the route is situated within previously unlit areas of darkness, so would be a noticeable new feature in the view.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3) will soften the appearance of Scheme. Lighting has been designed to minimise obtrusive light pollution.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>M67 - Roe Cross road (mitigation) mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views are partially screened by cutting and that views, despite the change, will have unaffected features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>	Major Adverse	Moderate Adverse	Large Adverse	Moderate Adverse
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5	<p>SJ9919196273</p> <p>Old Hall Lane (PRoW LON/35) adjacent to residential properties</p> <p>Recreational (PRoW), Residential and Minor Adverse Road Users</p> <p>1100</p> <p>150m</p> <p>High</p>	<p>Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern side of SLTCA 3, with visibility of residential properties, between breaks in ornamental planting and other vegetation.</p>	<p>At opening year, a section of Old Hall Lane will have been diverted as a result of the Mottram underpass, and a number of residential properties will have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation will change the character of the existing view. Views will be more open, with visibility of the new underpass structure, noise barriers and the cutting slopes present at the eastern portal,</p> <p>Mitigation: The new underpass structure will be screened in part by retained trees and proposed mitigation planting within the new greenspace at the top of the structure (to include ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1). Over time this will establish and provide some screening of the structures.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views have changed, however, despite the change the balance within the view and visual amenity will be generally maintained as a result of the retained features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated, therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>	Major Adverse	Moderate Adverse	Large Adverse	Moderate Adverse
6	<p>SJ9954796342</p> <p>Coach Road (PRoW LON/108)</p>	<p>Clear visibility from PRoW LON/108 of the small-scale pastoral land with its mature hedgerows and tree lines. The defining woodland edge</p>	<p>At opening year, the cutting slopes, loss of defining woodland features, and new signage, will be noticeable changes in the view, increasing visibility towards Old Hall Lane and Mottram Moor).</p>	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

	Recreational (PRoW) and Residential	feature of SLTCA3 is a prominent sky lined element. Heavily filtered winter visibility through the vegetation of Warhill and St Michaels and All Saints Church and assumed from the upper stories of properties flanking Old Hall Lane, Back Lane / Lodge Court.	Views of the Scheme from this location include new lighting along it, the route is situated within previously unlit areas of darkness, so would be a noticeable new feature in the view. Mitigation: The retention of some existing woodland groups and the mitigation planting (woodland at the top of the cutting slopes) and proposed false cutting earthworks adjacent to the carriageway will help screen and integrate the Scheme. Lighting has been designed to minimise obtrusive light pollution. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes (LE4.3 & LE4.4), and woodland on the slopes (LE2.2 & LE2.8), will over time establish to provide screening and integration of the Scheme. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.				
	1300						
	170m						
	High						
7	SJ9960995896 View from Mottram Moor (A57) Residential and Road Users	Clear views along the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside vegetation. Heavily filtered visibility of St Michaels and All Saints Church at Warhill through the roadside vegetation to the south west and distant visibility of the Peak District National Park and its rising moorland slopes together with Hollingworth on the lower slopes to the east.	In the foreground view at opening year Mottram Moor junction will be a new man-made feature, which will result in the new route (A57) being further south. In place of the existing A57, a new integrated public realm providing car parking for residential properties will be present together with new highway features (lighting signage, noise barriers, and vehicles). New highway lighting at the junction will add to the baseline features present along Mottram Moor. Mitigation: Ornamental planting (LE3.2 and scattered trees LE2.7) will help to integrate the Scheme and screen views. In the mid ground the Mottram Moor junction will be flanked by a series of mitigation measures (new false cutting earthworks and new hedgerow planting with trees LE4.4) to provide screening. Over time, proposed mitigation planting will	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse
	1600						
	50m						
	High						

			<p>establish and help reintroduce the contained nature of view.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>Views from the Old Cricket Pitch mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views are partially filtered and contained by intervening vegetation.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.</p>				
8	<p>SJ9948795581</p> <p>View from PRow LON/86 & LON/87 junction (adjacent Church of St Michael and All Angels)</p> <p>Recreational (PRow) and Cemetery</p> <p>1800</p> <p>200m</p> <p>Moderate</p>	<p>Clear mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets and interspersed with built form in the suburban areas of Mottram and Hollingworth. Distant visibility of the Peak District National Park and its rising moorland slopes.</p>	<p>To the northeast in the mid ground view the new Mottram junction will be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new junction. These features together with mitigation planting (woodland at the top of the cutting slopes) will over time establish to provide additional screening and integration of the Scheme. New highway lighting and signage at the junction will add to the existing prominent baseline features present along Mottram Moor.</p> <p>Mitigation: in the mid ground view at opening year the new cutting slopes will be visible. Over time, proposed mitigation planting at the top of the cutting slopes (roadside woodland LE2.2 / banks and ditches LE6.2 / water body LE6.1 / hedgerows LE4.3/ Scattered trees LE2.7) will have established and provide screening of the Scheme.</p>	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

			<p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>St Michael and Angels Church (Mottram Parish Church and Graveyard) views mentioned during consultation (see section 7.3 public perception of landscape value).</p>				
9	<p>SK0016495591</p> <p>View from Carr House Lane (PRoW LON/88 & PRoW LON/92 junction) Adjacent Carr House Farm</p> <p>Recreational (PRoW), Residential and Road Users</p> <p>2200</p> <p>5m</p> <p>High</p>	<p>Partial filtered visibility of the gently undulating pastoral and agricultural valley of the River Etherow (SLLCA 4). The woodland cluster flanking Carrhouse Lane is a prominent feature which restricts visibility to the north. The view is backdropped by the Peak District National Park and its rising moorland slopes.</p>	<p>A small section of the Scheme embankment and vehicle movements will be partially visible in the mid ground of the view. In addition, to the east, a small section of the Scheme within the Etherow Valley Floor landscape will be partially visible between breaks in existing vegetation.</p> <p>Mitigation: This section will however be located behind a proposed false cutting earthwork and noise barrier which will largely screen the Scheme and associated traffic. Over time, proposed mitigation planting comprising of hedgerow planting at the top of the cutting slopes (LE4.2), and woodland on the slopes (LE2.1), will establish and provide screening of the Scheme and its traffic.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p>	Minor Adverse	Negligible Adverse	Slight Adverse	Neutral
10	<p>SK0023696090</p> <p>View from the Mottram Moor (A57) Adjacent The Gun Inn Public House</p>	<p>Clear views along the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside vegetation and built form.</p>	<p>Minor element changes will be perceptible within the view as a result of de-trunking measures for instance the removal of signage</p> <p>During operation the effect within the view would be of the traffic calming features, however as a result of reduced traffic effects and improved route features along Mottram Moor and the nature of the view at baseline the effect would be beneficial overall.</p>	Negligible Beneficial	Negligible Beneficial	Slight Beneficial	Slight Beneficial

	Residential, Commercial and Road Users		No further changes to the baseline.				
	2300						
	320m						
	High						
11	SK0043295576 View from PRoW LON/90 & Etherow-Goyt Valley Way Recreational (PRoW)	Clear views of the gently undulating pastoral landscape in the foreground with mid-range views of Hollingworthhall Moor available to the north. To the east there are mid-ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and the backdrop of the Peak District National Park and its rising moorland slopes.	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 will present at grade and on embankment with the section to the north west located behind a false cutting earthwork. Noise barriers will also be present which will screen the Scheme at opening year. To the north east, the Scheme embankment will be a noticeable feature. Mitigation: Over time the proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ scattered trees LE2.7) on the earthwork slopes, will have established to provide some screening of the Scheme, noise barriers and associated traffic. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.	Moderate Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse
	2500						
	30m						
	Moderate						
12	SK0065895727 View from Etherow-Goyt Valley Way (PRoW)	Clear views of the gently undulating pastoral landscape in the foreground with mid-range filtered views of the rising landform towards Warhill including St Michaels and All	The Scheme will be visible in the midground through gaps in intervening field boundary vegetation and will present on a slight embankment. Noise barriers are likely to be the most prominent feature. Mitigation: Over time, proposed mitigation planting at the top of the cutting slopes (roadside woodland LE2.2 /	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

	LON/90) (adjacent Tara Brook Farm)	Saints Church. Carrhouse Farm is visible in the view, and the roof lines of properties on the A57 Mottram Moor are heavily filtered by field and intervening roadside vegetation.	banks and ditches LE6.2 /hedgerows LE4.3) will have established to provide some screening of the Scheme, noise barriers and associated traffic. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening. At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views are partially filtered by intervening vegetation and that the balance of visual amenity will be generally good as a result of the wide range of the views.				
	Recreational (PRoW) and Residential						
	2700						
	120m						
	High						
13	SK0093395715	Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10. Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the roadside hedgerow vegetation, including the profile of the surrounding rising landform.	As result of the slightly altered road alignment clear views will be possible towards the new junction along Woolley Lane. The roadside vegetation will be removed which will open up views into the River Etherow Valley. Roadside signage will be a notable new feature in this location. Mitigation: New roadside vegetation (woodland planting LE2.2 and hedgerows with trees LE4.4) will, over time, establish and provide screening of the Scheme and associated traffic, although a visual break will continue to exist towards the new River Etherow bridge. New highway lighting at the junction will also be a perceptible feature. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening. At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that the overall visual amenity is similar to baseline, despite the change and opening up of the view.	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse
	View from the Woolley Bridge (A57) Road adjacent residential properties						
	Recreational (PRoW), Residential and Road Users						
	3000						
	100m						
	High						

			Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.				
14	SK0097095500 View from Trans Pennine Trail (NCN 62, PRoW HP12/175/5) Recreational (PRoW and Cycle) 3000 55m High	Contained view focused on the River Etherow and adjacent agricultural landscape. To the north, residential properties fronting Woolley Lane are visible above and through gaps in the roadside vegetation, with vegetation present along the banks of the river and the PRoW / Pennine Bridleway heavily filtering views to the south west. Mid-range views adjacent to the river corridor contain the predominately pastoral Etherow Valley (SLLCA 4) landscape, which is backdropped by surrounding rising landforms including Warhill, Harrop Edge, and Hollingworthall Moor.	<p>Clear views will be possible towards the new bridge structure over the river Etherow, and the new highway junction along Woolley Lane. Views of the Scheme, comprising of embankment and at grade elements, will also be experienced within the River Etherow Valley Floor and west towards Carrhouse Farm.</p> <p>Views of the Scheme from this location include new lighting along it, the route is situated within previously unlit areas of darkness, so would be a noticeable new feature in the view.</p> <p>Mitigation: New roadside vegetation (woodland planting LE2.2/ hedgerow LE4.2, LE4.4) will over time establish and provide screening of the Scheme, and its traffic, although a visual break will exist towards the new River Etherow bridge. New highway lighting at the junction will also be a perceptible feature.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>Vistas east from Brookfield mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views are partially filtered intervening vegetation and that, although the new bridge will be partially visible, it will not detract from visual amenity.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore</p>	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

			an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.				
15	SK0303296880 View from Trans Pennine Trail (NCN 62), Longendale Trail (within Peak District National Park) Recreational (PRoW and Cycle users) and Outdoor Recreational Users PDNP 3150 2350m Very High	A wide-angled view from within the Peak District National Park along the Trans Pennine Trail (NCN 62) containing Bottoms Reservoir and surrounding Moorland Slopes (Tintwistle Low Moor, and Hollingworthall Moor). Distant views towards Mottram Moor are possible but are not easily discernible due to distance and intervening undulating topography, built form and vegetation.	Very limited visibility of the Scheme, seen at a distance of over 2km. The route would appear as a distant linear feature, partially screened by existing intervening vegetation and topography, making it almost non-distinguishable against the baseline view. Mitigation: Over time, the appearance of the Scheme will be softened by the establishment of (woodland planting LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7). Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be no discernible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.	Negligible Adverse	No Change	Slight Adverse	Neutral
16	SJ9836896281 View from PRoW LON/41 Recreational (PRoW) 600 500m	Clear mid-range elevated views of the lower valley sides and the urban edges of Mottram in Longendale and Hattersley visible on the rising ground, including St Michaels and All Angels Church tower. Heavily filtered winter views of the M67 roundabout and A57 (T) Hyde Road available.	Mid-range views will be experienced with clear visibility of Roe Cross Road overbridge and the Mottram underpass approach, with partially obscured views of the Old Mill Farm underpass. Views of the Scheme from this location include new lighting along it, the route is situated within previously unlit areas of darkness, so would be a noticeable new feature in the view. Mitigation: A combination of mitigation measures including false cutting slopes (M67 junction) and planting	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

	Moderate		(woodland planting LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) will soften the Scheme over time. Lighting has been designed to minimise obtrusive light pollution.				
17	SK0075395129 View from PRow HP12/72/3 adjacent Melandra Castle (SAM) Recreational (PRow) and Recreational Facility 2900 400m High	Clear views in the mid ground of the gently undulating pastoral landscape within the River Etherow valley with distant views of Hollingworthhall Moor and Harrop Edge available to the north. Carrhouse Farm is a notable feature together with Mottram Moor and Albion Mill which are visible on the rising valley sides. To the east there are mid ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and backdropped by the Peak District National Parks rising moorland slopes.	Mid-range elevated views of the Scheme will 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 will also be available. Mitigation: Proposed false cutting earthworks adjacent to the westbound carriageway will help screen and integrate the Scheme. These elements, together with additional mitigation planting (hedgerow planting at the top of the cutting slopes (LE4.3 &LE4.4), and woodland on the slopes (LE2.2), will, over time establish to provide additional screening and integration of the Scheme. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening. Melandra Castle fort mentioned during consultation (see section 7.3 public perception of landscape value). At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views of the Scheme are partially filtered by intervening vegetation and, at mid-range, the Scheme will be partially integrated into the landscape by embankment and mitigation planting. Following the growth and establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse

18	<p>SK0171897811</p> <p>View from Pennine Bridleway and Arnfield Road (within PDNP) adjacent residential property on Crossgate Lane</p> <p>Recreational (PRoW), Residential, Road Users, and Outdoor Recreational Users (PDNP)</p> <p>3150</p> <p>2300m</p> <p>Very High</p>	<p>A wide angled view from within the Peak District National Park from Arnfield Lane, containing Arnfield reservoir in the mid distance. Distant views towards Mottram Moor are barely perceptible due to distance and intervening undulating topography, built form and vegetation. St Michaels and All Angels Church tower at Warhill is a notable feature.</p>	<p>Very limited visibility of the Scheme, seen at a distance of over 2km making it almost non-distinguishable against the baseline view.</p> <p>Mitigation: Over time, the appearance of the Scheme will be softened by the developing mitigation planting (LE2.2).</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be no discernible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>Arnfield Reservoir and nature area mentioned during consultation (see section 7.3 public perception of landscape value).</p>	Negligible Adverse	No Change	Slight Adverse	Neutral
28	<p>SK0215098156</p> <p>View from Tintwistle Low Moor, from Arnfield Lane.</p> <p>Recreational (PRoW), and Outdoor Recreational Users (PDNP)</p> <p>3150</p>	<p>A wide angled view from within the Peak District National Park from Tintwistle Low Moor, containing Arnfield Reservoir in the mid ground. Distant views towards Mottram Moor are available but are not easily discernible due to distance and intervening undulating topography, built form and vegetation.</p>	<p>Very limited visibility of the Scheme, seen at a distance of over 2km making it almost non-distinguishable against the baseline view.</p> <p>Over time, the appearance of the Scheme will be softened by the developing mitigation planting (LE2.2).</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be no discernible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p>	Negligible Adverse	No Change	Slight Adverse	Neutral

	2700m						
	Very High						

Table 1-3: Visual Receptors

VR No.	Location		Description of Existing View	Predicted Changes to the View during Construction	Magnitude of Effect			Significance of Effect		
	Type	Approx. Distance (m)		Predicted Changes to View during Operation	Construction	Yr. 1 (Winter)	Yr.15 (Summer)	Construction	Yr. 1 (Winter)	Yr.15 (Summer)
Visual Receptors – Residential										
V-R-01	Grange Farm (see VP1)	Residential	Partially filtered views of the valley sided pastoral landscape, set against the backdrop of surrounding townscape areas and existing A57. View influenced by the existing M67 roundabout visible to the south and the electricity pylons.	<p>Predicted Changes to View during Operation</p> <p>Mitigation: See Table 7.28: Essential mitigation for codes and Figure 2.4 for details.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>although there are close views of the Scheme during construction, the views are partially filtered and that the field of view already contains existing infrastructure features.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although the views of the Scheme during operation are close, views are partially filtered by intervening vegetation.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment outcome of Slight Adverse rather than Moderate is determined.</p>						
V-R-02	<p>Farmstead on Edge Lane</p> <p>Individual Two Storey</p> <p>200m</p> <p>High</p>	<p>Clear Views of the valley sided landscape backdropped by the surrounding townscape and the A57.</p>	<p>Close-range wide angled views of construction activities together with the construction compound will be visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Close-range views of the highway and traffic will be possible albeit set behind false cutting slopes. The new bridleway, set in front of the earthworks, and Old Mill Farm underpass will be visible from this location.</p> <p>Mitigation: Proposed false cutting earthworks adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes (LE4.2, LE4.3 & LE4.4), and woodland on the slopes (LE2.2 & LE2.7), will, over time, establish to provide additional screening and integration of the Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>extensive enough to provide some continuing level of screening.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although there are close views of the Scheme during construction, the views are partially filtered and that the field of view already contains existing infrastructure features.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although the views of the Scheme are close, views of the highway are screened by the cutting.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore there is an assessment outcome of Slight Adverse rather than Moderate.</p>						
V-R-03	<p>Edge Lane</p> <p>Individual Two Storey</p> <p>440m</p> <p>High</p>	<p>Clear mid-range elevated views of the lower valley sides and the urban edges of Mottram in Longendale and Hattersley visible on the rising ground, including St Michaels and All Angels Church tower. Partially filtered winter views of the M67 roundabout and A57 Hyde Road available.</p>	<p>Mid-range wide angled views of construction activities on the lower valley sides together with the construction compound will be visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mid-range wide angled views will have clear visibility of the Scheme and its traffic on the lower valley side slopes, creating a noticeable feature.</p> <p>Mitigation: Proposed false cutting earthwork slopes (M67 junction and Old Mill Farm underpass) adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes (LE4.2, LE4.3 & LE4.4), and woodland on the slopes (LE2.2 & LE2.7), will, over time, establish to provide additional screening and integration of the Scheme.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although there are close views of the Scheme during construction, the views are partially filtered and that the field of view already contains existing infrastructure features.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although the views of the Scheme during operation are close, views of the highway are screened by the cutting.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment outcome of Slight Adverse rather than Moderate has been reached.</p>						
V-R-04	<p>Edge Lane (see VP2)</p> <p>Linear cluster Two Storey</p> <p>260m</p> <p>High</p>	<p>Typically, clear mid-range views of the Harrop Edge Valley Pasture landscape and the elevated Roe Cross Road which is backdropped by a strong tree line. Views along PRoW LON/46 and from residential properties on Edge Lane vary taking account of road and garden bounding vegetation which partially screen views. View enclosed by the surrounding Peak District landform.</p>	<p>Mid-range views will be possible of the activities associated with the construction of the Mottram Moor underpass (including its temporary diversion), false cutting slopes and Old Mill Farm underpass. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Mid-range views will be experienced to the Scheme including Mottram Moor underpass and false cutting slopes. Old Mill Farm underpass will also be visible from this location set in front of the earthworks. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that although there are close views of the Scheme during construction, the views are partially filtered and that the field of view already contains existing infrastructure features.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views are partially filtered by intervening vegetation.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.</p>						
V-R-05	<p>Old Road</p> <p>Linear cluster Two storey</p> <p>550m</p> <p>High</p>	Views curtailed by strong perimeter tree planting and other intervening vegetation and built form.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-06	<p>Roe Cross Road</p> <p>Linear cluster Two Storey</p> <p>680m</p> <p>High</p>	Views curtailed by built form and intervening ridge line / highway in cutting.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-R-07	Hobson Moor Road Individual Two Storey 690m High	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-08	Dewsnap Lane Individual Two Storey 600m High	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-09	Hall Drive, Hall Close, Old Road, Roe Cross Green, and Tollemache Road Rows Two Storey 395m High	Views are of surrounding residential properties.	Views from within the residential area will remain generally unchanged, as they are heavily screened by buildings and intermittent vegetation. During the construction phase there would be an increase in activity and movement along existing roads, receptors may experience negligible change as features such as tree and buildings are removed. At worst it is assumed likely there would be glimpses of the Scheme from properties. At opening year at worst there will a negligible change to potential receptor views, where trees and buildings have been removed to facilitate construction of the Scheme. Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) would establish and further integrate the	Negligible Adverse	Negligible Adverse	No Change	Slight Adverse	Slight Adverse	Neutral

			Scheme, by Yr.15 there will be no overall change from the baseline.						
V-R-10	Roe Cross Green Linear cluster Two Storey 245m High	Views from rear of properties, curtailed by strong perimeter tree planting along Roe Cross Road.	Views from the rear of properties along Roe Cross Road would be close range of construction activities however, views are heavily screened by dense boundary planting and a substantial change in level. At worst it is assumed likely there would be glimpses of the Scheme from properties. At opening year at worst there will a negligible change to potential receptor views, where trees and buildings have been removed to facilitate construction of the Scheme. Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) would establish and further integrate the Scheme, by Yr. 15 there will be no overall change from the baseline.	Minor Adverse	Negligible Adverse	No Change	Slight Adverse	Slight Adverse	Neutral
V-R-10-1	Roe Cross Road Individual Two Storey 385m High	Views are from property frontages curtailed by perimeter tree planting along Roe Cross Road. Partial views of farm buildings and pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	Views from the frontage of properties along Roe Cross Road would be close range of construction activities, however, views are foreshortened and heavily screened by dense boundary planting. At worst it is assumed likely there would be glimpses of the Scheme from properties. At opening year at worst there will a negligible change to potential receptor views as they are partially opened where trees and have been removed to facilitate construction of the Scheme. Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) would	Minor Adverse	Negligible Adverse	No Change	Slight Adverse	Slight Adverse	Neutral

			establish and further integrate the Scheme, by Yr. 15 there will be no overall change from the baseline.						
V-R-11	<p>Old Road</p> <p>Linear cluster Bungalows and two Storey</p> <p>150m</p> <p>High</p>	<p>To the rear of properties views are curtailed by strong perimeter tree planting and other intervening vegetation and built form, from property frontages views are towards and along Old Road and facing properties.</p>	<p>Views from the rear of properties along Old Road would be close range of construction activities, however, views are foreshortened and heavily screened by dense boundary planting and other properties. At worst it is assumed likely there would be glimpses of the Scheme from properties. During construction views from the frontages of properties towards Old Road would be opened up by the removal of properties and vegetation along Old Road in the vicinity of the new Mottram Underpass and Roe Cross Road bridge, however the change is likely to be minor as a result of the narrow field of view along the road. Construction activity would be noticeable along Old Road.</p> <p>At opening year new elements such as the bridge and underpass will be complete and integrated into the built environment, there will be no overall change in views as the Scheme would be partially screened by the existing built form and narrow field of view. Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3/ Scattered trees LE2.7) would establish and further integrate the Scheme there will be no overall change from the baseline.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that views are heavily screened and at most changes as a result of the Scheme will only part perceptible.</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

V-R-12	Old Road and Tollemache Close (See VP5)	Views curtailed by strong perimeter tree planting and other intervening vegetation and built form.	<p>Close range views of construction activities associated with the construction of the Mottram underpass, including demolition of built form, will be experienced.</p> <p>Reduction of the built form following demolition will open up views and visibility of the new Mottram underpass structure and greenspace, with filtered visibility of the cutting slopes and noise barriers.</p> <p>Mitigation: Views will be more open, with visibility of the new underpass structure and the cutting slopes present, screened in part by retained trees and proposed mitigation planting within the new greenspace at the top of the structure (ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1). Over time this will establish and provide some screening of the Scheme and associated features.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects though change will be noticeable within the view and visual amenity reduced for receptors the view is partially screened by intervening vegetation and built form during construction.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views have changed, however, despite the change the balance within the view and visual amenity will be generally maintained as a result of the retained features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated, therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>	Major Adverse	Major Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse
	Linear cluster Bungalows and two Storey								
	75m								
	High								

V-R-13	<p>Old Hall Lane (see VP5)</p> <p>Linear cluster Two Storey</p> <p>115m</p> <p>High</p>	<p>Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern of SLTCA 3, with visibility of residential properties, between breaks in ornamental planting and other vegetation.</p>	<p>Close-range views of the construction associated with Mottram underpass which may include short term pilling activity, together with the diversion of Old Hall Lane, demolition of built form, and removal of the defining woodland edge vegetation will be noticeable changes to the view. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>At opening year, a section of Old Hall Lane will have been diverted as a result of the underpass, and a number of residential properties will have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation will be a noticeable change to the existing view. Views will be more open, with visibility of the new underpass structure, noise barriers, and the cutting slopes present.</p> <p>Mitigation: will comprise of planting within the new greenspace at the top of the structure (Ornamental planting LE3.2, LE4.1, scrub planting LE2.8, and roadside woodland planting LE2.1). Over time this will establish and provide some screening of the structures, Scheme and associated features.</p> <p>During the construction phase an assessment of Very Large Adverse rather than Large Adverse significance of effect, reflects the Scheme and associated works will be a dominant new feature within the view.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views would undergo noticeable change; however, visual amenity will be generally maintained as a result of the retained features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated</p>	Major Adverse	Major Adverse	Moderate Adverse	Very Large Adverse	Large Adverse	Moderate Adverse
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			therefore, an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.						
V-R-14	Old Road Individual Two Storey 40m High	Views are of surrounding residential properties.	<p>Close-range views of construction activities associated with Roe Cross Road overbridge and Mottram underpass, including demolition of built form will be possible.</p> <p>Removal of the built form will open up views with visibility of the new underpass structure, overbridge and greenspace, and filtered visibility of the cutting slopes.</p> <p>Mitigation: Over time, proposed mitigation planting at the top of the structure (ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1), and within the new green-space will establish and provide partial of screening.</p> <p>During the construction phase an assessment of Very Large Adverse rather than Large Adverse significance of effect, reflects the Scheme and associated works will be a dominant new feature within the view.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views would undergo noticeable change; however, visual amenity will be generally maintained as a result of the retained features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>	Major Adverse	Major Adverse	Moderate Adverse	Very Large Adverse	Large Adverse	Moderate Adverse

V-R-15	<p>Old Road, and Old Hall Lane</p> <p>Linear cluster Two Storey</p> <p>55m</p> <p>High</p>	<p>Views are of surrounding residential properties.</p>	<p>Close-range views of construction activities associated with the Roe Cross Road overbridge and Mottram underpass, including demolition of built form will be possible.</p> <p>Removal of the built form will open up views with visibility of the new underpass structure and new greenspace, and filtered visibility of the cutting slopes.</p> <p>Mitigation: Over time, proposed mitigation planting at the top of the structure (Ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1), and within the new green-space will establish and provide screening.</p> <p>During the construction phase an assessment of Very Large Adverse rather than Large Adverse significance of effect, reflects the Scheme and associated works will be a dominant new feature within the view.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that views would undergo noticeable change; however, visual amenity will be generally maintained as a result of the retained features.</p> <p>Following establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>	Major Adverse	Major Adverse	Moderate Adverse	Very Large Adverse	Large Adverse	Moderate Adverse
V-R-16	<p>Old Road and Back Moor</p> <p>Linear cluster Two Storey</p>	<p>Views are of surrounding residential properties, and urban trees.</p>	<p>Filtered visibility of construction activity including Roe Cross road overbridge, Mottram underpass, and demolition of properties on Four Lanes will be experienced.</p> <p>Removal of the built form will expose views with visibility of the new underpass structure and new</p>	Moderate Adverse	Minor Adverse	Negligible	Moderate Adverse	Slight Adverse	Slight Adverse

	75m High		<p>greenspace. However, some screening will remain where existing trees are retained.</p> <p>Mitigation: Over time, proposed mitigation planting at the top of the structure (ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1), and within the new green-space will establish and provide some screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although there will be change to views, visibility of the Scheme is filtered by buildings and retained urban trees.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that mitigation will have been implemented to replace lost urban trees and the new greenspace would add to visual amenity.</p>						
V-R-17	<p>Four Lanes (partially represented by VP4)</p> <p>Linear cluster Two Storey</p> <p>210m</p> <p>High</p>	<p>Clear visibility from the rear of the residential properties (Four Lanes) of the valley sided pastoral landscape set against the backdrop of Harrop Edge, with filtered visibility of Hollingworthall Moor through the trees bounding Roe Cross Road. View contains discordant sky lining OHL and pylons present on Harrop Edge.</p>	<p>Filtered visibility of construction activity within the pastoral landscape including views on the construction of Old Mill Farm underpass will be experienced.</p> <p>There will be filtered visibility of the Old Mill Farm underpass screened by intervening false cutting slopes, noise barriers and vegetation. More distant views of the Scheme alignment in the pastoral landscape will be available.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.1 & LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3) will soften the appearance of the Scheme and associated features.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that although there will be change to views, visibility of the Scheme is filtered by buildings and retained urban trees.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that mitigation planting will have been implemented to replace lost urban trees and the new greenspace would add to visual amenity.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse.</p>						
V-R-17-1	<p>Four Lanes (partially represented by VP4)</p> <p>Linear cluster Two Storey</p> <p>55m</p> <p>High</p>	<p>Filtered visibility from the rear of the residential properties (Four Lanes) of the valley sided pastoral landscape set against the backdrop of Harrop Edge, with filtered visibility of Hollingworthall Moor through the trees bounding Roe Cross Road. View contains discordant sky lining OHL and pylons present on Harrop Edge.</p>	<p>Close range views of the construction associated with the Roe Cross Road overbridge and Mottram underpass which may include short term pilling activity, together the diversion of Roe Cross Road, and demolition of built form will be experienced. Removal of built form will expose views of the new underpass structure, with visibility of Roe Cross Road overbridge, noise barriers, and the cutting slopes present at the western Mottram underpass. To the west, the Old Mill Farm underpass will be partially visible screened by intervening false cutting slopes, together with the Scheme alignment in the pastoral landscape.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.1 & LE2.2) will soften the appearance of the Scheme and associated features.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that the Scheme would be dominant within the close range views from the front and rear of properties. However intervening vegetation will partially screen views along with construction mitigation such as fencing.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-18	<p>Four Lanes (partially represented by VP4)</p> <p>Linear cluster Two Storey</p> <p>60m</p> <p>High</p>	Views are of surrounding residential properties, with some filtered visibility from the front elevation of the residential properties of the valley sided pastoral landscape and Roe Cross Road.	<p>Close range views of the construction associated with Roe Cross Road overbridge and Mottram underpass which may include short term pilling activity and demolition of built form will be experienced. Removal of built form will expose views of the new overbridge and underpass structure, with visibility of the cutting slopes and noise barriers experienced. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.1 & LE2.2) along with the provision of new greenspace between Roe Cross Road and Old Road on will establish and provide screening of the Scheme, however demolition of built form will still be perceptible.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are</p>	Major Adverse	Moderate Adverse	Moderate Adverse	Large Adverse	Moderate Adverse	Moderate Adverse

			<p>extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects that though changes will be noticeable within the view and visual amenity reduced for receptors; the view of the Scheme is partially screened by intervening vegetation, retained buildings and construction phase standard mitigation such as fencing.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that the changes to the view will be noticeable following the permanent removal of buildings, however the visual amenity will be restored by the establishment of mitigation planting, and the Roe Cross Road overbridge and Mottram underpass will be integrated into the existing urban area.</p> <p>Following establishment of mitigation as planting matures at Yr. 15 views will be further screened and integrated, therefore an assessment of Moderate Adverse rather than Large Adverse significance of effect is determined.</p>						
V-R-19	<p>Stalybridge Road (Mottram in Longendale) and connected surrounding Streets</p> <p>Rows and linear clusters Two storey</p>	Views are of surrounding residential properties.	<p>During construction views would be heavily filtered of the construction activity and Scheme due to urban form, activity would be perceptible along route corridor and beyond the immediate elements in the view (above rooflines or through gaps between buildings). Along Stalybridge Road towards Mottram underpass (to the north) views would include the removal of trees at the junction (Roe Cross Road, demolition of buildings and construction of Roe Cross</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

	340m High		<p>Bridge (however views are limited by street properties and the narrow field of view). By Opening year, the Scheme would be operational, the new Roe Cross Road Bridge and Mottram Underpass portal would be only partially perceptible from Stalybridge Road. Over time, proposed mitigation planting (roadside woodland LE2.2) at the junction of Old Road, Roe Cross Road and Stalybridge Road would establish and provide screening of the Scheme so there would be no overall change from the baseline view. At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that views of the Scheme will be limited by surrounding residential properties.</p>						
V-R-20	Lodge Court Linear cluster Two Storey 170m High	Views from the rear of properties curtailed by strong perimeter tree planting.	<p>During construction views of the Scheme and construction activity would be heavily filtered by the existing retained TPO'd woodland. Partial views would include construction activity perceptible through the trees predominately to the rear of properties. At opening year, the Scheme would be operational with traffic using the highway route, however this section of the route would be in cutting and viewed from behind the existing tree perimeter planting. Filtered views of the Scheme, signage and lighting and associated highways elements would be available, though the change from baseline would be relatively small. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.1 & LE2.2 / hedgerows LE4.3) will soften the appearance and of the Scheme and its associated features, and further integrate the new route into the landscape view.</p>	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse

			<p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that changes to views as a result of the Scheme will be limited by existing trees.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme will be screened by existing trees and set within cutting so would be only partially discernible.</p>						
V-R-21	<p>Mottram Old Hall (partially represented by VP 6)</p> <p>Individual Three Storey</p> <p>240m</p> <p>High</p>	<p>Filtered visibility of the surrounding pastoral landscape through property bounding vegetation</p>	<p>Filtered but close-range views of the construction associated with Mottram underpass and earthworks. Filtered but close-range views of the Scheme including removal of existing vegetation. Over time, proposed mitigation planting at the top of the cutting slopes will establish and provide screening of the Scheme present in cutting.</p> <p>Mitigation: The retention of existing woodland and the additional mitigation planting (woodland at the top of the cutting slopes) and proposed false cutting earthworks adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting; hedgerow planting at the top of the cutting slopes (LE4.3 & LE4.4), and woodland on the slopes (LE2.2), will over time establish to provide additional screening and integration of the Scheme.</p> <p>Mottram Hall mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			<p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme would be noticeable but views would be heavily filtered and generally visual amenity will be maintained.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects will be screened by existing trees and set within cutting so would be only partially discernible.</p> <p>Following establishment of mitigation planting and as planting matures at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-22	<p>Rabbit Lane Linear cluster Two Storey</p> <p>480m</p> <p>High</p>	Views are of adjacent buildings and pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	<p>No discernible change likely to be seen. Views from Rabbit Lane mentioned during consultation (see section 7.3 public perception of landscape value).</p>	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-23	<p>Lumb Farm (Dewsnap Lane)</p> <p>Individual</p> <p>610m</p> <p>High</p>	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-R-24	Hard Times Farm (Dewsnap Lane) Individual 845m High	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-25	Thornccliffe Farm and Thornccliffe Hall Farmstead (Spring Street) Cluster 940m High	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-26	Hyde Road Linear cluster Two Storey 260m High	Views from property frontage towards Hyde Road, and for rear of properties towards pastoral valley side landscape	Filtered but close-range views will be experienced from the rear of properties including the construction associated with the Scheme including the construction compound. Mid-range views will experience clear visibility of the Scheme and its traffic creating a noticeable feature. There will be partial visibility of Old Mill Farm underpass. A combination of mitigation measures including false cutting slopes and planting (roadside woodland LE2.2 / banks and ditches LE6.2 / water body LE6.1 / hedgerows LE4.3/ scattered trees LE2.7) will establish and provide screening of the Scheme.	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects clear views available from front and rear of properties, in which the Scheme would be a noticeable feature.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects views from the front of properties would benefit from the de-trunking of Hyde Road and views of the Scheme route from the rear of the properties would be integrated by mitigation planting, Old Mill underpass would be only partially be discernible.</p> <p>Following establishment of mitigation and as planting matures at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-27	<p>Hyde Road</p> <p>Linear cluster</p> <p>Two Storey</p> <p>400m</p> <p>High</p>	Views from property frontage towards Hyde Road, curtailed by built form	<p>Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking.</p> <p>Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57.</p> <p>During operation the effect within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route features along Hyde Road and the nature of the view at baseline the effect would be likely beneficial.</p>	Negligible Adverse	Minor Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-R-28	<p>John Kennedy Road, and Ford Grove</p> <p>Rows and Linear Two Storey</p> <p>500m</p> <p>High</p>	<p>Views from property frontage towards Hyde Road, curtailed by built form.</p>	<p>Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking.</p> <p>Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57.</p> <p>During operation the effect within the view would be of the traffic calming features, however as a result of reduced traffic effects and improved route features along Hyde Road and the nature of the view at baseline the effect would be beneficial overall.</p>	Negligible Adverse	Minor Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-29	<p>John Kennedy Road, Manley Grove,</p> <p>Linear cluster Two Storey</p> <p>330m</p> <p>High</p>	<p>Views from rear of property across open spaces towards Hyde Road, curtailed by intervening vegetation.</p>	<p>Negligible change likely, as a result of heavily filtered and curtailed mid-range views of the de-trunking along Hyde Road (A57) and construction of the mainline route beyond.</p> <p>The effects during construction would be of increased activity, vegetation removal and the addition of temporary new features including fences, earthworks and temporary lighting. The de-trunking of the Hyde Road and rerouting of the A57 will reposition the route further away from receptors, the effect would be beneficial against the baseline.</p> <p>At operation the relocated route would be integrated into the landscape and views remain generally unchanged from baseline; the effect would be beneficial as a result of the route relocation and de-trunking further from the receptor.</p>	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-R-30	<p>John Kennedy Road, Abbey Grove, Longdale Drive</p> <p>Linear cluster Two Storey</p> <p>460m</p> <p>High</p>	<p>Views are of surrounding residential properties, and gaps between the built form. Views heavily filtered and curtailed by intervening vegetation.</p>	<p>At worst a negligible change likely, as a result of heavily filtered and curtailed mid-range views of the de-trunking along Hyde Road (A57) and construction of the mainline route beyond.</p> <p>The effects during construction would be of increased activity, vegetation removal and the addition of temporary new features including fences, earthworks and temporary lighting. The de-trunking of the Hyde Road and rerouting of the A57 will reposition the route further away from receptors, the effect would be beneficial against the baseline.</p> <p>At operation the relocated route would be integrated into the landscape and views remain generally unchanged from baseline, the effect would be beneficial as a result of the route relocation and de-trunking moving traffic further from the receptor.</p>	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-31	<p>Arundale Close, Arundale Grove</p> <p>Linear cluster Two Storey</p> <p>410m</p> <p>High</p>	<p>Views are of surrounding residential properties.</p>	<p>No discernible change likely to be seen.</p>	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-32	<p>Church Brow</p> <p>Historic Cluster Two Storey</p> <p>850m</p> <p>High</p>	<p>Views are of surrounding residential properties but from the edge of the cluster there are clear views of the undulating pastoral landscape set against the backdrop of the Peak District National Park and its rising moorland slopes.</p>	<p>No discernible change likely to be seen due to a combination of distance and intervening screening.</p>	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-R-33	<p>Market Street and Church Brow</p> <p>Linear row Two Storey</p> <p>700m</p> <p>High</p>	<p>Views to the frontage are of surrounding residential properties, and of the pastoral landscape to the rear.</p>	<p>During construction property frontage views will remain generally unchanged, however there is likely to be an increase in activity along Market street as a result of the de-trunking of the existing A57 route and of construction vehicular movements.</p> <p>Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems.</p> <p>No discernible change to rear property views likely to be seen during Construction or Operation.</p> <p>By Yr. 1 no discernible change to property frontage views likely to be seen during Operation.</p> <p>Houses on Market Street mentioned during consultation (see section 7.3 public perception of landscape value).</p>	Negligible Adverse	No Change	No Change	Slight Adverse	Neutral	Neutral
V-R-34	<p>Mottram Moor</p> <p>Individual Two Storey</p> <p>440m</p> <p>High</p>	<p>Views curtailed by strong perimeter tree planting.</p>	<p>Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking.</p> <p>Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57.</p> <p>During operation the effect within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route features along Mottram Moor Road and the nature of the view at baseline the effect would be likely beneficial.</p>	Minor Adverse	Minor Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-R-35	<p>Back Moor (A6018) and Mottram Moor (A57)</p> <p>Linear cluster Two Storey</p> <p>170m</p> <p>High</p>	<p>Views curtailed by strong perimeter tree planting and built form.</p>	<p>Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking.</p> <p>Visual effects would generally be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57.</p> <p>During operation the effect within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route features along Back Moor (A6018) and Mottram Moor (A57) and the nature of the restricted views at baseline the effect would be likely minor and beneficial</p>	Minor Adverse	Minor Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-36	<p>Mottram Moor (A57) (see VP7)</p> <p>Linear cluster Two Storey</p> <p>75m</p> <p>High</p>	<p>Clear views of the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation. Heavily filtered visibility of St Michaels and All Saints Church at Warhill through the road bounding vegetation to the south west and distant visibility of the Peak District National Park and its rising moorland slopes together with Hollingworth on the lower slopes to the east.</p>	<p>Close range views will be experienced during construction associated with Mottram junction, which will include the removal of roadside vegetation (which will open views into the surrounding landscape).</p> <p>In the foreground view at opening year Mottram Moor (A57) will have been diverted and be set back within the view. In its place a new integrated public realm providing car parking for residential properties will be present together with new highway elements, noise barriers, lighting signage and vehicles. In the mid ground Mottram junction will be, flanked by a series of mitigation measures including new false cutting earthworks and new hedgerow planting with trees LE4.4 to provide screening to the surrounding rural landscape. Over time, proposed mitigation planting will establish and help reintroduce the contained</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>nature of view. New highway lighting at the junction will add to the baseline feature present along Mottram Moor.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>Houses on Mottram Moor mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that views will be opened up and that the Scheme will be noticeable within views, both from property frontages and their rear.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that visual amenity would be mitigated somewhat by planting and highway improvements.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-37	<p>Mottram Moor (A57)</p> <p>Linear cluster</p> <p>Two Storey</p> <p>190m</p> <p>High</p>	<p>Clear views of the existing A57 Mottram Moor, and its associated traffic.</p>	<p>Close range views of the construction associated with Mottram junction, which will include the removal of roadside vegetation (which will open views into the surrounding landscape).</p> <p>In the foreground view at opening year Mottram junction will be an obvious element. In the mid ground the Scheme will be flanked by a series of mitigation measures, including new false cutting earthworks, noise barriers, new SuDS features and ponds LE6.1& LE6.2, along with scattered trees LE2.7 and new</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>hedgerow planting with trees LE4.4 to provide screening to the surrounding rural landscape. New signage will be a prominent element of this view. Over time, proposed mitigation planting will establish and integrate the Scheme.</p> <p>Houses on Mottram Moor mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that views will be opened up and that the Scheme will be noticeable within views, both from property frontages and their rear.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that visual amenity would be mitigated somewhat by planting and highway improvements.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-38	<p>Carrhouse Lane</p> <p>Linear cluster Two Storey</p> <p>150m</p> <p>High</p>	<p>Filtered visibility of the surrounding pastoral landscape through property bounding vegetation.</p>	<p>Filtered but close-range views from the rear of properties will be experienced including the construction associated with the Scheme set within the Etherow Valley landscape. Close range views of the Carr House Lane underpass access and cutting will be experienced.</p> <p>Mid-range views of the junction, highway and traffic set behind false cutting slopes and new attenuation / wetland feature LE6.1& LE6.2.</p> <p>Over time, proposed mitigation planting measures including, scattered trees LE2.7 woodland planting LE2.1 and new hedgerow planting with trees LE4.4</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			<p>will provide screening to the surrounding rural landscape and will soften the appearance of Scheme. During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects views of the Scheme are filtered from the rear of properties.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme will partially visible from the rear of properties through intervening vegetation and mitigation planting on the embankment.</p> <p>Following establishment of mitigation planting at Yr. 15, views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
V-R-39	<p>Carrhouse Lane</p> <p>Individual Two Storey</p> <p>255m</p> <p>High</p>	<p>Filtered visibility of the surrounding pastoral landscape to the east and south through property bounding vegetation and views screened by mature boundary vegetation, along Mottram Moor Road .</p>	<p>During construction the views towards Mottram Moor Road are screened so that change would not be discernible above glimpses of the de-trunking. Views to the west of Carrhouse lane and associated underpass construction activity are filtered by intervening vegetation. Filtered but mid-range views from will be experienced including the construction associated with the Scheme set within the Etherow Valley landscape.</p> <p>During operation the Scheme route will be partially visibly within the Etherow Valley landscape, though views are filtered by existing vegetation.</p> <p>Over time, proposed mitigation planting measures including, scattered trees LE2.7 woodland planting LE2.1 and new hedgerow planting with trees LE4.4 will provide screening to the surrounding rural landscape and will soften the appearance of Scheme.</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

			At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects the screening provided by intervening vegetation.						
V-R-40	<p>Carrhouse Farm (see VP9)</p> <p>Individual Two Storey</p> <p>300m</p> <p>High</p>	<p>Partial filtered visibility of the gently undulating pastoral and agricultural valley of the River Etherow (SLLCA4). The woodland group flanking Carrhouse Lane is a prominent feature which contains visibility to the north. The view is backdropped by the Peak District National Park and its rising moorland slopes.</p>	<p>Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however are generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor).</p> <p>A small section of the Scheme, including vehicle movements will be present on embankment will be partially visible beyond the retained vegetation in the mid ground of the view. In addition to the east a small section of the Scheme within the Etherow Valley Floor landscape will be partially visible between breaks in existing vegetation. This section will however be located behind a proposed false cutting earthwork which will largely screen the Scheme and its traffic. Furthermore, over time, proposed mitigation planting on the embankment slopes (roadside woodland planting LE2.1 and hedgerowsLE4.2) will establish and provide screening of the Scheme and its traffic.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse</p>	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Neutral

			<p>significance of effect, reflects the Scheme will be apparent through generally well filtered views.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that mitigation will be in place and views will be limited by planting and earthworks.</p>						
V-R-41	<p>Mottram Moor (A57) Individual Two Storey</p> <p>300m</p> <p>High</p>	<p>Filtered visibility of the surrounding pastoral landscape from rear elevation; and towards Mottram Moor from front elevation partially screened by property bounding vegetation.</p>	<p>During construction there will be no discernible change to views from the rear of the property, due to mature vegetation.</p> <p>Mid distance views from the frontage along Mottram Moor will include construction activity, within the vicinity of the new junction, close range views of the construction works to Carrhouse Lane access will be available. In addition there would be activity along the existing A57 route consisting of de-trunking works elements of which, include traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting.</p> <p>During operation the change within the property frontage view would be the traffic calming features, however as a result of reduced traffic effects and improved route along A628 Market Street and the nature of the view at baseline the effect would be likely beneficial.</p> <p>At opening year Mottram Moor Junction would be somewhat noticeable in the mid distant view, along with its associated highway features and lighting which are additional to baseline.</p> <p>Mitigation: Ornamental planting (LE3.2 and scattered trees LE2.7) will help to integrate the Scheme and screen views. In the mid ground the Mottram Moor junction will be flanked by a series of mitigation</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

			<p>measures (new false cutting earthworks and new hedgerow planting with trees LE4.4) to provide screening. Over time, proposed mitigation planting will establish and help reintroduce the contained nature of view.</p> <p>Houses on Mottram Moor mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that only part of the Scheme would be perceptible and therefore the view would only be changed in part. Mitigation would also aid screening and integration of the Scheme.</p>						
V-R-42	<p>Nettle Hall (and properties on Coach Road) (partially represented by VP7)</p> <p>Cluster Two Storey</p> <p>320m</p> <p>High</p>	Filtered visibility of the surrounding pastoral landscape through property bounding vegetation	<p>Mid-range wide angled views of construction activities visible in the foreground, including removal of vegetation and earthworks associated with the deep cutting, and removal of the defining woodland edge vegetation.</p> <p>At opening year, the cutting slopes and eastern tunnel portal and loss of defining woodland features will be perceptible features in the view. The retention of existing woodland groups and the additional mitigation planting (woodland LE2.4, LE2.3 and hedgerow LE4.3 at the top of the cutting slopes) which will over time establish to provide additional screening and integration of existing features.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			<p>significance of effect, reflects the Scheme would be a noticeable feature (along with its associated activities), however on the whole the balance of existing features and elements within the wide view maintain a visual amenity for receptors</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects, that although the cutting slopes and tunnel portal are perceptible features within the view; the retention of existing woodland groups and the additional mitigation planting mitigation planting is intended to integrate these features and begin to soften the view.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>							
V-R-43	<p>Mottram Moor (A57)</p> <p>Linear cluster</p> <p>Two Storey</p> <p>280m</p> <p>High</p>	<p>Filtered visibility of the surrounding pastoral landscape from rear elevation and towards Mottram Moor from front elevation</p>	<p>Heavily filtered visibility of construction activity within the pastoral landscape.</p> <p>The Scheme will be partially visible in the pastoral landscape screened by intervening false cutting slopes. Over time, proposed mitigation planting (woodland LE2.4, LE2.3 and hedgerow LE4.3 at the top of the cutting slopes) will soften the appearance of Scheme.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects the heavily filtered nature of the view.</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral	
V-R-44	<p>Hollinhey Terrace</p> <p>Linear cluster</p> <p>Two Storey</p>	<p>Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.</p>	<p>Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen.</p>	Minor Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial	

	490m High		Changes generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems. At opening year minor element changes will be perceptible within the view as a result of de-trunking measures for instance the removal of signage. As a result of the de-trunking there would be reduced traffic changes and a visually improved route.						
V-R-45	Woolley Lane (see VP10) Linear cluster Two Storey 350m High	Clear views of the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network. Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems. At opening year minor element changes associated with the de-trunking (for instance the removal of signage) will be barely perceptible within the view. However, the traffic calming would visually improve the route.	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-46	Woolley Lane (A57) Linear cluster Two Storey 250m High	Views curtailed by strong road bounding vegetation	Heavily filtered visibility of the construction activity set within the Etherow Valley landscape possible, along with visibility of movement, of construction vehicles along the highway network. However, no discernible physical features would likely be seen. At year opening views would not be changed overall though the de-trunking would likely improve traffic flow along Woolley Lane and would be a notable visual improvement to baseline views.	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-R-47	Woolley Lane (A57) Linear cluster Two Storey 235m High	Views curtailed by strong road bounding vegetation.	Heavily filtered visibility of the construction activity with set within the Etherow Valley landscape possible, along with movement of construction vehicles along the highway network. However, no discernible physical features would likely be seen. At year opening views would not be changed overall though the de-trunking would likely improve traffic flow along Woolley Lane and would be a notable visual improvement to baseline views.	Minor Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-48	Woolley Lane (A57) Linear cluster Two Storey 240m High	Views curtailed by strong road bounding vegetation.	Heavily filtered visibility of the construction activity with set within the Etherow Valley landscape possible, along with movement of construction vehicles along the highway network. However, no discernible physical features would likely be seen. At year opening views would not be changed overall though the de-trunking would likely improve traffic flow along Woolley Lane and would be a notable visual improvement to baseline views.	Minor Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-R-49	Tara Brook Farm (see VP12) Individual Two Storey 70m High	Clear views of the gently undulating pastoral landscape in the foreground with mid-range filtered views of the rising landform towards Warhill available including St Michaels and All Saints Church. Carrhouse Farm is visible in the view, and the roof lines of properties on the A57 Mottram Moor are available being heavily filtered by field and road bounding intervening vegetation.	Mid-range filtered views of construction activities within the Etherow Valley landscape. The Scheme will be visible in the midground - presenting on a Slight embankment-through gaps in intervening field boundary vegetation and noise barriers. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.2 & LE4.4) will establish and provide screening of the Scheme, and its traffic. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Moderate Adverse

			<p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects though change will be noticeable within the view and visual amenity reduced for receptors the view is partially screened by intervening vegetation during construction.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the mitigation planting along the highways embankment would begin to soften the Scheme from southern views. Though the Scheme would be perceptible, though partially screened, visual amenity of views would be maintained through the overall balance of features.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated, however glimpse or partial views of the Scheme would be available, therefore an assessment of Moderate Adverse rather than Slight Adverse is determined.</p>						
V-R-50	<p>Woolley Lane (A57) (partially represented by VP14)</p> <p>Linear cluster Two Storey</p> <p>55m</p> <p>High</p>	<p>Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10. Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.</p>	<p>Close range views of the construction activities associated with the new Woolley Bridge junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in a noticeable man-made elements in the view with increased activity.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 & hedgerows LE4.4) will establish and will screen, soften integrate the Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are</p>	Moderate Adverse	Minor Adverse	Minor Adverse	Moderate Adverse	Slight Adverse	Slight Adverse

			<p>extensive enough to provide some continuing level of screening.</p> <p>Houses on Woolley mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme would be a noticeable feature within views, particularly the activity towards the new bridge. However views are contained and filtered.</p>						
V-R-51	<p>Potter Road, Sandbank Close, Tavern Road and Lawnford</p> <p>Linear clusters Two Storey</p> <p>230m</p> <p>High</p>	Views curtailed by strong perimeter tree planting along the Trans Pennine Trail (NCN62).	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-R-52	<p>Melandra Castle Road</p> <p>Rows and linear clusters Two storey</p> <p>800m</p> <p>High</p>	Views curtailed by intervening vegetation adjacent to Melandra castle, topography and by built form.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-R-53	<p>Woolley Lane (A57) (see VP13)</p> <p>Linear cluster Two Storey</p> <p>70m</p> <p>High</p>	<p>Contained view focused on Woolley Lane and its traffic which is part of SLTCA10. Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.</p>	<p>Close range views of the construction activities associated with the new Woolley Bridge junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in noticeable elements in the view with increased activity.</p> <p>Clear views will be possible towards the new junction along Woolley Lane, with a slightly altered alignment to accommodate. As a result, the roadside vegetation will be removed which will open views into the River Etherow Valley. Signage will be a notable new feature in this location.</p> <p>New roadside vegetation (roadside woodland LE2.2 & hedgerows LE4.4) will over time establish and provide screening of the Scheme, and its traffic, although a visual break will continue to exist towards the new River Etherow bridge. New highway lighting at the junction will also be a perceptible feature and add to the baseline feature present along Woolley Lane.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>Houses on Woolley mentioned during consultation (see section 7.3 public perception of landscape value).</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme will be noticeable. However, the wider landscape and townscape features will be similar to baseline features and intervening vegetation restricts views of other Scheme changes.</p>	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
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			At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that during operation the view will be changed however visual amenity will be similar to baseline and mitigation planting will be in place.						
Visual Receptor – PRow / Cycle									
V-P-01	PRoW DUK/1 Footpath 530m High	Clear mid-range elevated views of the lower valley sides and the urban edges of Mottram in Longendale and Hattersley visible on the rising ground, including St Michaels and All Angels Church tower. Partially filtered winter views of the M67 roundabout and A57 Hyde Road available.	<p>Mid-range wide angled views of construction activities on the lower valley sides together with the construction compound visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mid-range wide angled views with clear visibility of the Scheme associated traffic and signage on the lower valley side slopes, creating a series of noticeable elements. A combination of mitigation measures including false cutting slopes (M67 junction) and planting (woodland LE2.2 / scrub planting LE2.8/ hedgerows LE4.3 & LE4.4) will soften the Scheme over time.</p> <p>An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects though change will be noticeable within the view and visual amenity reduced for receptors, the view is partially screened by intervening vegetation during construction.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme will be situated within cutting slopes so direct views of the new highway will be limited.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.						
V-P-01-1	PRoW LON/41 / DUK1 (see VP16) Footpath 560m High	Clear mid-range elevated views of the lower valley sides and the urban edges of Mottram in Longendale and Hattersley visible on the rising ground, including St Michaels and All Angels Church tower. Heavily filtered winter views of the M67 roundabout and A57 (T) Hyde Road available.	<p>Mid-range wide angled views of construction activities on the lower valley sides including the new M67 junction improvements, the underpass at Old Mill Farm underpass and Mottram underpass will be visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mid-range views will be experienced with clear visibility of the Mottram underpass eastern approach, and with partially obscured views of the Old Mill Farm underpass. A combination of mitigation measures including false cutting slopes (M67 junction) and planting (woodland LE2.2/ water course banks and ditches LE6.2 / hedgerows LE4.3) will soften the Scheme over time.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that some features such as the construction of Mottram underpass will be clearly visible within the view.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects the Scheme will be situated within cutting slopes so direct</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			views of the new highway will be limited. Following establishment of mitigation at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.						
V-P-01-2	PRoW LON/41 Footpath 375m Moderate	Views curtailed by woodland planting	During construction visibility of the Scheme would be limited by woodland, at worst glimpses would be likely of the Scheme construction and associated activity. Generally there would be limited change perceived. At opening year, the Scheme would be in operation and it would be likely that heavily filtered views would include glimpses of the route. A combination of mitigation measures including false cutting slopes (M67 junction) and planting (woodland LE2.2/ water course banks and ditches LE6.2 / hedgerows LE4.3) will soften the Scheme and over time further integrate and screen the new route. By Yr. 15 there would be no discernible change from the baseline.	Negligible Adverse	Negligible Adverse	No Change	Slight Adverse	Slight Adverse	Neutral
V-P-02	PRoW LON/46 Footpath 290m Moderate	A combination of clear and filtered views of the application site possible from this section of the footpath.	Close range wide angled views of construction activities together with the construction compound visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Close range views will be experienced of the highway and traffic set behind false cutting slopes. The new bridleway, set in front of the earthworks, and Old Mill Farm underpass will be visible from this location. Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2 / Hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.						
V-P-02-1	PRoW LON/50 Footpath 160m Moderate	Clear views of the application site possible from this section of the footpath.	<p>Close range wide angled views of construction activities together with the construction compound visible.</p> <p>Close range views of the highway, along with the new bridleway, and traffic set behind new mitigation planting. Mid-range views of Old Mill Farm underpass. Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2/ Hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view..</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
V-P-02-2	PRoW LON/50 Footpath 75m Moderate	Clear views of the application site possible from this section of the footpath.	<p>This PRoW will require diversion during construction, with close range wide angled views of construction activities together with the construction compound visible.</p> <p>This route will be diverted as it is severed by the Scheme. From the diverted route there will be close range views of the highway and traffic set behind new mitigation planting.</p> <p>Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.						
V-P-02-3	PRoW LON/46 Footpath 220m Moderate	Clear views of the application site possible from this section of the footpath.	<p>Close range wide angled views of construction activities together with the construction compound visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Close range views of the highway and traffic set behind false cutting slopes. The new bridleway, set in front of the earthworks, and Old Mill Farm underpass will be visible from this location. Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
V-P-02-4	PRoW LON/46 Footpath 220m Moderate	Clear views of the application site possible from this section of the footpath.	<p>Close range views of the activities associated with the construction of the Mottram underpass (including its temporary diversion), false cutting slopes and Old Mill Farm underpass. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Close range views of the highway including Mottram underpass and false cutting slopes. Old Mill Farm underpass will also be visible from this location set in front of the earthworks. Over time, proposed</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2/ hedgerows LE4.3 & LE4.2) will soften the appearance of Scheme. During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.						
V-P-02-5	PRoW LON/46 (partially represented by VP 2) Footpath 315m Moderate	Typically, filtered mid-range views between built form containing the pastoral landscape and the elevated Roe Cross Road which is backdropped by a strong tree line. Views along PRoW LON/46 and from residential properties on Edge Lane vary taking account of road and garden bounding vegetation which partially screen views. View enclosed by the surrounding Peak District landform.	Close range views of the construction activities associated with the construction of the route, Old Mill Farm Underpass and bridleway. Close-range views with partially obscured views of the route, Old Mill Farm Underpass and bridleway. Highway lighting at this location will add to the baseline feature present along Roe Cross Road. Proposed false cutting mitigation earthworks will provide partial screening. Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2 //hedgerows LE4.3 & LE4.2) adjacent to the eastbound carriageway will soften the appearance of Scheme. During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
V-P-02-6	PRoW LON/46 (see VP 1) Footpath / Bridleway 160m Moderate	Partially filtered views of the valley sided pastoral landscape, set against the backdrop of surrounding townscape areas and existing A57. View influenced by the existing M67 roundabout is visible to the south and electricity pylons.	Close range wide angled views of construction activities together with the construction compound visible against the backdrop of the existing A57. New but temporary sources of light to facilitate construction during times of darkness will be apparent. Close range views of the highway and traffic set behind false cutting slopes. The new bridleway and Old Mill Farm Underpass will be visible from this	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>location. Over time, proposed mitigation planting (roadside woodland LE2.2/ Scrub LE2.8 / banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>						
V-P-03	<p>PRoW LON/51 Footpath 45m Moderate</p>	<p>Clear views of the application site possible from this section of the footpath.</p>	<p>This PRoW will require diversion during construction, with close range wide angled views of construction activities together with the construction compound visible.</p> <p>This route will be diverted as it is severed by the Scheme. From the diverted route there will be close range views of the highway, noise barriers, Old Mill Farm underpass and traffic set behind new mitigation planting. More distant views of the Scheme alignment in the pastoral landscape will be available including towards the western Mottram underpass approach at Roe Cross Road.</p> <p>Over time, proposed mitigation planting (roadside woodland LE2.2/ native shrub planting LE2.6/ banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) will soften the appearance of the Scheme and its associated features.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>	Major Adverse	Major Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse

			At Yr. 1 an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects permanent severance of the PRow and change to view and reduced visual amenity.						
V-P-03-1	PRoW LON/51 Footpath 90m Moderate	Clear views of the application site possible from this section of the footpath.	<p>Filtered visibility of construction activity within the pastoral landscape. There will be close visibility of Old Mill Farm underpass noise barriers, and access route. The highway route will be screened by intervening false cutting slopes, and vegetation. More distant views of the Scheme alignment in the pastoral landscape will be available including towards the western Mottram underpass approach at Roe Cross Road.</p> <p>By Yr. 15 and over time, proposed mitigation planting (roadside woodland LE2.2/ banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) will soften the appearance of Scheme and its associated features. During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that there will be clear views of the at least part of the of the Scheme during construction, though wider views are partially filtered.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects the permanent change to the view from the Scheme in operation.</p>	Major Adverse	Major Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse
V-P-03-2	PRoW LON/51 Footpath 430m	Views curtailed by built form and vegetation along the route.	<p>Filtered visibility of construction activity within the pastoral landscape.</p> <p>At opening year the highway route will be partially visible in mid distant views. Generally, the Scheme alignment, within the pastoral landscape will be</p>	Negligible Adverse	Negligible Adverse	No Change	Slight Adverse	Slight Adverse	Neutral

	Moderate		<p>screened by intervening false cutting slopes, and vegetation.</p> <p>Over time, proposed mitigation planting (roadside woodland LE2.2/ banks and ditches LE6.2 /hedgerows LE4.3 & LE4.2) will soften the appearance of Scheme and further integrate features into the landscape. By Yr. 15 there would be no discernible change from baseline.</p>						
V-P-04	<p>PRoW LON/52</p> <p>Footpath</p> <p>15m</p> <p>Moderate</p>	<p>Clear views of the application site possible from this section of the footpath.</p>	<p>This PRoW will require diversion during construction, with close range wide angled views of construction activities together with the construction compound visible.</p> <p>This route will be diverted as it is severed by the Scheme. From the diverted route there will be close range views of the highway noise barriers, and traffic set behind new mitigation planting. Old Mill Farm underpass will be close at this location. Over time, proposed mitigation planting (roadside woodland LE2.2/ shrub planting LE2.6/ hedgerows LE4.2 & LE4.3/ water course banks and ditches LE6.2) will soften the appearance of Scheme and its associated features.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that there will be clear views of the at least of the of the Scheme during construction, though wider views are partially filtered.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects the permanent change to the view by the Scheme during operation.</p>	Major Adverse	Major Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse

V-P-04-1	<p>PRoW LON/52 (see VP3)</p> <p>Footpath</p> <p>70m</p> <p>Moderate</p>	<p>Clear visibility from PRoW LON/52 containing the valley sided pastoral landscape with its broken hedgerows set against the backdrop of Harrop Edge and Hollingworthall Moor. View contains discordant sky lining OHL and pylons. Heavily filtered winter views from the A57 Hyde Road available, through the hedgerow bounding feature.</p>	<p>This PRoW will require diversion during construction with close range wide angled views of construction activities, including the construction compound. Close range views with clear visibility of the Scheme. Proposed false cutting mitigation earthworks will partially screen features, however traffic will be visible above these measures. Over time, proposed mitigation planting (roadside woodland LE2.2/ shrub planting LE2.6/ hedgerows LE4.2 & LE4.3/ water course banks and ditches LE6.2) adjacent to the westbound carriageway will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
V-P-05	<p>PRoW LON/108</p> <p>Footpath / Bridleway</p> <p>235m</p> <p>Moderate</p>	<p>Views curtailed by built form, and intervening vegetation</p>	<p>No discernible change likely to be seen.</p>	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-P-05-1	<p>PRoW LON/108 Coach Road (see VP6) Footpath / Bridleway</p> <p>190m</p> <p>Moderate</p>	<p>Clear visibility from PRoW LON/108 of the small-scale pastoral land with its mature hedgerows and tree lines. The defining woodland edge feature of SLTCA3 is a prominent sky lining feature. Heavily filtered winter visibility through the vegetation of Warhill and St Michaels and All Saints Church and the upper stories of properties flanking Old Hall Lane, Back Lane / Lodge Court.</p>	<p>Mid-range wide angled views of construction activities visible in the foreground, including removal of vegetation and earthworks associated with the deep cutting present in the location. More distant views of the construction associated with the Mottram underpass, and removal of the defining woodland edge vegetation. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>At opening year, the cutting slopes and loss of defining woodland features will be noticeable features in the view, increasing 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 will help screen and integrate the Scheme. These elements together with additional mitigation planting; hedgerow planting at the top of the cutting slopes (LE4.3 & LE4.4), and woodland on the slopes (LE2.2), will over time establish to provide additional screening and integration of the Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
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V-P-05-2	PRoW LON/39 Footpath 535m Moderate	Views curtailed by built form, and intervening vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-06	PRoW LON/35 (see VP5) Footpath 5m Moderate	Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern edge of SLTCA 3, with visibility of residential properties, between breaks in ornamental planting and other vegetation.	Close range views of the construction associated with the Mottram underpass which may include short term pilling activity, together with the diversion of Old Hall Lane, demolition of selected built form, and removal of the defining woodland edge vegetation. New but temporary sources of light to facilitate construction during times of darkness will be apparent. At opening year, a section of Old Hall Lane will have been diverted as a result of the underpass, and a number of residential properties will have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation will change the character of the existing view. Mitigation: Views will be more open, with visibility of the new underpass structure and the cutting slopes, screened in part by retained trees and proposed mitigation planting within the new greenspace at the top of the structure (ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1). over time this will establish and provide screening of the structures helping reintroduce the contained nature of the view. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are	Major Adverse	Major Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse

			<p>extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that there will be clear views of the at least of the of the Scheme during construction, though wider views are partially filtered.</p> <p>At Yr. 1 an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects the permanent change to the view by the Scheme during operation.</p>						
V-P-06-1	<p>PRoW LON/35</p> <p>Footpath</p> <p>125m</p> <p>Moderate</p>	<p>Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern edge of SLTCA 3.</p>	<p>Filtered but close-range views of the construction associated with Mottram underpass and earthworks. Filtered but close-range views of the Scheme will be experienced including removal of existing vegetation and new noise barriers. Over time, proposed mitigation planting at the top of the cutting slopes top of the cutting slopes (LE4.3 & LE4.4), and woodland on the slopes (LE2.2), will establish and provide screening of the Scheme present in cutting.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse
V-P-06-2	<p>PRoW LON/35</p> <p>Footpath</p> <p>250m</p> <p>Moderate</p>	<p>Views are of pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.</p>	<p>No discernible change likely to be seen.</p>	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-P-07	PRoW LON/109 Footpath 520m Moderate	Views are of pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-07-1	PRoW LON/109 Footpath 710m Moderate	Views are of pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-07-2	PRoW LON/28 Footpath 560m Moderate	Views are of pastoral farmland. Views towards application site are restricted by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-08	PRoW LON/87 Footpath 15m Moderate	Views are of pastoral farmland, curtailed by the linear vegetation along Mottram Moor.	This PRoW will require diversion during construction with close range wide angled views of construction of the Mottram Junction This remaining section of the route will be diverted as it is severed by the Scheme. From the diverted route it is assumed that there will be close range views of the highway and traffic set behind new mitigation planting and false cutting earthworks. Over time, proposed mitigation planting (roadside woodland LE2.1 & LE2.3/ scattered trees LE2.7/ hedgerows LE4.3) will soften the appearance of Scheme.	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.						
V-P-08-1	PRoW LON/87 (see VP8) Footpath 220m Moderate	Clear mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets and interspersed with built form in the suburban areas of Mottram and Hollingworth. Distant visibility of the Peak District National Park and its rising moorland slopes.	Mid-range views of the construction associated with the Mottram junction, which will include the removal of road bounding vegetation and open filtered views of the A57 Mottram Moor. Construction activities within the Etherow Valley, and the earthworks associated with the cutting on the Hollingworthall Moorland slopes will also be visible. The removal of vegetation on the edge of SLTCA3 and the construction on the Carr House Lane underpass will also be partially visible from this location. New but temporary sources of light to facilitate construction during times of darkness will be apparent. To the northeast in the mid ground view the new Mottram junction will be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new feature. These features together with additional mitigation planting (woodland at the top of the cutting slopes) which will over time establish to provide additional screening and integration of the Scheme. New highway lighting and signage at Mottram junction will add to the prominent baseline feature present along Mottram Moor. To the in the mid ground view at opening year the new cutting slopes will be visible from the Hollingworthall Moorland slopes. Over time, proposed mitigation planting at the top of the cutting slopes (roadside woodland LE2.1 & LE2.3/ scattered trees	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>LE2.7/ hedgerows LE4.3) will establish and provide screening of the Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>						
V-P-09	<p>PRoW LON/86 (partially represented by VP8)</p> <p>Footpath 435m</p> <p>Moderate</p>	<p>Filtered visibility through vegetation on the edge of the cemetery of mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east.</p>	<p>Mid-range heavily filtered views of the construction associated with the junction at Mottram Moor, which will include the removal of road bounding vegetation and open filtered views of the A57 Mottram Moor. Construction activities within the Etherow Valley, and the earthworks associated with the cutting on the Hollingworthall Moorland slopes will also be visible. The removal of vegetation on the edge of SLTCA3 and the construction of the Carr House Lane underpass will also be partially visible from this location. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mid-range filtered views of the Scheme in the Etherow Valley. The retention of existing woodland groups and the additional mitigation planting (woodland LE2.1 on embankment slopes) will over time establish to provide additional screening and integration of existing features.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			extensive enough to provide some continuing level of screening. Views from Warhill mentioned during consultation (see section 7.3 public perception of landscape value).						
V-P-09-1	PRoW LON/86 (see VP8) Footpath 325m Moderate	Clear mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets and interspersed with built form in the suburban areas of Mottram and Hollingworth. Distant visibility of the Peak District National Park and its rising moorland slopes.	Mid-range views of the construction associated with the Mottram Moor junction, which will include the removal of road bounding vegetation and open filtered views of the A57 Mottram Moor. Construction activities within the Etherow Valley, and the earthworks associated with the cutting on the Hollingworthall Moorland slopes will also be available. The removal of vegetation on the edge of SLTCA3 and the construction on the Carr House Lane underpass will also be partially visible from this location. New but temporary sources of light to facilitate construction during times of darkness will be apparent. To the northeast in the mid ground view the new Mottram junction will be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new feature. These features together with additional mitigation planting (woodland at the top of the cutting slopes) which will over time establish to provide additional screening and integration of the Scheme. New highway lighting and signage Mottram junction will add to the prominent baseline feature present along Mottram Moor. To the in the mid ground view at opening year the new cutting slopes will be visible In the Hollingworthall Moorland slopes. Over time, proposed mitigation planting at the top of the cutting slopes (roadside woodland LE2.1 & LE2.3/ scattered trees	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			LE2.7/ hedgerows LE4.3) will establish and provide screening of the Scheme. During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.						
V-P-09-2	PRoW LON/86 Footpath 670m Moderate	Views are of pastoral farmland. Views towards application site are restricted by intervening built form, topography, and vegetation and alignment of PRoW.	Mid-range heavily filtered views of the construction activity on Mottram Moor. Additional mitigation planting (woodland LE2.1 on embankment slopes) will over time establish to provide additional screening and integration of existing features.	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
V-P-10	PRoW LON/93 Footpath 310m Moderate	Clear views of the application site possible from this section of the footpath.	Mid-range views of the construction in the Etherow Valley, including the Mottram Moor junction. Mid-range views of the Scheme, including the earthworks at Mottram Moor junction which will partially screen the Scheme. Over time, proposed mitigation planting (roadside woodland planting LE2.1) will establish to provide additional screening.	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse
V-P-10-1	PRoW LON/92 (see VP9) Footpath 70m Moderate	Clear views of the application site possible from this section of the footpath.	Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor). Additional mitigation woodland planting LE2.1 will further close up gaps to screen and integrate the Scheme over time. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Neutral

			to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.						
V-P-11	PRoW LON/88 (see VP9) Footpath 240m Moderate	Views are of farm buildings and pastoral farmland. Views towards application site are restricted by intervening vegetation.	Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor). During operation, by Yr.1 and Yr. 15, there would be no discernible change from the baseline view.	Negligible Adverse	No Change	No Change	Slight Adverse	Neutral	Neutral
V-P-11-1	PRoW LON/88 (see VP9) Footpath 100m Moderate	Views are contained along the PRoW by bounding vegetation with occasional glimpses to the pastoral farmland. Views towards application site are restricted by intervening vegetation.	This route will be diverted as it is severed by the Scheme, which during construction will contain increased activities, including the construction of the Carrhouse Lane underpass. Heavily filtered close-range views from the PRoW including the construction associated with the new structure at Carrhouse Lane.	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
V-P-11-2	PRoW LON/88 Footpath 120m Moderate	Views are contained along the PRoW by bounding vegetation with occasional glimpses to the pastoral farmland. Views towards application site are restricted by intervening vegetation.	This route will be diverted as it is severed by the Scheme, which during construction will contain increased activities, including the construction of the Carrhouse Lane underpass. Heavily filtered close-range views from the PRoW including the construction associated with the new structure at Carrhouse Lane. From the diverted route there will be close range views of the highway, noise barriers, and Carrhouse Lane underpass structure which will be flanked by	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			mitigation planting. Over time, proposed mitigation planting (roadside woodland LE2.2/ hedgerows LE4.2 & LE4.3) will soften the appearance of Scheme.						
V-P-12	<p>PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail, and LON/92 (see VP 11 and VP12)</p> <p>Footpath and Recreational Route</p> <p>25m</p> <p>High</p>	<p>Clear views of the gently undulating pastoral landscape in the foreground with mid-range filtered views of the rising landform towards Warhill available including St Michaels and All Saints Church. Carrhouse Farm is visible in the view, and the roof lines of properties on the A57 Mottram Moor are available being heavily filtered by field and road bounding intervening vegetation. To the east there are mid ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and the backdrop of the Peak District National Park and its rising moorland slopes.</p>	<p>This route will be diverted as it is severed by the Scheme, which during construction will contain increased activities, including the construction of the new bridge over the River Etherow. From the diverted route there will be close range views of the highway and the new underpass structure which will be flanked by mitigation planting noise barriers, and new bridge over the River Etherow. Over time, proposed mitigation planting (roadside woodland LE2.2 / hedgerows LE4.2 &LE4.4) will soften the appearance of Scheme. Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening. An assessment of Large Adverse rather than Very Large Adverse significance of effect, reflects though change will be noticeable within the view and visual amenity reduced for receptors the view is partially screened by intervening vegetation and built form during construction. At Yr. 1 an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects the permanent change to views as a result of the Scheme implementation and Operation. Following establishment of mitigation planting at Yr. 15 and the Scheme will be somewhat integrated; therefore an assessment of Moderate Adverse rather</p>	Major Adverse	Moderate Adverse	Moderate Adverse	Large Adverse	Large Adverse	Moderate Adverse

			than Large Adverse significance of effect reflects the change to visual amenity.						
V-P-12-1	<p>PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail (see VP 12)</p> <p>Footpath and Recreational Route</p> <p>120m</p> <p>High</p>	Views are contained by intervening vegetation with occasional glimpses to the pastoral farmland. Views towards application site are restricted by intervening vegetation.	<p>Close range heavily filtered wide angled views of construction activities including earthworks, and removal of vegetation. From this location the Scheme is set against the residential edge and backdropped by the surrounding rising landforms. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>There will be close range heavily filtered views of the highway and the new underpass structure which will be flanked by mitigation planting and new bridge over the River Etherow. Over time, proposed mitigation planting (roadside woodland LE2.2 / hedgerows LE4.2 & LE4.4) will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the part of the Scheme and associated works will be a noticeable new feature within the view.</p>	Minor Adverse	Negligible Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse

V-P-12-2	PRoW LON/90 / Etherow- Goyt Valley Way and Tameside Trail (partially represented by VP 11)	Clear views of the gently undulating pastoral landscape in the foreground with mid-range views of Hollingworthhall Moor available to the north.	<p>Mid-range wide angled views of construction activities including earthworks. Scheme set against the backdrop of residential edge and surrounding rising landforms.</p> <p>Mid-range wide angled views of Scheme including new embankment earthworks and SuDS water body LE6.1 which will include new mitigation planting LE6.3. Over time, proposed mitigation planting (roadside woodland planting LE2.2 / hedgerows LE4.3) will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views of the Scheme are partially screened by intervening vegetation.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views of the Scheme are partially screened by intervening vegetation.</p> <p>Following establishment of mitigation planting at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse
	Footpath and Recreational Route			210m	High				

V-P-12-3	<p>PRoW LON/91 (partially represented by VP 12)</p> <p>Footpath</p> <p>170m</p> <p>Moderate</p>	<p>Views are contained by intervening vegetation with occasional glimpses to the pastoral farmland. Views towards application site are restricted by intervening vegetation.</p>	<p>During the Construction period change to views will be limited by the heavily filtered visibility of the Scheme. Partial views or glimpses will be available as the Scheme which would be on embankment. Changes are like to be of earthworks, construction activity and movement.</p> <p>At opening year, the new highway embankment would be visible through the intervening vegetation and at mid distance. Generally, the Scheme would be integrated into the landscape and there would be a negligible change from the baseline view.</p> <p>Over time, proposed mitigation planting (roadside woodland LE2.2 / hedgerows LE4.2 & LE4.4) will soften the appearance of Scheme and further integrate the high and its associated features into landscape.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p>	Moderate Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
V-P-13	<p>PRoW HP12/175/5, and Pennine Bridleway / Trans Pennine Trail (NCN Route 62) (see VP14)</p> <p>Footpath, Bridleway, Cycleway and Recreational Route</p>	<p>Contained view focused on the River Etherow and adjacent agricultural landscape. To the north residential properties fronting Woolley Lane are visible above and through gaps in the road bounding vegetation, with vegetation present along the banks of the river and the PRoW / Pennine Bridleway heavily filtering views to the south west. Mid- range view adjacent to the river corridor contain the predominately pastoral Etherow Valley (SLLCA 4) landscape, which is</p>	<p>Close range views of the construction activities associated with the new junction and construction of the new bridge over the River Etherow, together with mid-range views of the construction working areas towards Mottram Moor, creating a noticeable feature in a wide angled view as a result of the increased activities. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Clear views will be possible towards the new bridge structure crossing the river Etherow, and the new highway junction along Woolley Lane. Views of the Scheme which will present on a combination of</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

	<p>260m High</p>	<p>backdropped by surrounding rising landforms including Warhill, Harrop Edge, and Hollingworthall Moor.</p>	<p>embankment and at grade will also be available within the River Etherow Valley Floor as it travels west towards Carrhouse Farm. New road bounding vegetation will over time establish and provide screening of the Scheme, and its traffic, although a visual break will exist for the new River Etherow bridge. New highway lighting at the junction will also be a perceptible feature and add to the baseline feature present along Woolley Lane. Over time, proposed mitigation planting (roadside woodland planting LE2.2 / hedgerows LE4.3) will soften the appearance of Scheme.</p> <p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During the construction phase an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although part of the Scheme would be noticeable feature within the view, the overall visual amenity is good as a result of unaffected landscape features within the wider view.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that although part of the Scheme would be noticeable feature within the view, the overall visual amenity is good as a result of unaffected landscape features within the wider view.</p> <p>Following establishment of planting mitigation at Yr. 15 views of the Scheme will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse is determined.</p>						
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V-P-13-1	<p>PRoW HP 12/70/2</p> <p>Footpath, Bridleway, Cycleway and Recreational Route</p> <p>380m</p> <p>Moderate</p>	Views curtailed by intervening built form.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-13-2	<p>PRoW HP12/72/3 (see VP17)</p> <p>Footpath</p> <p>690m</p> <p>Moderate</p>	Clear views in the mid ground of the gently undulating pastoral landscape within the River Etherow valley with distant views of Hollingworthhall Moor and Harrop Edge available to the north. Carrhouse Farm is a notable feature together with Mottram Moor and Albion Mill which are visible on the rising valley sides. To the east there are mid ground filtered views of the southern edge of Hollingworth, containing residential properties set within the vegetated edge and backdropped by the Peak District National Parks rising moorland slopes.	<p>Mid-range wide angled views of construction activities including earthworks, and removal of vegetation with the Etherow Valley. Construction activity will also be visible on the rising valley slopes associated with the earthwork cutting and Carrhouse Lane underpass within SLLCA 3, and the construction activity of the Mottram Moor junction (SLTCA 3) as a result of the removal of the woodland edge feature. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>Mid-range elevated views of the Scheme within the River Etherow Valley Floor present on a combination of embankment and at grade between Carrhouse Farm and the River Etherow. Views of the Scheme as it approaches Mottram Moor will also be available. Proposed false cutting earthworks adjacent to the westbound carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting (hedgerow planting LE4.2 at the top of the cutting slopes, and woodland LE2.2 on the slopes) will over time establish to provide additional screening and integration of the Scheme.</p>	Major Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			<p>Allowing for seasonal change at winter year 15, when trees are not in leaf, there will be a negligible change to the view. This is because the tree blocks are extensive enough to provide some continuing level of screening.</p> <p>During Construction an assessment of Large Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme would be a dominant feature of the view.</p>						
V-P-13-3	<p>PRoW HP12/177/1</p> <p>Footpath, Bridleway, Cycleway and Recreational Route</p> <p>80m</p> <p>Moderate</p>	Views curtailed by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-P-13-4	<p>PRoW HP12/81/1</p> <p>Footpath</p> <p>200m</p> <p>Moderate</p>	Views curtailed by intervening built form and vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-P-14	PRoW LON/94 Footpath 900m High	Clear views of the undulating pastoral landscape in the foreground with mid-range views of Hollingworth available set against the backdrop of the Peak District National Park and its rising moorland slopes.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
Visual Receptor – Traffic									
V-T-01	M67 / A57 / A560 roundabout junction (partially represented by VP1) Main road users 110m Low	Heavily filtered winter views from the roundabout junction, through the hedgerow/ scrubland edge feature which bounds the roundabout to the north east.	Close range views of construction activities together with the construction compound as a result of removal of existing vegetation. Close range views of the highway and traffic set behind false cutting slopes. The new bridleway, set in front of the earthworks, and Old Mill Farm underpass will be visible from this location. Mitigation: Proposed false cutting earthworks adjacent to the carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting comprising of hedgerow planting at the top of the cutting slopes (LE4.2, LE4.3 & LE4.4), and woodland on the slopes (LE2.2 & LE2.7), will over time establish to provide additional screening and integration of the Scheme. During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects Scheme will be a noticeable feature within views as a result of vegetation removal.	Major Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Slight Adverse	Slight Adverse

V-T-02	<p>A560 Stockport Road</p> <p>Main road users</p> <p>285m</p> <p>Low</p>	<p>Views curtailed by built form, and intervening vegetation. Heavily filtered winter views from the roundabout junction, through the hedgerow/ scrubland edge feature which bounds the roundabout to the north east.</p>	<p>Heavily filtered fleeting mid-range views of construction activities together with the construction compound in the mid distance.</p> <p>Heavily filtered mid-range views of the M67 roundabout improvements and new route connection, new lighting and signage would be additional elements to the existing baseline, however views would be fleeting and generally change would not be discernible from the baseline.</p> <p>Mitigation: Planting comprising of ornamental planting (LE3.2), and woodland planting (LE2.2) will over time establish to provide additional screening and integration of the Scheme.</p>	Moderate Adverse	Negligible Adverse	Negligible Adverse	Slight Adverse	Neutral	Neutral
V-T-03	<p>A57 Hyde Road (partially represented by VP3)</p> <p>Main road users</p> <p>70m</p> <p>Low</p>	<p>Heavily filtered winter views from the A57 Hyde Road available, through the hedgerow bounding feature.</p>	<p>Close-range wide-angled views of construction activities together with the construction compound will be visible against the backdrop of the surrounding rising landforms. However, views towards the Scheme will be heavily filtered and fleeting.</p> <p>Change to views along the route of the de-trunking will be noticeable, though effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems.</p> <p>At opening year, the Scheme views will be partial views of the route alignment, views will be fleeting in nature and heavily screened by false cutting and new mitigation planting so physical changes will be barely discernible against the baseline. The view along the route following de-trunking will be improved by minor element changes associated with the de-trunking (for instance the removal of signage, new lighting and traffic calming elements).</p> <p>Proposed mitigation planting (Ornamental planting LE3.2/ roadside woodland LE2.2 / banks and ditches</p>	Moderate Adverse	Moderate Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

			LE6.2 / Hedgerows LE4.3 & LE4.2) adjacent to the carriageway will soften the appearance of Scheme.						
V-T-03-1	B6174 as it crosses the A57 Hyde Road Main road users 460m Low	Views focused within the built environment along the existing corridor.	Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking. Changes generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting and lighting along the new route of the A57. During operation the change within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route features along Hyde Road and the nature of the view at baseline the effect would be likely beneficial.	Moderate Adverse	Moderate Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-T-03-2	John Kennedy Road Minor road users 400m Low	Views focused within the built environment along the existing corridor.	Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking. Changes generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along	Moderate Adverse	Moderate Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

			with upgraded street lighting and lighting along the new route of the A57. During operation the change within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route features along Hyde Road and the nature of the view at baseline the effect would be likely beneficial.						
V-T-04	Stalybridge Road Minor road users 270m Low	Views curtailed by built form.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-T-04-1	A6108 Roe Cross Road (see VP4) Main road users 390m Low	Clear visibility from the road of the valley sided pastoral landscape set against the backdrop of Harrop Edge, with filtered visibility of Hollingworthall Moor through the trees bounding Roe Cross Road. View contains discordant sky lining OHL and pylons present on Harrop Edge.	Mid-range views of the construction associated with the Roe Cross Road overbridge and Mottram underpass which may include short term pilling activity, together with the demolition of built form. At opening year Roe Cross road overbridge will have been constructed and the road operational in its current capacity. In addition, the residential properties on Four Lanes will be demolished, the Old Mill underpass will be visible along with its access, and new signage elements along the Scheme. The highway will be partially screened by intervening false cutting slopes. The highway lighting at this location which will add to the baseline feature present along Roe Cross Road. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 / banks and ditches LE6.2 / hedgerows LE4.3) will soften the appearance of Scheme.	Major Adverse	Major Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the permanent change to features within the view and the reduction in visual amenity. At Yr. 1 an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the permanent change to features within the view and although the Scheme in operation is partially screened by mitigation it is not fully integrated by mature planting.						
V-T-04-2	Market Street Main road users 660m Low	Views focused within the built environment along the existing corridor.	There would be an increase in activity along Market street as a result of the de-trunking of the existing A57 route and of construction vehicular movements. Changes generally would be limited to the construction of the de-trunking elements. Views would be fleeting. By Yr. 1 no discernible change would be seen during Operation.	Negligible Adverse	No Change	No Change	Neutral	Neutral	Neutral
V-T-05	Back Moor Main road users 195m Low	Views focused within the built environment along the existing corridor. Views curtailed by strong perimeter tree planting and built form.	Close range views of the construction associated with the Mottram Moor Junction, which will include the removal of road bounding vegetation (which will open views into the surrounding landscape). Over time, proposed mitigation planting (roadside woodland planting LE2.1/ hedgerows LE4.4) will soften the appearance of Scheme. During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the close proximity of the Scheme to the receptor the Scheme and its associated works will be a dominant feature within the view.	Major Adverse	Moderate Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Neutral

V-T-06	<p>Old Road Minor road users 20m Low</p>	<p>Views focused within the built environment along the existing corridor.</p>	<p>This route will require diversion during construction with close range views of construction of Roe Cross Road Overbridge and Mottram underpass available. Close range views of construction activities associated with the construction of Roe Cross Road overbridge and Mottram underpass, including demolition of built form. Removal of built form will expose views with visibility of the new underpass structure, overbridge and greenspace, with filtered visibility of the cutting slopes present at the western portal. Mitigation: Over time, proposed mitigation planting at the top of the structure (Ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1), and within the new green-space will establish and provide screening. During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the close proximity of the Scheme to the receptor the Scheme and its associated works will be a dominant feature within the view. At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects that the Scheme in Operation</p>	Major Adverse	Major Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
V-T-06-1	<p>Old Road Minor road users 210m Low</p>	<p>Views focused within the built environment along the existing corridor.</p>	<p>This route will require diversion during construction with views of construction of Roe Cross Road Overbridge and Mottram underpass available, however views are narrow within context of the existing route corridor and fleeting. At opening year removal of built form will expose contained views, with limited visibility of the new underpass structure, overbridge and greenspace. Mitigation: Over time, proposed mitigation planting within the new green-space (Ornamental shrubs</p>	Minor Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

			LE3.2, Woodland edge planting LE2.2, Individual trees LE5.1, Ornamental hedge species LE4.1 and Scrub LE2.8), will establish and provide screening.						
V-T-07	Old Hall Lane (see VP5) Access Only 20m Low	Contained view focused on Old Hall Lane, containing the defining woodland edge present on the eastern of SLTCA 3, with visibility of residential properties, between breaks in ornamental planting and other vegetation.	<p>Close range views of the construction associated with the Mottram underpass which may include short term natured pilling activity, together with the diversion of Old Hall Lane, demolition of built form, and removal of the defining woodland edge vegetation. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>At opening year, a section of Old Hall Lane will have diverted as a result of the underpass, and a number of residential properties will have been demolished severing the townscape, which together with the removal of the defining woodland edge vegetation will change the character of the existing view. Views will be more open, with visibility of the new underpass structure and the cutting slopes present at the eastern portal. Over time, proposed mitigation planting at the top of the structure (ornamental planting LE3.2, LE4.1, scrub planting LE2.8, roadside woodland planting LE2.1), and within the new green-space will establish and provide screening.</p> <p>During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects the contained nature of the view of the Scheme during construction, change will be dominant within the view and visual amenity reduced for receptors.</p> <p>At Yr. 1 an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects that views have changed, however, despite the change</p>	Major Adverse	Major Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse

			the balance within the view and visual amenity will be generally maintained as a result of the retained features.						
V-T-08	Mottram Moor (A57) (see VP7) Main road users 90m Low	Clear views of the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation. Heavily filtered visibility of St Michaels and All Saints Church at Warhill through the road bounding vegetation to the south west and distant visibility of the Peak District National Park and its rising moorland slopes together with Hollingworth on the lower slopes to the east.	Close range views of the construction associated with the Mottram Moor junction, which will include the removal of road bounding vegetation (which will open views into the surrounding landscape). In the foreground view at opening year Mottram Moor junction will have constructed, which will locate the route further south from the residential dwellings. In its place a new integrated public realm providing car parking for residential properties will be present together with new highway features (lighting signage and vehicles). Mitigation: Ornamental planting (LE3.2 and scattered trees LE2.7) with help to integrate the Scheme and screen views. In the mid ground the Mottram Moor junction will be, flanked by a series of mitigation measures, (new false cutting earthworks and new hedgerow planting with trees LE4.4) to provide screening to the surrounding rural landscape. Over time, proposed mitigation planting will establish and help reintroduce the contained nature of view. New highway lighting at the junction will add to the baseline feature present along Mottram Moor.	Moderate Adverse	Moderate Adverse	Minor Adverse	Slight Adverse	Slight Adverse	Neutral
V-T-09	Mottram Moor (A57) Main road users	Clear views of the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen. During operation the change of the de-trunking would be perceptible, and as a result of reduced traffic	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

	300m Low		effects and improved route the change would be beneficial visually.						
V-T-10	Mottram Moor (A57) Main road users 200m Low	Clear views of the existing A57 Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen. De trunking measures along the A57 will be perceptible together with the reduction in traffic flows. The view from this location will however be barely noticeable.	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-T-11	Woolley Lane (A57) Main road users 110m Low	Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10. Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.	Close range fleeting views of the construction activities associated with the new Woolley Bridge junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in a noticeable man-made elements in the view with increased activity. At opening year the Woolley Bridge junction and bridge over the River Etherow will be new features from the baseline, they will be visible along the corridor (which is heavily screened along the boundaries by vegetation) views will be fleeting. Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 & hedgerows LE4.4) will establish and will screen, soften integrate the Scheme.	Moderate Adverse	Moderate Adverse	Minor Adverse	Slight Adverse	Slight Adverse	Neutral

V-T-11-1	<p>Woolley Lane (A57)</p> <p>Main road users</p> <p>260m</p> <p>Low</p>	<p>Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10.</p> <p>Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.</p>	<p>Fleeting views of the construction activities associated with the new Woolley Bridge junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in a noticeable man- made elements in the view with increased activity.</p> <p>At opening year, the Woolley Bridge junction and bridge over the River Etherow will be new features from the baseline, they will be visible along the corridor (which is heavily screened along the boundaries by vegetation) views will be fleeting.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 & hedgerows LE4.4) will establish and will screen, soften integrate the Scheme.</p>	Moderate Adverse	Minor Adverse	Minor Adverse	Slight Adverse	Neutral	Neutral
V-T-11-2	<p>Woolley Lane (A57)</p> <p>Main road users</p> <p>210m</p> <p>Low</p>	<p>Contained view focused on Woolley Lane and its traffic which is part of SLTCA 10.</p> <p>Heavily filtered winter visibility of the Etherow Valley (SLLCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.</p>	<p>Mid-range fleeting views of the construction activities associated with the new Woolley Bridge junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, will result in a noticeable man- made elements in the view with increased activity.</p> <p>At opening year, the Woolley Bridge junction and bridge over the River Etherow will be new features from the baseline, they will be visible along the corridor (which is heavily screened along the boundaries by vegetation) views will be fleeting.</p> <p>Mitigation: Over time, proposed mitigation planting (roadside woodland LE2.2 & hedgerows LE4.4) will establish and will screen, soften integrate the Scheme</p>	Moderate Adverse	Minor Adverse	Minor Adverse	Slight Adverse	Neutral	Neutral

V-T-12	Hollinhey Terrace Minor road users 410m Low	Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	Some limited visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen. During operation the change of the de-trunking would be perceptible, and as a result of reduced traffic effects and improved route the change would be beneficial visually.	Minor Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-T-13	John Kennedy Road Minor road users 430m Low	Views focused within the built environment along the existing corridor.	Some limited fleeting visibility of construction activities possible, including movement of construction vehicles along the highway network but no discernible physical changes likely to be seen. By Yr. 1 during operation no discernible change likely to be seen.	Minor Adverse	No Change	No Change	Neutral	Neutral	Neutral
V-T-14	Carrhouse Lane (partially) Farm Access Only 110m Low	Filtered visibility of the surrounding pastoral landscape through property bounding vegetation.	Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor).	Moderate Adverse	Moderate Adverse	Minor Adverse	Slight Adverse	Slight Adverse	Neutral
V-T-14-1	Carrhouse Lane (partially represented by VP9)	Partial filtered visibility of the gently undulating pastoral and agricultural valley of the River Etherow (SLLCA4). The woodland group flanking Carrhouse Lane is a prominent feature which contains visibility to the north. The view	Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however generally hidden and / or heavily filtered from view by	Moderate Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Slight Adverse	Neutral

	Farm Access Only 80m Low	is backdropped by the Peak District National Park and its rising moorland slopes.	intervening and retained vegetation (within the Etherow Valley Floor).							
V-T-14-2	Carrhouse Lane (partially represented by VP9) Farm Access Only 120m Low	Partial filtered visibility of the gently undulating pastoral and agricultural valley of the River Etherow (SLLCA4). The woodland group flanking Carrhouse Lane is a prominent feature which contains visibility to the north. The view is backdropped by the Peak District National Park and its rising moorland slopes.	Some limited visibility of construction activities at Carrhouse Lane including its diversion, and partial visibility of the Scheme above the tops of existing retained vegetation. Most activities however generally hidden and / or heavily filtered from view by intervening and retained vegetation (within the Etherow Valley Floor).	Moderate Adverse	Minor Adverse	Negligible Adverse	Slight Adverse	Neutral	Neutral	
Visual Receptor – Other										
V-O-01	A560 Stockport Road Commercial 250m Low	Views curtailed by built form, and intervening vegetation. Heavily filtered winter views from the roundabout junction, through the hedgerow/ scrubland edge feature which bounds the roundabout to the north east.	Heavily filtered views of construction activities together with the construction compound in the mid distance. Heavily filtered mid-range views of the M67 roundabout improvements and new route connection, new lighting and signage would be additional elements to the existing baseline, however, generally, change would not be discernible from the baseline. Mitigation: Planting comprising of ornamental planting (LE3.2), and woodland planting (LE2.2) will over time establish to provide additional screening and integration of the Scheme.	Moderate Adverse	Negligible Adverse	Negligible Adverse	Slight Adverse	Neutral	Neutral	

V-O-02	A560 Stockport Road Commercial 355m Low	Views curtailed by built form, and intervening vegetation. Heavily filtered winter views from the roundabout junction, through the hedgerow/ scrubland edge feature which bounds the roundabout to the north east.	Heavily filtered views of construction activities together with the construction compound in the mid distance. Heavily filtered mid-range views of the M67 roundabout improvements and new route connection, new lighting and signage would be additional elements to the existing baseline, however, generally change to views would not be discernible from the baseline. Mitigation: Planting comprising of ornamental planting (LE3.2), and woodland planting (LE2.2) will over time establish to provide additional screening and integration of the Scheme.	Moderate Adverse	Negligible Adverse	Negligible Adverse	Slight Adverse	Neutral	Neutral
V-O-03	John Kennedy Road Secondary School 370m Moderate	Views from property frontage towards Hyde Road, curtailed by built form	Heavily filtered views of construction activities together with the construction compound in the mid distance. Heavily filtered mid-range views of the M67 roundabout improvements and new route connection, new lighting and signage would be additional elements to the existing baseline, however, generally change to views would not be discernible from the baseline. Mitigation: Planting comprising of ornamental planting (LE3.2), and woodland planting (LE2.2) will over time establish to provide additional screening and integration of the Scheme.	Negligible Adverse	Negligible Adverse	Negligible Adverse	Slight Adverse	Neutral	Neutral
V-O-04	Hyde Road Commercial 75m Low	Views towards Hyde Road, and towards pastoral valley side landscape	Filtered but close-range views will be experienced from the rear of buildings including the construction associated with the Scheme including the construction compound. Mid-range views will experience clear visibility of the Scheme and its traffic creating a noticeable feature.	Moderate Adverse	Moderate Adverse	Minor Adverse	Slight Adverse	Slight Adverse	Neutral

			<p>There will be partial visibility of Old Mill Farm underpass.</p> <p>A combination of mitigation measures including false cutting slopes and planting (roadside woodland LE2.2 / banks and ditches LE6.2 / water body LE6.1 / hedgerows LE4.3/ scattered trees LE2.7) will establish and provide screening of the Scheme.</p>						
V-O-05	<p>John Kennedy Road</p> <p>Leisure Centre</p> <p>385m</p> <p>Low</p>	Views focused within the built environment along the existing corridor.	<p>Heavily filtered and curtailed mid-range views of the de-trunking along Hyde Road (A57) and construction of the mainline route beyond.</p> <p>The changes during construction would be of increased activity, vegetation removal and the addition of temporary new features including fences, earthworks and temporary lighting. The de-trunking of the Hyde Road and rerouting of the A57 will reposition the route further away from receptors, the change would be beneficial against the baseline.</p> <p>At operation the relocated route would be integrated into the landscape and views remain generally unchanged from baseline; the change would be beneficial as a result of the route relocation and de-trunking further from the receptor.</p>	Moderate Adverse	Moderate Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-O-06	<p>St Michaels and All Angels Church Cemetery (partially represented by VP8)</p> <p>Cemetery</p> <p>485m</p> <p>Moderate</p>	<p>Clear mid-range elevated views of the lower valley sides of Hollingworthall moorland slopes, north of the A57 Mottram Moor, and the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets and interspersed with built form in the suburban areas of Mottram and Hollingworth. Distant visibility of the Peak District National Park and its rising moorland slopes.</p>	<p>Mid-range views of the construction associated with the Mottram Moor junction, which will include the removal of road bounding vegetation and open filtered views of the A57 Mottram Moor. Construction activities within the Etherow Valley, and the earthworks associated with the cutting on the Hollingworthall Moorland slopes will also be available. The removal of vegetation on the edge of SLTCA3 and the construction on the Carr House Lane underpass will also be partially visible from this location. New but temporary sources of light to facilitate construction during times of darkness will be apparent.</p> <p>To the northeast in the mid ground view the new Mottram Moor will be partially obscured by existing vegetation and the undulating topography, together with proposed false cutting earthworks located to the south of the new feature. These features together with additional mitigation planting (woodland at the top of the cutting slopes) which will over time establish to provide additional screening and integration of the Scheme. New highway lighting and signage at Mottram Junction will add to the prominent baseline feature present along Mottram Moor.</p> <p>Mitigation: To the in the mid ground view at opening year the new cutting slopes will be visible In the Hollingworthall Moorland slopes. Over time, proposed mitigation planting at the top of the cutting slopes (roadside woodland LE2.2 / banks and ditches LE6.2 / water body LE6.1 /hedgerows LE4.3/ Scattered trees LE2.7) will establish and provide screening of the Scheme.</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse
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V-O-07	<p>Hyde Road Allotments 490m Low</p>	<p>Clear mid-range elevated views of the River Etherow valley floor to the east. The view is wide angled containing the dominant pasture agricultural landscape divided by hedgerows and woodland pockets with distant visibility of the Peak District National Park and its rising moorland slopes.</p>	<p>Filtered but close-range views will be experienced including the construction associated with the Scheme at Mottram Moor Junction along with clear long views of the Scheme construction along the Etherow Valley. Several elements associated with the construction will be visible including, earthworks, constriction movements, fencing and general highway alignment. At opening year, the Scheme will be operational, however mostly screened by the existing intervening vegetation and topography, land forming will also screen the Scheme from visibility. Over time, proposed mitigation planting measures including, scattered trees LE2.7 woodland planting LE2.1 and new hedgerow planting with trees LE4.4 will provide screening to the surrounding rural landscape and will soften the appearance of Scheme.</p>	Moderate Adverse	Moderate Adverse	Minor Adverse	Slight Adverse	Slight Adverse	Neutral
V-O-08	<p>Hyde Road Commercial 310m Low</p>	<p>Views focused within the built environment along the existing corridor.</p>	<p>Heavily filtered and curtailed mid-range views of the de-trunking along Hyde Road (A57) and construction of the mainline route beyond. The changes during construction would be of increased activity, vegetation removal and the addition of temporary new features including fences, earthworks and temporary lighting. The de-trunking of the Hyde Road and rerouting of the A57 will reposition the route further away from receptors, the change would be beneficial against the baseline. At operation the relocated route would be integrated into the landscape and views remain generally unchanged from baseline; the change would be beneficial as a result of the route relocation and de-trunking further from the receptor</p>	Moderate Adverse	Moderate Beneficial	Minor Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-O-09	St Michaels Primary School School 530m Moderate	Clear views of the undulating pastoral landscape in the foreground with mid-range views of Hollingworth available set against the backdrop of the Peak District National Park and its rising moorland slopes.	No discernible change likely to be seen due to a combination of distance and intervening screening	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-O-10	Woolley Lane Industrial / Commercial 320m Low	Views curtailed by vegetation along the River Etherow Corridor.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-O-10-1	Melandra Castle (partially represented by VP17) Recreational Facility 500m High	Views restricted to the immediate ground as a result of topography and intervening vegetation. From within the castle remains / PRoW there are filtered views in the mid ground of the gently undulating pastoral landscape within the River Etherow valley with distant views of Hollingworthhall Moor and Harrop Edge available to the north. Carrhouse Farm is a notable feature together with Mottram Moor and Albion Mill which are visible on the rising valley sides.	From within the castle remains / PRoW, mid-range wide angled views of construction activities including earthworks, and removal of vegetation with the Etherow Valley. From within the castle remains / PRoW, mid-range elevated views of the Scheme within the River Etherow Valley Floor present on a combination of embankment and at grade between Carrhouse Farm and the River Etherow. Views of the Scheme as it approaches Mottram Moor will also be available. Mitigation: Proposed false cutting earthworks adjacent to the westbound carriageway will help screen and integrate the Scheme. These features together with additional mitigation planting (hedgerow planting at the top of the cutting slopes (LE4.3 &LE4.4), and woodland on the slopes (LE2.2) will over time establish to provide additional screening and integration of the Scheme.	Moderate Adverse	Moderate Adverse	Minor Adverse	Large Adverse	Moderate Adverse	Slight Adverse

			At Yr. 1 an assessment of Moderate Adverse rather than Large Adverse significance of effect, reflects that views of the Scheme are partially filtered by intervening vegetation and for mid-range views, the Scheme will be partially integrated into the landscape by embankment and mitigation planting. Following the growth and establishment of mitigation planting at Yr. 15 views will be further screened and integrated therefore an assessment of Slight Adverse rather than Moderate Adverse significance of effect is determined.						
V-O-11	Woolley Lane Commercial 10m Low	Contained view focused on Woolley Lane and its traffic which is part of TCA 10. Heavily filtered winter visibility of the Etherow Valley (LCA4) beyond the road bounding hedgerow vegetation, including the profile of the surrounding rising landform.	Close range views of the construction activities associated with the new junction and construction of the new bridge over the River Etherow, together with removal of existing vegetation, creating a noticeable feature in the view with increased activity. During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects that close range views of the Scheme during construction will be available. The Scheme will be the dominant feature within the view.	Major Adverse	Minor Adverse	Minor Adverse	Moderate Adverse	Slight Adverse	Slight Adverse
V-O-12	Woolley Lane Commercial 250m Low	Filtered visibility of the surrounding pastoral landscape from rear elevation and towards Mottram Moor from front elevation through property bounding vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral

V-O-12-1	Woolley Lane Commercial 245m Low	Views curtailed by intervening vegetation	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-O-13	Woolley Lane Commercial 290m Low	Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	No visibility of the Scheme is available from this location, however movement of construction vehicles along the highway network along with construction works associated with the de-trunking. At year opening views would not be changed overall though the de-trunking would likely improve traffic flow along Woolley Lane and would be a notable visual improvement to baseline views.	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial
V-O-14	A628 Market Street Commercial 390m Low	Mottram Moor, and its associated traffic, which is largely contained by roadside bounding vegetation and built form.	Along this section of route there will be no discernible views of the mainline Scheme, however during the construction phase there would be activity along the existing A57 route, as a result of construction works and the de-trunking. Effects generally would be limited to the construction of the de-trunking elements, including traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting. During operation the effect within the view would be the traffic calming features, however as a result of reduced traffic effects and improved route along A628 Market Street and the nature of the view at baseline the effect would be likely beneficial.	Negligible Adverse	Negligible Beneficial	Negligible Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial

V-O-15	Spring Street School 830m Moderate	Views curtailed by intervening vegetation.	No discernible change likely to be seen.	No Change	No Change	No Change	Neutral	Neutral	Neutral
V-O-16	Mottram Moor Commercial 320m Low	Heavily filtered visibility of the surrounding pastoral landscape from rear elevation and towards Mottram Moor from front elevation through property bounding vegetation.	<p>During construction there will be no discernible change to views from the rear of the property, due to mature vegetation. Mid distance views from the frontage along Mottram Moor will include construction activity, within the vicinity of the new junction, close range views of the construction works to Carrhouse Lane access will be available.</p> <p>In addition, there would be activity along the existing A57 route consisting of de-trunking works elements of which, include traffic calming measures, speed cushions and priority give way systems, which would slow local traffic and discourage through traffic from using the route; along with upgraded street lighting. During operation the property frontage view would contain minor elements including traffic calming features, as a result there would be reduced traffic effects and a visually improved route along A628 Market Street and the nature of the view at baseline the change would be likely beneficial.</p> <p>At opening year Mottram Moor Junction would be somewhat noticeable in the mid distant view, along with its associated highway features and lighting which are additional to baseline.</p> <p>Mitigation: Ornamental planting (LE3.2 and scattered trees LE2.7) will help to integrate the Scheme and screen views. In the mid ground the Mottram Moor</p>	Major Adverse	Minor Adverse	Negligible Adverse	Moderate Adverse	Slight Adverse	Neutral

			<p>junction will be flanked by a series of mitigation measures (new false cutting earthworks and new hedgerow planting with trees LE4.4) to provide screening. Over time, proposed mitigation planting will establish and help reintroduce the contained nature of view.</p> <p>During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects that views of the de-trunking of Mottram Moor and its associated construction will be close and generally clear, the construction will be a dominant feature within the view.</p>						
V-O-17	<p>Roe Cross Road</p> <p>Industrial / Commercial</p> <p>100m</p> <p>Low</p>	<p>Views are of contained by the surrounding built form and bounding vegetation.</p>	<p>Close range views of construction activities including removal of built form and the construction of the Roe Cross Road overbridge and Mottram underpass. During Construction an assessment of Moderate Adverse rather than Slight Adverse significance of effect, reflects that the change to views from the demolition of adjacent properties would be a dominant change, even where views are restricted by intervening vegetation.</p> <p>At Yr. 1 an assessment of Slight Adverse rather than Moderate Adverse significance of effect, reflects, during operation the Scheme not be visible however there is permanent change following the demolition of building. Mitigation planting a new urban greenspace would add to visual amenity.</p>	Major Adverse	Major Adverse	Moderate Adverse	Moderate Adverse	Slight Adverse	Slight Adverse