

# M60/M62/M66 Simister Island Interchange

**TR010064**

## **ENVIRONMENTAL STATEMENT APPENDICES**

### **APPENDIX 7.3 SCHEDULE OF LANDSCAPE AND TOWNSCAPE EFFECTS**

APFP Regulation 5(2)(a)

Planning Act 2008

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

Infrastructure Planning

Planning Act 2008

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

**M60/M62/M66 Simister Island Interchange  
Development Consent Order 202[ ]**

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APPENDIX 7.3 SCHEDULE OF LANDSCAPE AND TOWNSCAPE  
EFFECTS**

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## Appendix 7.3 Schedule of landscape and townscape effects

### 1.1 Introduction

1.1.1 This appendix describes the assessment of landscape character areas (LCA) and townscape character areas (TCA).

#### Landscape and townscape character

1.1.2 Landscape and townscape character assessments identify and describe the elements and features that make landscape distinctive by mapping and describing character types and mapping character areas.

1.1.3 For details of the landscape and townscape characteristics, refer to Appendix 7.2: Landscape and Townscape Character Area Baseline and Sensitivity Assessment of the Environmental Statement Appendices (TR010064/APP/6.3), and to Figure 7.4: Local Landscape and Townscape Character Areas of the Environmental Statement Figures (TR010064/APP/6.2) for their locations.

#### General approach

1.1.4 The methodology for the landscape and visual impact assessment complies with the requirements set out in the following technical standards:

- Design Manual for Roads and Bridges (DMRB) LA 104 Environmental assessment and monitoring (Highways England, 2020a).
- DMRB LA 107 Landscape and visual effects (Highways England, 2020b).

1.1.5 In line with DMRB LA 107, the effect on the constituent landscape/townscape features and elements/components of the LCAs and TCAs, such as trees, woods, hedgerows, hedgerow trees, landform and landscape/townscape pattern, are considered in combination as part of the effects on landscape/townscape character and not on the individual components. The assessment of impacts on perceptual and aesthetic aspects, is also considered in the assessment of impacts on landscape character and townscape character.

1.1.6 DMRB LA 107 refers to the European Landscape Convention's (2000) widely adopted definition of landscape which recognises, '*landscape as a resource inclusive of townscape*'.

1.1.7 The significance of effect has been determined by combining judgements on the sensitivity of landscape receptors with the magnitude of landscape effects. The matrix (Table 7.5) included in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.)] which is consistent with the matrix in DMRB LA 104, but including the minor amendments suggested in DMRB LA 107.

1.1.8 In accordance with DMRB LA 104 paragraphs 3.23 to 3.24.2, the magnitude of effects and significance of effect have been assessed taking into consideration the embedded and essential mitigation measures. The technical methodology detailing the LVIA approach is included in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3).

1.1.9 The LVIA comprises an assessment to identify likely significant effects based on the design shown on Figure 2.2: Scheme Design of the Environmental Statement Figures (TR010064/APP/6.1), and survey information.

1.1.10 Embedded mitigation measures and essential mitigation measures applied in the assessment of landscape effects are described in Section 7.9 of Chapter 7: Landscape and Visual of this Environmental Statement (TR010064/APP/6.1). Embedded and essential mitigation measures are also described in the Register of Environmental Actions and Commitments, which is included in the First Iteration Environmental Management Plan (TR010064/APP/6.5) secured by Requirement 4 of the Draft Development Consent Order (TR010064/APP/3.1). The Environmental Masterplan (Figure 2.3 of the Environmental Statement Figures (TR010064/APP/6.2)) includes locations of embedded mitigation measures and essential mitigation measures that have been considered in the assessment of landscape effects.

### 1.2 Schedule of landscape and townscape effects

1.2.1 Table 1.1 provides an impact assessment for the following LCAs and TCA:

- LCA 19: Heaton, Prestwich, Whitefield and Stand Parklands
- LCA 26: Prettywood, Pilsworth and Unsworth Moss
- LCA 27: Simister, Slattocks and Healds Green
- TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential

**Table 1.1 Schedule of landscape and townscape effects**

Note: effects in bold are significant effects.

Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
<p><b>LCA 19: Heaton, Prestwich, Whitefield and Stand Parklands</b></p> <p><u>Sensitivity:</u> High</p> <p><u>Baseline description:</u> Elevated hills and ridges, which form a backdrop to lower-lying river valleys and urban / suburban areas. Cultural heritage includes 16th to 19th century estate landscapes with open parkland, some of which are of national importance (Heaton Park), and the numerous Listed Buildings. Deep, steep-sided wooded valleys or 'cloughs' and a network of streams, ponds and lakes occur west of M60 J17. The sense of naturalness and tranquility can be experienced from some areas of parkland and woodland, away from major transport corridors and the urban fringe.</p>	Construction	Scheme construction activity would occur over a short-term period. Construction activity for Pond 5 would be within the adjoining LCA 27 north of Heaton Park. Activities would not be perceptible within the wider LCA 19. Due to the heavily wooded parkland, there would be no perception of change within the LCA and no effects on the parkland setting resulting in a neutral effect.	No change	Neutral
	Operation year 1 (Opening Year)	Pond 5 within the adjoining LCA would not be perceptible. There would be a neutral effect.	No change	Neutral
	Operation year 15 (Design Year)	Pond 5 within the adjoining LCA would not be perceptible. There would be a neutral effect.	No change	Neutral
<p><b>LCA 26: Prettywood, Pilsworth and Unsworth Moss</b></p> <p><u>Sensitivity:</u> Medium</p> <p><u>Baseline description:</u> Landform generally flat to gently undulating, with some locally distinctive artificial landforms from past mineral extraction and landfill (e.g. Pilsworth). Mainly medium scale, rectangular fields. Some recreational provision including golf courses (e.g. Pike Fold Golf Club). A landscape influenced by its industrial past, which includes surface coal mining and peat extraction, providing a sense of time-depth. Road, motorway corridors and railway lines bisect the landscape, often on raised embankments. Motorways are audibly and visually dominant in some areas, reducing tranquility. A network of public footpaths mainly follows tracks and lanes. In lower-lying areas views tend to be restricted by landform, although there are some distant views from higher open ground (e.g. Prettywood towards the West Pennines).</p>	Construction	<p>Scheme construction activity would occur over the short-term. Construction activity would be isolated to a small area on the south-western edge of this LCA, with activities perceptible within the wider area, part of which is a Special Landscape Area (Policy EN9/1 Bury Unitary Development Plan (1997)). The LCA would be directly affected by construction works for the Northern Loop, the Simister Pike Fold Viaduct, and the Simister Pike Fold Bridge, and Pond 1 and Pond 7. The LCA would also be indirectly affected by the presence of construction activity within the adjoining LCA 27.</p> <p>Construction would result in the loss of an area of woodland and linear woodland belt and mature trees east of the M66. The removal of the vegetation would alter the sense of enclosure and result in a greater perception of the adjacent M66 corridor and moving traffic from the more rural area to the east. Further detail regarding vegetation loss is set out in Appendix 7.5: Arboricultural Impact Assessment (AIA) of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>Construction activity for high embankments and structures for the Northern Loop, the Simister Pike Fold Viaduct, and Simister Pike Fold Bridge would be notable within the vicinity of J18. The temporary construction compounds to the north-west and to the north-east of M6 J18, including temporary soil stockpiles, temporary construction fencing, construction of the golf ball netting at Pike Fold Golf Course as well as machinery on haul routes, would result in large-scale disruption to a localised geographical area of pastoral farmland adjacent to M60 J18.</p> <p>During the hours of darkness, any temporary construction lighting, for temporary night-time working, would be perceptible, although within the context of the lit motorway network, moving traffic and lighting from residential areas. The benefits provided by highway woodland belts which reduces light spill onto adjacent areas would be lost where the vegetation is removed. However, there would be limited perceived change in the night-time environment as a result of construction activity and construction light sources as the works would be in close proximity to M60 J18.</p> <p>There would be a noticeable change in landscape character which would further erode the character due to the construction works and the resulting alteration to the fabric of the landscape. In addition, the landscape within the southern extent of the LCA is already affected by the busy M66 and M62. The works would result in noticeable damage to existing landscape character and addition of new noticeable features resulting in a moderate adverse magnitude of effect and moderate adverse significance of effect, which is significant.</p>	Moderate adverse	<b>Moderate adverse</b>

Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
	Operation year 1 (Opening Year)	<p>A small part of the LCA would be directly affected by the Northern Loop, the Simister Pike Fold Viaduct, and the Simister Pike Fold Bridge, and Pond 1 and Pond 7.</p> <p>Mitigation comprises realignment of Footpath 9WHI north of the Northern Loop, reinstatement of species rich grassland with intermittent trees and shrubs to help screen or integrate the new infrastructure, and wetland and marginal habitat creation at the ponds, and new woodland planting within the national highway embankments to provide separation and woodland cover characteristic of the M60 corridor. The new environmental mitigation area comprises species rich grassland, new wetland areas and tree and scrub planting. New hedgerow and hedgerow tree planting provides further integration of the new infrastructure and strengthens the existing landscape pattern.</p> <p>The LCA would be directly affected by the presence of the new infrastructure.</p> <p>While the Scheme would make use of the existing man-made raised landform to elevate the Northern Loop, the additional high embankment for the Northern Loop, the Simister Pike Fold Viaduct and the Simister Pike Fold Bridge, and Pond 1 and Pond 7 would result in a permanent loss and disruption to the field pattern and severance and loss of a section of the remaining part of Egypt Lane.</p> <p>While some of the site of the construction compounds would have been reinstated to agricultural land, where it is not required for mitigation planting, a reduction in vegetation would remain apparent alongside the M66 and near M60 J18 due to the removal of trees during construction. Therefore, the benefits of the separation provided by the highway woodland planting and trees groups between the highway corridor and the more rural area would be lost, locally altering the landscape character. The presence of the Northern Loop, Simister Pike Fold Viaduct, and the Simister Pike Fold Bridge, including moving traffic and highway infrastructure, such as lighting columns, signage, fencing, golf ball netting and vehicle restraint systems, would erode the rural landscape character.</p> <p>During the hours of darkness, headlights from vehicles using the Northern Loop, the Simister Pike Fold Viaduct, Simister Pike Fold Bridge and new highway lighting would have an adverse effect on the night-time character locally. The removal of highway woodland belts and tree groups on the M66 southbound is likely to result in additional light spill into the more rural area from existing M66 lighting columns.</p> <p>At year 1, although the reinstated grass sward would have established sufficiently to soften the earthworks, the new embankment and ponds would permanently alter the landform and the Northern Loop, Simister Pike Fold Viaduct and the Simister Pike Fold Bridge and vegetation loss would result in a slight loss to existing landscape character and elements, and addition of new noticeable road infrastructure. Mitigation planting on the Northern Loop embankment east and west of the M66 and near the ponds would not have sufficiently established to provide landscape integration by year 1.</p> <p>Most changes to the landscape are not anticipated to be reversible, with the exception of vegetation removal, which would generally be reversible over time through mitigation planting. Mitigation planting on the Northern Loop, Simister Pike Fold Viaduct and the Simister Pike Fold Bridge embankments, and near the ponds would not have sufficiently established to provide landscape integration by year 1 and there would be a minor adverse magnitude of effect and a slight significance of effect, which is not significant. The environmental mitigation area would not have sufficiently established to provide additional landscape integration by year 1.</p>	Minor adverse	Slight adverse



Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
	Operation year 15 (Design Year)	<p>The establishment of scattered scrub and woodland planting along the Northern Loop, Simister Pike Fold Viaduct and the Simister Pike Fold Bridge embankments and around the ponds would offset the effects of vegetation removed during construction and enhance the landscape character and sense of place locally, particularly where the highways infrastructure had previously been a prominent detracting feature to the north-west of J18. The planting would also help to integrate new embankments into the surrounding landscape, along with the highway infrastructure, such as lighting columns, signage and fencing.</p> <p>There would, however, remain a permanent change to the typically gently-undulating landform and also minor severance of the existing landscape pattern. Although the ponds would result in a permanent change to land-use, they would be designed to provide a good fit with existing contours and planted with aquatic species. The landscape character and tranquillity would also remain slightly eroded locally, mainly east of the Northern Loop due to the presence of highway infrastructure and moving traffic, traffic noise and headlights within the more rural landscape around Egypt Lane. The golf ball netting would be visible above establishing vegetation and an indicator of highway infrastructure even where the road has become screened.</p> <p>Operational lighting would slightly alter the night-time character, although this would be limited to areas near the elevated Northern Loop and would, therefore, be localised and in the context of existing lit areas associated with M60 J18 and highways corridors within the LCA.</p> <p>Overall, the Scheme would result in a slight change to the landscape character within a localised geographical area of approximately 1km from the Scheme, reduced from the effects during year 1 of operation due to the effectiveness of the established mitigation planting. The environmental mitigation area would have sufficiently established to provide beneficial landscape integration by year 15. Mitigation planting on the Northern Loop embankment east and west of the M66 and near the ponds would have sufficiently established to provide landscape integration by year 15 and there would be a minor adverse magnitude of effect and a slight adverse significance of effect, which is not significant.</p>	Minor adverse	Slight adverse
<p><b>LCA 27: Simister, Slattocks and Healds Green</b>  <u>Sensitivity:</u> Medium  <u>Baseline description:</u> Areas of elevated, open character with some prominent rural skylines forming a backdrop to views from adjacent urban areas. Areas of complex, undulating landform cut by distinctive steep wooded cloughs. Intact lengths of gritstone walls, hedgerows and tree clumps along field boundaries forming ecological networks and bringing definition to the 18th and 19th century and post-medieval field patterns. Opportunities to access and enjoy the rural landscape, cycle routes and a strong public rights of way network crossing the farmland and emanating from adjacent urban areas. The LCA's role as an immediate rural backdrop to development and its important function in separating discrete urban areas, preventing coalescence.</p>	Construction	<p>Scheme construction activity would occur over a short-term period. Construction activity would be isolated to a small area on the south-western edge of this large LCA. Activity would be largely confined to land close to the existing motorway corridor.</p> <p>The LCA would be directly affected by construction works for the M60 northbound to M60 westbound free flow link and Pond 4 and Pond 5, as well as indirectly affected by the presence of construction activity within the adjacent LCA 26.</p> <p>The construction of the free flow link would result in the loss of a narrow belt of highway vegetation on the M60 westbound verge. The construction of the ponds, located within fields, and disruption from the temporary construction compounds, temporary soil stockpiles, temporary construction fencing, as well as machinery on haul routes would result in disruption to a localised geographical area adjacent to M60 J18. The removal of the highway vegetation would result in a greater perception of the motorway and a greater influence on the adjacent agricultural area and residential areas within TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential. Further detail regarding vegetation loss is set out in Appendix 7.5: AIA of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>The construction activity would be located within a part of the LCA already heavily influenced by the motorway network and separated from the more rural parts of the LCA which would have a greater susceptibility to change. There would be no intervisibility between the construction works and the majority of the LCA due to the intervening woodland, vegetation belts and buildings within the adjacent LCA 26. The construction activity would lead to a slight loss and disruption to agricultural land and tree features.</p>	Minor adverse	Slight adverse

Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
		<p>During the hours of darkness, occasional headlights on the haul routes for temporary night-time working and construction lighting, including at the main construction compound and for temporary night-time working, would be perceptible, although perceived within the context of a heavily lit motorway network, moving traffic and lighting from residential areas and roads and local traffic. The benefits provided by highway woodland belts which reduces light spill onto adjacent areas would be lost where the vegetation is removed.</p> <p>The works would result in a slight alteration to a key feature and uncharacteristic change resulting in a minor adverse magnitude of effect and slight adverse significance of effect, which is not significant.</p>		
	<p>Operation year 1 (Opening Year)</p>	<p>A small part of the LCA would be directly affected by the M60 northbound to M60 westbound free flow link and Pond 1 and Pond 7. The LCA would also be indirectly affected by the presence of construction activity within the adjoining LCA 27.</p> <p>Mitigation comprises reinstatement and increased areas of linear tree belts within the highway embankments to provide separation and woodland cover characteristic of the M60 corridor, species rich grassland with intermittent trees and shrubs to help screen or integrate the new infrastructure, and marginal habitat creation at the ponds. New hedgerow and hedgerow tree planting provides further integration of the new infrastructure and strengthens the existing landscape pattern.</p> <p>While the M60 northbound to M60 westbound free flow link would be located mainly within the existing motorway footprint, the loss of vegetation and alterations to the highway embankment would alter the land use and landform locally. The two new ponds, one directly south of the free flow link and the other further south on the M60, would result in a permanent change to the field pattern and land use.</p> <p>While some of the site of the construction compounds would have been reinstated to agriculture land, where it is not required for mitigation planting, a reduction in vegetation would remain apparent alongside the M60 due to the removal of trees during construction. Therefore, the benefits of the separation provided by the highway woodland planting and trees groups between the motorway corridor and the more rural area would be lost, locally partly altering the landscape character. Lighting from headlights from vehicles using the new highway infrastructure, lighting columns and signage would erode the rural landscape character.</p> <p>During the hours of darkness, headlights from vehicles using the M60 northbound to M60 westbound free flow link and new highway lighting would have an adverse effect on the night-time character locally. The removal of highway woodland belts and tree groups on the M66 southbound is likely to result in additional light spill into the more rural area away from existing M66 lighting columns.</p> <p>At year 1, although the reinstated grass sward would have established sufficiently to soften the earthworks, the new embankment and ponds would permanently alter the landform and M60 northbound to M60 westbound free flow link and vegetation loss would result in a slight loss to existing landscape character and elements, and addition of new noticeable road infrastructure.</p> <p>Most changes to the landscape are not anticipated to be reversible, with the exception of vegetation removal, which would generally be reversible over time through mitigation planting. Mitigation planting alongside the M60 northbound to M60 westbound free flow link and near the ponds would not have sufficiently established to provide landscape integration by year 1 and there would be a minor adverse magnitude of effect and a slight adverse significance of effect, which is not significant. The environmental mitigation area would not have sufficiently established to provide additional landscape integration by year 1.</p>	<p>Minor adverse</p>	<p>Slight adverse</p>
	<p>Operation year 15 (Design Year)</p>	<p>The establishment of scattered scrub and woodland planting along the M60 northbound to M60 westbound free flow link embankments and around the ponds would offset the effects of vegetation removed during construction and enhance the landscape character and sense of place locally, particularly where the highways infrastructure had previously been a prominent detracting feature to the south-west of J18. The planting would also help to integrate new embankments, highway infrastructure, such as lighting columns, signage and fencing into the surrounding landscape.</p>	<p>Minor adverse</p>	<p>Slight adverse</p>



Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
		<p>Although the ponds would result in a permanent change to land-use, they would be designed to provide a good fit with existing contours and planted with aquatic species.</p> <p>Operational lighting within LCA 26 would indirectly alter the night-time character, although this would be limited to areas near the existing network and would, therefore, be localised and in the context of existing lit areas associated with J18 and highways corridors within the LCA.</p> <p>Overall, the Scheme would result in a slight change to the landscape character within a localised geographical area of approximately 1km from the Scheme, reduced from the effects during year 1 of operation due to the effectiveness of the established mitigation planting. Mitigation planting would have sufficiently established to provide landscape integration by year 15 and there would be a minor adverse magnitude of effect and a slight adverse significance of effect, which is not significant.</p>		
<p><b>TCA Prestwich, Whitefield, Radcliffe and Unsworth Residential</b></p> <p><u>Sensitivity:</u> Low</p> <p><u>Baseline description:</u> The TCA is dominated by post war- suburban estates, although there is a wide variety of styles and sizes. Industrial and commercial buildings are clustered together and noticeable for the difference in scale and usually the modern building style. The area contains three conservation areas and numerous listed buildings that are mostly concentrated within the Conservation Areas. The Grade I listed Church of All Saints, Stand and the Parish Church of St Mary are notable heritage features. Open spaces include pocket parks, playing fields, gardens, civic spaces, cemeteries, churchyards and golf courses are located across the TCA.</p> <p>The major transport routes, including the A56 Bury New Road, Metrolink, M60 and M66 are noticeable from many areas within the TCA.</p>	Construction	<p>Scheme construction activity would occur over a short-term period. Construction activity would be largely confined to land close to the motorway corridor within the large TCA. The TCA would be directly affected by construction works for the widening of the existing M60 J17 to J18, as well as indirectly affected by the presence of construction activity within the adjacent LCA 26 and LCA 27.</p> <p>Construction works for the widening of the existing M60 J17 to J18 would result some localised alteration of the M60 verge and the loss of sections of highway woodland belt on the eastbound and westbound verges. Construction activity would occur within the motorway corridor and in localised geographical areas within the TCA. The removal of the highway vegetation would result in a greater perception of the M60 corridor and a greater influence of the motorway on the residential areas of Prestwich and Whitefield. Further detail regarding vegetation loss is set out in Appendix 7.5: AIA of the Environmental Statement Appendices (TR010064/APP/6.3).</p> <p>The construction activity would be located within a part of the LCA already heavily influenced by the motorway network. There would be very limited intervisibility between the construction works and the majority of the LCA due to the intervening development and remaining highway woodland belts.</p> <p>During the hours of darkness, any temporary night-time working, and construction lighting would be perceptible, although perceived within the context of the lit motorway network, moving traffic and lighting from residential areas, roads and local traffic.</p> <p>The works would result in a slight alteration to a key feature and uncharacteristic change resulting in a minor adverse magnitude of effect and slight adverse significance of effect, which is not significant.</p>	Minor adverse	Slight adverse
	Operation year 1 (Opening Year)	<p>Mitigation comprises reinstatement and increased areas of linear tree belts within the national highway embankments to provide separation and woodland cover characteristic of the M60 corridor.</p> <p>The TCA would be directly affected by the widening of the existing M60/M62 Mainline J17-J18, as well as indirectly affected by the presence of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge within the adjacent LCA 26 and carriageway widening within LCA 27.</p> <p>While the Scheme would be located within the existing motorway corridor, a reduction in vegetation would remain apparent alongside the M60. Therefore, the benefits of the separation provided by the highway woodland planting and trees groups between the motorway corridor and residential area would be lost partly altering the townscape character.</p> <p>During the hours of darkness, headlights from vehicles using the M60 J18 to J18 eastbound and westbound and new highway lighting would have an adverse effect on the night-time character locally. At year 1, although the reinstated grass sward would have established sufficiently to soften the earthworks, the new vegetation loss would result in a slight loss to existing landscape character and elements and addition of new noticeable road infrastructure.</p> <p>Most changes to the townscape are anticipated to be reversible over time through mitigation planting.</p>	Minor adverse	Slight adverse

Landscape / townscape character area	Construction / Operation (year 1 / year 15)	Impact assessment	Magnitude of effect (change)	Significance of effect
	Operation year 15 (Design Year)	<p>The establishment of the highways woodland belt along the M60/M62 Mainline J17-J18 embankments would have established sufficiently to reinstate the woodland cover to help to integrate new embankments into the surrounding landscape, along with the highway infrastructure, such as lighting columns, signage and fencing.</p> <p>Overall, the Scheme would result in a slight change to the landscape character within a localised geographical area in the vicinity of the Scheme. Mitigation planting along the motorway embankments would have sufficiently established to provide landscape integration by year 15 and there would be a minor adverse magnitude of effect and a slight significance of effect, which is not significant.</p>	Negligible adverse	Slight adverse

## Acronyms and initialisms

Acronym	Term
AIA	Arboricultural Impact Assessment
DMRB	Design Manual for Roads and Bridges
LCA	Landscape character area
TCA	Townscape character area

## Glossary

Term	Definition
Characteristics	Elements or combination of elements, which make a particular contribution to distinctive character. DMRB LA 107
Landscape	An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. European Landscape Convention 2000 European Landscape Convention 2000 [Ref 10.N] widely adopted definition of landscape which recognises: landscape as a resource inclusive of townscape. DRMB LA 107
Landscape character	A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse. GLVIA3
Landscape character area	Single unique areas which are the discrete geographical areas of particular landscape type. GLVIA3
Landscape receptors	Defined aspect of the landscape resource that potentially could be affected by the Scheme. GLVIA3
Landscape sensitivity	Applied to specific landscape receptors, combining judgements of the susceptibility of the receptor to the specific type of development and the value related to the receptor LVIA: Landscape and Visual Assessment. GLVIA3
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development, and the value related to the receptor. GLVIA3
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specified development without negative consequences. GLVIA3
Townscape	The landscape within the built-up area, including the buildings, urban open spaces, including green spaces and the relationship between buildings and between buildings and open spaces. GLVIA3

## References

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