

M60/M62/M66 Simister Island Interchange

TR010064

ENVIRONMENTAL STATEMENT APPENDICES

APPENDIX 7.4 SCHEDULE OF VISUAL 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[]**

**ENVIRONMENTAL STATEMENT APPENDICES
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Appendix 7.4 Schedule of visual effects

1.1 Introduction

- 1.1.1 This appendix describes the assessment of visual effects. The full methodology that has been applied for the visual assessment is provided in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3).
- 1.1.2 The assessment is supported by the following Environmental Statement Figures (TR010064/APP/6.2):
- Figure 7.1: Zone of Theoretical Visibility
 - Figure 7.2: Zone of Theoretical Visibility with Screening Features
 - Figure 7.5: Representative Viewpoints and Photomontage Locations
 - Figure 7.6: Representative Viewpoint Photosheets
 - Figure 7.7: Photomontages.
- 1.1.3 The visual assessment considers physical changes in views and visual amenity from receptors (individuals or a range of people) including residential properties, public rights of way (PRoW), open spaces, sports facilities and the local and main road network due to the Scheme. Following the DMRB standards a representative viewpoint approach has been applied. The visual impact assessment does not therefore identify effects on every individual receptor. However, the viewpoint selection process has ensured that the number and locations of representative viewpoints are proportionate to the development.
- 1.1.4 The visual assessment comprises of 29 representative viewpoints (VP). Photomontages (PM) (Figure 7.7: Photomontages of the Environmental Statement Figures (TR010064/APP/6.2)) have been developed at four of these viewpoints. The locations of VPs and PM are shown on Figure 7.5: Representative Viewpoints and Photomontage Locations of the Environmental Statement Figures (TR010064/APP/6.2).
- 1.1.5 Where representative viewpoints are located close to receptors of varying sensitivities, an assessment of each receptor type has been undertaken to establish the effects where it is considered that the view and the effect would differ.
- 1.1.6 Representative viewpoints have been selected through a review of the zone of theoretical visibility (ZTV) mapping shown on Figure 7.1: ZTV and Figure 7.2: ZTV with Screening Features of the Environmental Statement Figures (TR010064/APP/6.2), a study of aerial photography, topographical mapping and winter and summer field surveys. Further information describing how the ZTV has been used to inform the study area is described in Section 7.6 of Chapter 7: Landscape and Visual of this Environmental Statement (TR010064/APP/6.1). The methodology detailing the development of both ZTVs is included in Appendix 7.1: Landscape and Visual Impact Assessment Methodology of the Environmental Statement Appendices (TR010064/APP/6.3).

General approach

- 1.1.7 The methodology for the landscape and visual impact assessment complies with the requirements set out in Design Manual for Roads and Bridges (DMRB) LA 104 Environmental assessment and monitoring (Highways England, 2020a) and DMRB LA 107 Landscape and visual effects (Highways England, 2020b).
- 1.1.8 The assessment of visual effects is based on a selection of representative viewpoints for different receptor types within the study area. DMRB LA 107 paragraph 3.32 defines representative viewpoints as, '*represent[ing] the experience of different types of visual receptors, where large numbers of viewpoints cannot be included individually, with similar (unlikely to differ) significant effects*'.
- 1.1.9 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. Embedded mitigation measures and essential mitigation measures applied in the assessment of visual effects are described in Section 7.9 of Chapter 7: Landscape and Visual of this Environmental Statement (TR010064/APP/6.1) and are also summarised in the Register of Environmental Actions and Commitments, which is contained within 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)) shows the locations of embedded and essential mitigation measures.
- 1.1.10 The visual assessment 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/6.2), and survey information. The visual assessment has also taken into consideration vegetation likely to be removed (or retained) within the Order Limits and has referred to the Arboricultural Impact Assessment (AIA) (Appendix 7.5 of the Environmental Statement Appendices (TR010064/APP/6.3)).

1.2 Schedule of visual effects

1.2.1 Table 1.1 provides the schedule of visual effects.

Table 1.1 Schedule of visual effects

Note: effects in bold are significant effects.

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP1 Broom Hill Farm, Higher Barn Farm, Footpath 4WHI	Residents: High Footpath users: Moderate	Views are across the Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Pastoral fields, hedgerows, trees and woodland in short to long distance views south-west give way to the Prestwich and Bury urban areas which are filtered by trees and woodland. Moving traffic, gantries and the M60, M62 and M66 motorway corridors are visible in distant views although partly screened by intervening woodland and linear tree belts along motorway corridors. A raised barren man-made mound just north-east of J18 is a perceptible feature. A long ridgeline with trees and buildings, part of which includes Heaton Park, extends across the view and forms the distant skyline. Detractors in the landscape include pylons and the British Telecom telecommunication tower on the skyline within Heaton Park and which are noticeable tall features. Open, elevated distant views south and west towards tall buildings on the Manchester skyline.	Construction	Residents and footpath users would have open, slightly elevated, long-distance views to the south-west to construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge and Pond 1. Construction compounds, material storage areas, soil stockpiles, construction fencing and construction of the golf ball netting at Pike Fold Golf Course would be distant although perceptible features in the view. The construction activity on the existing area of raised ground and visual disturbance from the movement of vehicles on haul route at the construction compound near Egypt Lane would be perceptible although viewed against J18 forming the background. The loss of highways woodland belt for the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible and open up further views to moving traffic on the M66. Due to the distance from the Scheme and filtering by vegetation there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Minor adverse	Residents and footpath users: Slight adverse
			Operation year 1 (Opening Year)	Residents and footpath users would have long distance views to the Northern Loop elevated on the area of raised ground and new embankment, and the Simister Pike Fold Viaduct. While the lower parts of the Northern Loop embankment, Simister Pike Fold Bridge, and Pond 1 would be screened by existing vegetation in winter and summer, the upper sections, including the barriers and moving traffic, and also lighting columns would be apparent although seen against a backdrop of the existing motorway infrastructure and moving traffic. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs and woodland planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns, the golf ball netting and supporting frame and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Due to the distance from the Scheme and filtering by vegetation there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Minor adverse	Residents and footpath users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, scattered tree, shrub planting and woodland planting around the Northern Loop and Simister Pike Fold Bridge would be sufficiently established to provide screening and also provide some additional filtering of moving traffic on the M66, although parts of the Northern Loop and moving traffic would remain discernible in the summer and winter, and seen as a very small part of the view. The golf ball netting, which would be 25m high, would protrude above establishing vegetation although it would be seen within the context of lighting columns and other tall motorway features and would be barely noticeable. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse
VP2 Castlebrook Farm, Whitegate Bungalow on Castle Road, Restricted Byway 85BUR	Residents: High Footpath users: Moderate	Views are across the Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Focussed, partly filtered long distance views south across Pike Fold Golf Course, with scattered trees, hedgerows and woodland belts, including an evergreen tree belt within Pike Fold Golf Course, in short and medium distance views. Gantries and moving traffic on the elevated section of M60 J18 are visible in long distance views although partly screened by intervening woodland and linear tree belts along motorway corridors. A long ridgeline with trees and buildings extends across the view and forms the distant skyline. Detractors in the landscape include the pylons and the British Telecom telecommunication tower within Heaton Park which are distant noticeable tall features above the wooded skyline.	Construction	Residents and footpath users would have very focussed long distance views south between intervening blocks of vegetation to construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge, Pond 1 and construction of the golf ball netting. Evergreen trees within Pike Fold Golf Course would substantially screen views although construction activity would be perceptible on the existing area of raised ground. Due to the distance from the Scheme and screening by vegetation there would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse
			Operation year 1 (Opening Year)	Residents and footpath users would have focussed long distance views to the Northern Loop elevated on the area of raised ground and new embankment. While the Northern Loop would be mostly screened by the conifer belt in winter and summer, there would be glimpsed views of moving traffic, the golf ball netting and supporting frame and lighting columns although seen against a backdrop of the existing motorway infrastructure. Mitigation planting of intermittent trees and shrubs and woodland planting around the Northern Loop would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Due to the distance from the Scheme and screening by vegetation there would be a negligible adverse magnitude of visual change and a slight adverse significance of effect.	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse
			Operation year 15 (Design Year)	At year 15, scattered tree, shrub planting and woodland planting around the Northern Loop embankment would be established sufficiently to provide screening of the Northern Loop and also provide some additional filtering of moving traffic on the M66 and M60 J18, although some glimpsed views would remain in winter, although seen as a very small part of the view. The golf ball netting, which would be 25m high, would be protrude above establishing vegetation although it would be seen within the context of lighting columns and other tall motorway features and would be barely noticeable. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP3 Brickhouse Farm, four residential properties on Killy Lane, Footpath 6WHI, Footpath 7WHI, Pike Fold Golf Course	Residents: High Footpath users, visitors to Pike Fold Golf Course: Moderate	Views for residents, footpath users and visitors to Pike Fold Golf Course are across the Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Partly filtered long distance views south across Pike Fold Golf Course, with scattered trees and woodland belts in short and medium distance views. Gantries and moving traffic on the elevated section of J18 Simister Island are visible in long distance views although partly screened by intervening woodland and linear tree belts along motorway corridors. Pylons and the British Telecom telecommunication tower within Heaton Park are noticeable tall detracting features above the skyline. Views west include undulating pastoral fields and hedgerows in short distance views, and a sports field and a linear tree belt along the M66 in medium distance views. There are no views of the M66 or motorway infrastructure.	Construction	Residents and users of Footpath 6WHI, Footpath 8WHI and Pike Fold Golf Course would have open or filtered medium and long distance views south to construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge, the golf ball netting and Pond 1. Construction compounds, material storage areas, soil stockpiles and construction fencing would be perceptible features in the view. The construction activity on the existing area of raised ground and visual disturbance from the movement of vehicles on haul route at the construction compound near Egypt Lane, would be noticeable features in a part of the view. Tree belts within Pike Fold Golf Course would screen views to construction of the M66 southbound diverge. There would also be open or partially filtered medium distance views to construction activities for Pond 2, including views of a small construction compound and material storage area. The undulating land within the field would partly obscure views of construction activities. Due to the scale of the Scheme and openness of views, and proximity of Pond 2 there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents, footpath users and visitors to Pike Fold Golf Course: Moderate adverse	Residents, footpath users and visitors to Pike Fold Golf Course: Moderate adverse
			Operation year 1 (Opening Year)	Residents, users of footpaths and the golf course would have long distance views to the Northern Loop elevated on the area of raised ground and new embankment. While the lower part of the Northern Loop embankment and Pond 1 would be screened by existing vegetation in winter and summer, the upper part including the barriers and moving traffic, the golf ball netting and supporting frame and also lighting columns, would be apparent although seen against a backdrop of the existing motorway infrastructure and the area of raised ground. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting of intermittent trees, shrubs and woodland around the Northern Loop would not be sufficiently established to provide landscape integration by year 1 and some views from the golf course would be open to the M66. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Only a small part of the Pond 2 would be visible, being mostly screened by surrounding undulating topography. Due to the openness of views of the Northern Loop there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents, footpath users and visitors to Pike Fold Golf Course: Moderate adverse	Residents, footpath users and visitors to Pike Fold Golf Course: Moderate adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	<p>At year 15, scattered trees, shrub planting and woodland planting around the Northern Loop would be established to provide screening of the Northern Loop and also provide some additional filtering of moving traffic on the M66, although parts of the Northern Loop and moving traffic would remain discernible in the summer and winter, although seen as a very small part of the view.</p> <p>Replacement planting along the M66 verge would be sufficiently established to screen moving traffic. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. Lighting columns would be seen against a backdrop of the existing gantries, motorway lighting and pylons. The golf ball netting would protrude above establishing vegetation and would remain as a noticeable feature. A small part of Pond 2 would remain perceptible although it would not alter the character of the view. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.</p>	Residents, footpath users and visitors to Pike Fold Golf Course: Negligible adverse	Residents, footpath users and visitors to Pike Fold Golf Course: Slight adverse
VP4 Hesketh Villa, Whittle Fold Farm, Whittle Smallholdings, off Whittle Lane, Footpath MidRupp110a	Residents: High Footpath users: Moderate	Slightly elevated open views west comprising the M62 and Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Pastoral fields, hedgerows, trees and woodland in the short to long distance give way to the Prestwich and Bury urban areas which are filtered by trees and woodland. Moving traffic and gantries on the M62 are prominent in the view. The M60 and M66 motorway corridors are visible in distant views although partly screened by intervening woodland and linear tree belts along motorway corridors. A raised barren man-made mound just north-east of J18 is a perceptible feature. Detractors in the landscape include pylons and the British Telecom telecommunication tower on the skyline within Heaton Park and which are noticeable tall features.	Construction	Residents and footpath users would have open, slightly elevated, long distance views to the south-west to construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge, the golf ball netting and Pond 1. Construction compounds, material storage areas, soil stockpiles and construction fencing would be distant although perceptible features in the view. The construction activity on the existing area of raised ground and visual disturbance from the movement of vehicles on haul route at the construction compound near Egypt Lane would be perceptible although viewed against J18 forming the background. The loss of highways woodland belt for the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible and open up further views to moving traffic on the M66. Due to the distance from the Scheme and filtering by vegetation there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Minor adverse	Residents and footpath users: Slight adverse
			Operation year 1 (Opening Year)	Residents and footpath users would have long distance views to the Northern Loop elevated on the area of raised ground and new embankment, and the Simister Pike Fold Bridge. While the lower parts of the Northern Loop embankment, Simister Pike Fold Bridge, and Pond 1 would be screened by existing vegetation in winter and summer, the upper sections, including the barriers and moving traffic, the golf ball netting and supporting frame and also lighting columns would be apparent although seen against a backdrop of the existing motorway infrastructure and moving traffic. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs and woodland planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Due to the distance from the Scheme and filtering by vegetation there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Minor adverse	Residents and footpath users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, mitigation planting around the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge would be sufficiently established to provide some screening and also provide some additional filtering of moving traffic on the M66, although parts of the Northern Loop and moving traffic would remain discernible in the summer and winter, although seen as a very small part of the view. The golf ball netting would protrude above establishing vegetation although would be a barely noticeable and distant feature. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse
VP5 Unsworth Moss Farm, Unsworth Moss Bungalow, Moss Top Farm, Footpath 8WHI, Footpath 9WHI	Residents: High Footpath users: Moderate	Views are across the Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Open, medium distance views south-west to the M62 and J18. Scattered trees and woodland, within Pike Fold Golf Course and linear tree belts along the M66 screen the M66. The area of raised ground is visible and screens a part of the M66. Open views to the M62 and Simister medium distance settlement to the south. Gantries, moving traffic and the M60, M62 and M66 motorway corridors are all visual detractors although partly screened by linear tree belts. Motorway lighting columns, wood pole lines, pylons and the British Telecom telecommunication tower within Heaton Park are noticeable tall features above the skyline.	Construction	Residents of Unsworth Moss Farm, Unsworth Moss Bungalow, Moss Top Farm and users of Footpaths 8WHI and 9WHI would have partly filtered medium distance views south-west to the construction of the Northern Loop, Simister Pike Fold Viaduct, the golf ball netting and Pond 1. Construction compounds, material storage areas, soil stockpiles and construction fencing would be noticeable features in the view. The construction activity on the existing area of raised ground and surrounding areas for soil stockpiles and including fencing and visual disturbance from the movement of vehicles on the haul routes, including on Egypt Lane, would be noticeable features in the view. There would be some glimpsed views of the Simister Pike Fold Bridge construction between intervening blocks of vegetation. Due to the proximity and the scale of the Scheme and openness of views there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents and footpath users: Moderate adverse	Residents and footpath users: Moderate adverse
			Operation year 1 (Opening Year)	Residents and footpath users would have medium distance views of a part of the Northern Loop elevated on the area of raised ground and new embankment. Simister Pike Fold Viaduct and Simister Pike Fold Bridge would be obscured by the Northern Loop. In winter and summer, the Northern Loop, moving traffic, the golf ball netting and supporting frame and lighting columns would be noticeable above the skyline, although seen against a backdrop of the existing motorway infrastructure. The compound would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs and woodland around the Northern Loop would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Due to the proximity of the Scheme and visibility of a part of the Northern Loop there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents and footpath users: Moderate adverse	Residents and footpath users: Moderate adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	<p>At year 15, scattered trees and shrub and woodland around the Northern Loop and Pond 1 would be established to provide screening of the Northern Loop and also provide some additional filtering of moving traffic on the M66, although parts of the Northern Loop and moving traffic would remain discernible in the winter, although seen as a small part of the view.</p> <p>Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. Lighting columns would be seen against a backdrop of the existing gantries, motorway lighting. The golf ball netting would protrude above establishing vegetation although would be a barely noticeable and distant feature. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.</p>	Residents and footpath users: Negligible adverse	Residents and footpath users: Slight adverse
VP6 Footpath 9WHI and local road on Hills Lane	Footpath users: Moderate Local road users: Moderate	The routes east lead to the Special Landscape Area (Bury Unitary Development Plan 1997 Policy EN9/1). Open, elevated medium distance views south from Hills Lane overbridge along the M66 corridor towards M60 J18. Views towards M60 J18 are focussed by highway embankments and woodland belts. Motorway lighting columns, pylons, including the British Telecom telecommunication tower within Heaton Park, are all notable features above the wooded skyline. A gantry is a dominant feature within the view and obscures a part of J18 and the southbound carriageway.	Construction	The Scheme would only be seen from a very short section of the route on the bridge users of footpath 9WHI and road users on Hills Lane would have short and medium distance views south to construction activity associated with the Northern Loop, the Simister Pike Fold Viaduct, Simister Pike Fold Bridge structures, the golf ball netting and the M66 southbound diverge. The construction activity would result in a loss of highways woodland belt in the short and medium distance views. The southbound gantry would be retained. Traffic management cones would be prominent within the highway during construction. Due to the proximity of the Scheme and openness of views there would be a moderate adverse magnitude of effect from the bridge resulting in a moderate adverse significance of effect for footpath users. There would be a moderate adverse magnitude of effect and a slight adverse significance of effect for moderate sensitivity road users.	Footpath users and local road users: Moderate adverse	Footpath users: Moderate adverse Local road users: Slight adverse
			Operation year 1 (Opening Year)	Footpath users and road users would have medium distance views only from the bridge of a small part of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, the golf ball netting and supporting frame and seen against a backdrop of the existing motorway infrastructure Loss of woodland belt on the M66 southbound embankment, which forms backdrop to the gantry, would be noticeable and slightly alter tree cover, resulting in the gantry becoming more prominent in the view. Mitigation planting of species rich grassland and woodland planting along the M66 southbound diverge would not be sufficiently established to provide landscape integration or visual screening by year 1 although areas of tree guards would be perceptible within the planting plots. Due to the proximity of the Scheme and openness of views there would be a minor adverse magnitude of effect resulting in a slight adverse significance of effect for footpath users and local road users.	Footpath users and local road users: Minor adverse	Footpath users and local road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, woodland belt and shrub planting along the M66 southbound embankment would be established to help integrate the new structures, these would remain discernible in summer and winter, seen as a small element of the view and seen against a backdrop of the existing gantries and motorway lighting. The golf ball netting would protrude above establishing vegetation and would be perceptible above the tree skyline, although seen in the context of the gantry and lighting columns. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Footpath users and local road users: Negligible adverse	Footpath users and local road users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP7 and PM01 Footpath 9WHI, Footpath 46WHI, road users along Egypt Lane and users of Pike Fold Golf Course	Footpath users, local road users and users of Pike Fold Golf Course: Moderate	Views are across the Special Landscape Area (Bury Unitary Development Plan (UDP) 1997 Policy EN9/1). Open, medium distance views west to the M66, M62 and M60 J18 from Egypt Lane. Hedgerows, scattered trees and tree groups within pastoral fields to the west and tree groups within Pike Fold Gold Course to the north-west, give way to linear tree belts along the motorway corridors in the medium distance. The high raised earth mound forms a noticeable and barren feature on the skyline. Moving traffic and gantries on Junction 18 are visible between breaks in tree belts. Linear tree belts along the motorway corridors typically form a low wooded skyline. Pylons, wood pole lines and numerous lighting columns on the skyline are noticeable tall features. There are similar open views from the southern corner of the golf course. However, elsewhere intervening vegetation within the golf course and on the golf course boundary mostly screen outward views.	Construction	Users of footpaths 46WHI and 9WHI, road users on Egypt Lane and golf course users would have short distance views of construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge, the golf ball netting and Pond 1. The construction activity on the area of raised ground, soil stockpiles, fencing and visual disturbance from the movement of vehicles on haul routes for the construction compound near Egypt Lane would be prominent and incongruous in the view. Construction activity would be seen above the skyline. The loss of vegetation and highways woodland belt would alter the characteristics of the view and open up views to moving traffic and a gantry on the M66. Due to the nature of the change in views, the close proximity and the scale of the change there would be a major adverse magnitude of effect resulting in a very large adverse significance of effect for footpath users, a large adverse significance of effect for local road users and a moderate adverse significance of effect for users of Pike Fold Golf Course. Due to the nature of the change in views, the close proximity and the scale of the change there would be a major adverse magnitude of effect resulting in a large adverse significance of effect for moderate sensitivity footpath users, local road users and users of Pike Fold Golf Course within a small part of the golf course.	Footpath users, local road users and visitors to Pike Fold Golf: Major adverse	Footpath users, local road users and visitors to Pike Fold Golf Course: Large adverse
			Operation year 1 (Opening Year)	Footpath users, road users and users of Pike Fold Golf Course would have short distance views of the Northern Loop elevated on the area of raised ground, Simister Pike Fold Bridge and the golf ball netting and supporting frame. There would be glimpsed views of Simister Pike Fold Viaduct and Pond 1. In winter and summer, the Northern Loop and Simister Pike Fold Bridge, including the gantries and moving traffic, and also lighting columns would be noticeable above the skyline. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs and woodland planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards within planting plots would be noticeable. Lighting columns would be seen above the skyline and would form a noticeable feature of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be noticeable from the location although seen within the context of existing motorway lighting and vehicle headlights. Due to the nature of the change in views, the close proximity and the scale of the change there would be a major adverse magnitude of effect resulting in a moderate adverse significance of effect for moderate sensitivity footpath users, local road users and users of Pike Fold Golf Course within a small part of the golf course.	Footpath users, local road users and visitors to Pike Fold Golf Course: Major adverse	Footpath users, local road users and visitors to Pike Fold Golf Course Moderate adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, scattered tree and shrub planting, hedgerow planting and woodland planting around the Northern Loop and Simister Pike Fold Bridge would be sufficiently established to provide screening of the Northern Loop and also provide some additional filtering of moving traffic on the M60, although parts of these structures and moving traffic would remain discernible in the summer and winter. Pond 1 and marginal planting would be integrated within the existing landform. Lighting columns on the Northern Loop and Simister Pike Fold Bridge, and the golf course netting would protrude above establishing vegetation and would be seen above the skyline. The Scheme and establishing mitigation planting would foreshorten the view for receptors, although due to the effective filtering and screening of screen planting there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Footpath users, local road users and visitors to Pike Fold Golf Course: Minor adverse	Footpath users, local road users and visitors to Pike Fold Golf Course: Slight adverse
VP8 Simister Green residential properties, Simister	Residents: High	Slightly elevated medium distant views north-west towards linear tree belts along the high M62 embankment. Residents typically have focused views between nearby properties. The linear tree belts along the westbound M62 motorway corridor substantially screen views northwards beyond the M62 corridor and form the backdrop to medium distance views. Some glimpsed views of moving traffic seen through the linear tree belt. Lighting columns along the M62 corridor are noticeable above the wooded skyline.	Construction	Simister Green residents would have focussed and heavily filtered views of taller construction equipment and cranes for the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge above the wooded skyline. The elevated M62 embankment and dense highway woodland belt would screen views of construction on the area of raised ground, although cranes and tall construction equipment would be visible above the skyline formed by the linear tree belt. Due to the level of screening by vegetation there would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents: Negligible adverse	Residents: Slight adverse
			Operation year 1 (Opening Year)	At year 1, no part of the Scheme would be discernible as the M62 embankment and existing dense highway woodland belt would screen the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, resulting in a neutral effect.	Residents: No change	Residents: Neutral
			Operation year 15 (Design Year)	At year 15, no part of the Scheme would be discernible, resulting in a neutral effect.	Residents: No change	Residents: Neutral
VP9 Droughts Lane residential properties, Simister	Residents: High	Enclosed, short and medium distance oblique views north along Droughts Lane flanked by residential properties to the elevated highway embankment on the M60. The linear tree belts along the westbound M62 motorway corridor substantially screens views northwards beyond the M62 corridor and form the backdrop to views. Some glimpsed views of moving traffic seen through the linear tree belt. Lighting columns along the M62 corridor are noticeable above the wooded skyline.	Construction	Droughts Lane residents would have oblique and heavily filtered views of taller construction equipment used for the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge. The elevated M62 embankment and dense highway woodland belt, and street trees, would screen lower-level views of construction on the area of raised ground, although cranes and tall construction equipment would be visible above the skyline formed by the linear tree belt. Due to the level of screening by vegetation there would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents: Negligible adverse	Residents: Slight adverse
			Operation year 1 (Opening Year)	At year 1, no part of the Scheme would be discernible as the M62 embankment and existing dense highway woodland belt would screen the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge, resulting in a neutral effect.	Residents: No change	Residents: Neutral
			Operation year 15 (Design Year)	At year 15, no part of the Scheme would be discernible, resulting in a neutral effect.	Residents: No change	Residents: Neutral

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP10 Heywood Road, M60 overbridge, travellers on the M60 motorway network	Road users: Low	Generally medium distance views along carriageways are focused by linear tree belts that typically flank each motorway corridor. Outward views in the vicinity of M60 J18 are limited to short sections close to the M66 on-slip and M66 off-slip roads with the M60/M62. Gantries and lighting columns are notable throughout the busy intersection.	Construction	Road users on the motorway network within the Scheme would typically have short distance views to construction activity associated with the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge, mainline widening, alterations of the slip roads and construction of ponds. The construction activity would result in a loss of linear tree belts and general disruption over a wide area. Construction activity on the area of raised ground and visual disturbance from the movement of vehicles along haul roads, the main compound, satellite storage area would be prominent features in the view. Traffic management cones would be prominent across the Scheme footprint during construction. The greatest change would occur in the vicinity of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge construction for road users northbound and southbound on the M66. Due to the close proximity of the Scheme and openness of views there would be a major adverse magnitude of effect, resulting in a slight adverse significance of effect.	Road users: Major adverse	Road users: Slight adverse
			Operation year 1 (Opening Year)	Road users would have short distance of the operational Scheme components which would be notable for the openness of views due to clearance of existing linear tree belts, although new infrastructure would be seen in the context of the existing busy M60 J18. The temporary compounds would have been removed, traffic management cones removed, and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs and woodland planting, new hedgerows and hedgerow trees, would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards within planting plots would be noticeable. Lighting columns would be seen above the skyline and would form a noticeable feature of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be noticeable although seen within the context of existing motorway lighting and vehicle headlights. Due to the nature of the change in views, the close proximity and the scale of the change there would be a major adverse magnitude of effect, resulting in a slight adverse significance of effect.	Road users: Major adverse	Road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting would be sufficiently established to provide visual integration of the Scheme and also provide some additional filtering of moving traffic on the Northern Loop and other structures. Due to the effective integration provided by mitigation planting there would be a minor adverse magnitude of effect, resulting in a slight adverse significance of effect.	Road users: Minor adverse	Road users: Slight adverse
VP11 Roch Crescent, Douglas Walk east of Douglas Close	Residents: High	Focussed or open medium, direct or oblique distance views south-east across open pastoral land to the M66 and M60 J18 partially filtered by a tall hedgerow along Pole Lane and linear tree belts along the M66. Gantries, lighting columns and moving traffic are visible in breaks in linear tree belts. Pylons are noticeable tall features above the skyline.	Construction	Residents of Roch Crescent, Douglas Walk would have focussed or open partially filtered medium distant views south-east to the construction of the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge. While lower parts of the construction would be screened by an intervening low ridge line and an existing linear tree belt on the M66 northbound verge, the construction activity on the area of raised ground and visual disturbance from the movement of vehicles would be a perceptible features in a part of the view. Due to the localised filtering, the restricted nature of the views and distance from the construction activity, there would be a minor adverse magnitude of effect, resulting in a slight adverse significance of effect.	Residents: Minor adverse	Residents: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 1 (Opening Year)	Residents of Roch Crescent would have focussed, medium distance views to the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge. The temporary compounds would have been removed and the areas restored to pastoral grassland. A section of highway woodland belt planting removed on the M66 northbound verge during the construction phase would perceptibly alter the skyline. Mitigation planting comprising new hedgerow planting along Pole Lane, hedgerow tree planting, intermittent trees and shrubs and linear tree belt planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen within the context of existing motorway lighting and vehicle headlights. The Scheme would be perceptible but not alter the overall balance of features and elements that comprise the existing view. There would be a minor adverse magnitude of effect, resulting in a slight adverse significance of effect.	Residents: Minor adverse	Residents: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting would be sufficiently established to provide screening of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge and also provide some additional filtering or screening of moving traffic on the M66, although there would continue to be glimpsed views of the structures and moving traffic during the summer and winter and seen as a very small part of the view. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Residents: Minor beneficial	Residents: Slight beneficial
VP12 Boz Park public open space	Boz Park visitors: Moderate	Open, medium distance views south-east across pastoral fields, trees and woodland in short and medium distance to the M66 and M60 J18 filtered by scattered trees and linear tree belts along the M66. Gently rising land near Cowl Gate Farm partially screens views to the M66. To the south, a low ridge and properties on Mode Hill Lane screen views to the M60. The area of raised ground north-east of J18 is perceptible. Gantries, lighting columns, pylons and moving traffic on the elevated sections of J18 are visible and	Construction	Users of Boz Park would have open and filtered medium distance views east and south-east to the construction activity for the Northern Loop, Simister Pike Fold Viaduct, M66 Southbound Diverge and Simister Pike Fold Bridge. While lower parts of the construction of the Northern Loop would be screened by an intervening low ridge line and existing vegetation on the M66 and M60, there would be open views to the upper parts of the Northern Loop and construction of the Simister Pike Fold Viaduct and Simister Pike Fold Bridge. The construction activity on the existing area of raised ground and for the golf ball netting and visual disturbance from the movement of vehicles would be noticeable features in a part of the view. Removal of linear tree belts along the M66 and M60 verge and other woodland east of the M66 would open up to further views of construction activity. Due to the close proximity and open views of a part of the scheme there would be a moderate adverse magnitude of effect, resulting in a moderate adverse significance of effect.	Park visitors: Moderate adverse	Park visitors: Moderate adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
		partly screened by woodland belts. The British Telecom telecommunication tower within Heaton Park, pylons and wood poles are tall detracting features on the skyline.	Operation year 1 (Opening Year)	Users of Boz Park would have medium distance views to the Northern Loop elevated on the area of raised ground and the elevated sections of Simister Pike Fold Viaduct and Simister Pike Fold Bridge. While the lower parts of the new structures would be screened by an intervening low ridge, the upper parts including the barriers, moving traffic, the golf ball netting and supporting frame and lighting columns would be apparent although filtered by existing vegetation west of the M66 in winter and summer. A section of highway woodland belt planting removed during the construction phase would notably alter the skyline. An existing gantry visible through the break in vegetation near M60 J18 would be removed and improve the view. Mitigation planting comprising new hedgerow planting along Pole Lane and along the M66 northbound verge, hedgerow tree planting, intermittent trees and shrubs and linear tree belt planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1. Lighting columns would be seen against a be a perceptible feature of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen within the context of existing motorway lighting and vehicle headlights. Due to the nature of the change in views, the close proximity and the scale of the change there would be a moderate adverse magnitude of effect, resulting in a moderate adverse significance of effect.	Park visitors: Moderate adverse	Park visitors: Moderate adverse
			Operation year 15 (Design Year)	At year 15, hedgerow planting along Pole Lane, hedgerow tree planting, intermittent trees and shrubs and linear tree belts would be sufficiently established to integrate and screen the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge although parts of the structure and moving traffic would remain discernible in the summer and winter, seen as a small element of the view. Previously open views to the M66 would be substantially screened by establishing planting along Pole Lane and along the M66 northbound verge. Lighting columns and the golf course netting, which would protrude above establishing vegetation, would be seen against a backdrop of the existing gantries and motorway lighting. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. Due to the screening of the existing motorway and screening of the new structures there would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Park visitors: Minor beneficial	Park visitors: Slight beneficial

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP13 Mersey Drive, Oak Lane residential properties, Boz Park public open space	Residents: High Boz Park visitors: Moderate	Open, medium distance views across Boz Park and pastoral fields, scattered trees and woodland in the short and medium distance to the M66 motorway corridor heavily filtered by linear tree belts. The locally undulating landscape screens views to lower sections of the M66. Gantries and lighting columns are glimpsed between breaks in the linear tree belts wooded belt skyline. Very distant views to the Pennine Hills above the closer wooded skyline.	Construction	Residents of Mersey Drive, Oak Lane residential properties and users of Boz Park public open space would have medium distance views south-east, partly filtered by intervening wooded vegetation, to the construction of the Northern Loop, M66 Southbound Diverge and Simister Pike Fold Bridge. While construction of lower parts of structures would be screened by an intervening low ridge line and existing woodland belt on the M66 northbound verge, the construction activity on the area of raised ground and visual disturbance from the movement of vehicles would be perceptible features in a part of the view. The residential receptors would have limited views of the construction due to the intervening undulating landscape, although views from upper floors of apartments on the corner of Mersey Drive would be likely to extend above the undulating landscape and linear belt. Due to the distance from the Scheme, screening effects from undulating topography and filtering by vegetation, there would be a minor adverse magnitude of effect, resulting in a slight adverse significance of effect.	Residents and recreational users: Minor adverse	Residents and recreational users: Slight adverse
			Operation year 1 (Opening Year)	Residents and users of Boz Park would have medium distance views to the Northern Loop elevated on the area of raised ground and the elevated section of the Simister Pike Fold Bridge. While the lower parts of the Northern Loop embankment and M66 southbound diverge would be screened by an intervening low ridge, the upper parts including the barriers, moving traffic and lighting columns would be apparent although filtered by existing vegetation in winter and summer. The loss of a section of highway woodland belt removed during the construction phase would perceptibly alter the skyline. The residential receptors within upper floors of apartments on the corner of Mersey Drive would be likely to have more open views towards the Scheme. An existing gantry visible through the break in vegetation near M60 J18 would be removed and improve the view. Mitigation planting comprising new hedgerow planting along Pole Lane and along the M66 northbound verge, hedgerow tree planting, intermittent trees and shrubs and linear tree belt planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1 and areas of tree guards would be perceptible within the planting plots. Lighting columns would be seen against a backdrop of existing motorway lighting and would form a perceptible element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop and Simister Pike Fold Bridge would be perceptible although seen against a backdrop of existing motorway lighting and vehicle headlights. Due to the distance from the Scheme, screening effects from undulating topography and filtering by vegetation, there would be a minor adverse magnitude of effect, resulting in a slight adverse significance of effect.	Residents and recreational users: Minor adverse	Residents and recreational users: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting would be established to help integrate and filter the Northern Loop, M66 southbound diverge and Simister Pike Fold Bridge although upper parts of the structure and moving traffic would remain discernible and seen as a barely noticeable element of the view. Lighting columns would be seen against a backdrop of the existing gantries and motorway lighting. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a negligible adverse magnitude of effect, resulting in a slight adverse significance of effect.	Residents and recreational users: Negligible adverse	Residents and recreational users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP14 Cowl Gate Farm, Footpath 12WHI	Residents: High Footpath users: Moderate	Open, medium distance views east to the M66 from footpath 12WHI. Views from Cowl Gate Farm towards the M66 are oblique and typically filtered by a linear tree belt within Cowl Gate Farm. A pastoral field, fences and trees in short distance views give way to the M66 corridor and woodland belts in the medium distance. Moving traffic, lighting columns and a gantry are prominent. From footpath 12WHI, the area of high raised earth mound forms a noticeable and barren feature on the skyline. Woodland belts, generally within the highways boundary, form the wooded skyline. Gentries and numerous lighting columns are noticeable tall features on the skyline.	Construction	Users of footpath 12WHI would have open, short distance views east to the construction of the Northern Loop and M66 southbound diverge and Simister Pike Fold Bridge. Residents of Cowl Gate Farm would have similar views although views would be oblique and filtered by trees within the farm boundary. Construction activity on the area of raised ground, for the golf ball netting and visual disturbance from the movement of vehicles, the temporary working area, satellite storage area and compound would be prominent features in the view. Removal of the highway woodland belt along the M66 southbound verge and tree groups beyond would open up further views to construction of the Northern Loop embankment and Pond 1. Construction activity would be the dominant feature of the view that already comprises the M66. Due to the close proximity and scale of the Scheme and openness of views there would be a major adverse magnitude of effect and a large adverse significance of effect for users of the footpath, and a moderate adverse magnitude of effect and moderate adverse significance of effect for residents of Cowl Gate Farm.	Residents: Moderate adverse Footpath users: Major adverse	Residents: Moderate adverse Footpath users: Large adverse
			Operation year 1 (Opening Year)	Footpath users would have short distance views to the Northern Loop elevated on the area of raised ground and the M66 southbound diverge and Simister Pike Fold Bridge. Residents of Cowl Gate Farm would have similar views although filtered by trees within the farm boundary. Vehicle barriers, moving traffic, the golf ball netting and supporting frame and lighting columns would be new prominent features in the view. Pond 1 and marginal planting would be screened by the Northern Loop embankment and is unlikely to be visible from the location. The skyline would be notably altered due to a loss of highway woodland belt along the M66 southbound verge, resulting in longer distance views into more rural areas. A single gantry straddling the eastbound M60 would be removed, reducing the number of detracting features and slightly improving the view. The area of raised earth mound not used for infrastructure would be restored to grassland and areas of planting. Mitigation planting comprising new hedgerow planting along Pole Lane and along the M66 northbound verge, hedgerow tree planting, intermittent trees and shrubs and linear tree belt planting around the Northern Loop and Simister Pike Fold Bridge would not be sufficiently established to provide landscape integration or visual screening by year 1, and areas of tree guards would be perceptible within the planting plots. Lighting columns and gentries would be seen against a backdrop of existing motorway lighting and would be a new noticeable element of the view above the skyline. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be new and noticeable elements of the view although seen against a backdrop of existing motorway lighting and vehicle headlights. The Scheme would form a prominent new feature that already comprises the M66 and moving traffic and there would continue to be a major adverse magnitude of effect and a large adverse significance of effect for footpath users, and a moderate adverse magnitude of effect and moderate adverse significance of effect for residents.	Residents: Moderate adverse Footpath users: Major adverse	Residents: Moderate adverse Footpath users: Large adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, hedgerow planting along Pole Lane, hedgerow tree planting, intermittent trees and shrubs and linear tree belts along the M66 southbound diverge would be sufficiently established to integrate and provide screening of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge although parts of the structure and moving traffic would remain discernible through mitigation planting in the summer and winter, although seen as a small and heavily filtered element of the view. Previously open views to the M66 would be substantially screened by establishing planting along Pole Lane and along the M66 northbound verge. Lighting columns would be seen against a backdrop of the existing gantries and motorway lighting. The tallest parts of the golf course netting would protrude above establishing vegetation on Pole Lane although views would be glimpsed. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. Due to the screening of the existing views of the motorway and screening of the new structures there would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Residents and footpath users: Minor beneficial	Residents and footpath users: Slight beneficial
VP15 and PM02 Residential properties on Marston Close. Representative of views from residential properties on Mode Hill Lane	Residents: High	Open, short and medium distance views east and south-east to the M60, M66 and M60 J18. A pastoral field, fences, scattered shrubs and trees in the near distance give way to occasional groups of shrubs along the motorway corridors in medium distance views. Gantries, moving traffic on embankments and M60 J18 are visible and form the skyline to the east and south-east. Woodland belts, generally within the highways boundary, form the wooded skyline to the east. Pylons and numerous lighting columns on the skyline are noticeable tall features.	Construction	Residents on Marston Close would have open partially filtered medium distance views east and south-east to the construction activity associated with the Simister Pike Fold Viaduct and Pond 7; also, a part of the Northern Loop on the area of raised ground and the Simister Pike Fold Bridge. Construction activity associated with the M60 eastbound to M66 northbound link and M60 northbound to M60 westbound free flow link is unlikely to be perceptible from the location. In the foreground the main construction compound, office units, soil stockpiles, fencing and visual disturbance from the movement of vehicles on the haul route in the construction compound would form prominent features in the view. Temporary soil stockpiles located along the western boundary of the main construction compound would provide screening of some ground level construction activities and reduce visual disturbance. A grass sward would be established on the stockpiles. The loss of scattered shrubs and trees in the nearby field would open up further views to construction activities, the M60 and moving traffic. Construction activity would be extensive within the view and would be a dominant feature that already comprises M60 J18. Due to the openness, close proximity and scale of the work within the view there would be a major adverse magnitude of effect and a very large adverse significance of effect.	Residents: Major adverse	Residents: Very large adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 1 (Opening Year)	Residents would have medium distance views to the Simister Pike Fold Viaduct, a small part of the Northern Loop and Simister Pike Fold Bridge on the area of raised ground and Pond 7. Vehicle barriers, moving traffic and lighting columns would be new features in the view that already comprises the M60, J18 and moving traffic. The removal of scattered scrub and highway woodland belt during the construction phase would notably alter the foreground view and open up views to existing infrastructure and fencing. The temporary compounds would have been removed and the areas restored to pastoral grassland. A single gantry straddling the eastbound M60 that has been removed during construction would reduce the number of detracting features and slightly improve the view. Mitigation planting comprising species rich grassland, intermittent trees and shrubs, new hedgerow planting including hedgerow trees, and woodland planting around the Northern Loop and Simister Pike Fold Viaduct and wetland planting around Pond 7 would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards would be perceptible within the planting plots. The Scheme would form a prominent new feature that already comprises the M60, M66, M60 J18 and moving traffic. There would be a major adverse magnitude of effect and a large adverse significance of effect.	Residents: Major adverse	Residents: Large adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting along the Simister Pike Fold Viaduct embankment and north along the M66 verge, surrounding Pond 7 would be sufficiently established to provide integration and screening of the new infrastructure and moving traffic along the carriageways. The mitigation planting would also provide a greater level of integration and screening of moving traffic on the M60 compared to the existing levels of highway vegetation and screen the large gantry on the M60. Moving traffic would remain perceptible in the summer and winter, although seen as glimpsed views compared to the existing view. Lighting columns on the Simister Pike Fold Viaduct would be seen above the skyline although seen in the context of existing lighting columns of M60 J18. Areas of planting would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Residents: Minor beneficial	Residents: Slight beneficial
VP16 Residential properties on Rothay Close. Representative of views from Brathay Close and Heybrook Close. Representative of views for road users on Heybrook Close and Rothay Close	Residents: High Road users: Low	Enclosed, focused short and medium distance typically oblique views south along a residential road, flanked by residential properties and fencing to the M60 on the wooded embankment. Moving traffic on the embankment is noticeable although filtered by the highway woodland belt. Heavy Goods Vehicles (HGVs) are visible above a high acoustic fence. A pylon and numerous lighting columns on the skyline are noticeable tall features.	Construction	Residents would typically have open oblique short and medium distance views south. Road users would typically have oblique glimpsed views while travelling along Heybrook Close and Rothay Close. Views of construction activity would comprise the new retaining wall for the motorway widening and construction of a new superspan gantry spanning eastbound and westbound lanes, to replace two gantries close to the gantry. Highway woodland belt clearance, construction traffic and excavation activities on the embankment would result in visual disturbance on and above the skyline. The removal of the highway woodland belt and highway fencing would alter the skyline and open up views to moving traffic on the M60. Construction activity would be the prominent feature of the view. Due to the close proximity and elevated location of the construction activity there would be a major adverse magnitude of effect and a very large adverse significance of effect for the high sensitivity residents. There would be a moderate adverse magnitude of effect and a slight adverse significance of effect for low sensitivity road users.	Residents: Major adverse Road users: Moderate adverse	Residents: Very large adverse Road users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 1 (Opening Year)	Residents would have focussed mainly oblique short and medium distance views south to the new retaining wall and reinstated acoustic fencing for the motorway widening. The reinstated highways acoustic fencing would be located at the top of the embankment form the new skyline, partly screening moving traffic. The superspan gantry would form a new prominent and detracting feature extending above the embankment and skyline. The removal of the linear woodland belt would notably alter the skyline and open up views to existing infrastructure. A grass sward would be established across the embankment. Mitigation planting comprising a linear tree belt would not be sufficiently established to provide landscape integration or visual screening by year, although areas of tree guards would be perceptible within the planting plots. The Scheme would form a prominent new feature that already comprises the M60 and moving traffic. Due to the nature of the change in view there would be a major adverse magnitude of effect and a large adverse significance of effect for the high sensitivity residents. There would be a moderate adverse magnitude of effect and a slight adverse significance of effect for low sensitivity road users.	Residents: Major adverse Road users: Moderate adverse	Residents: Large adverse Road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting along the embankment would be sufficiently established to help integrate and screen the low retaining wall, highway fencing, moving traffic and the superspan gantry, although parts of the structures and HGVs would remain, although barely noticeable in the summer and more perceptible in winter without foliage. Areas of planting would provide further screening of filtering of motorway lighting. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect for all receptors.	Residents and road users: Negligible adverse	Residents and road users: Slight adverse
VP17 and PM03 Residential properties on Derwent Avenue. Representative of views from Duddon Close, Leven Walk, permissive path via Haweswater Aqueduct underpass and road users on Derwent Avenue	Residents: High Permissive path users and local road users: Low	Enclosed, focused short and medium distance typically oblique views south across public open space, and flanked by residential properties and fencing to the M60 on wooded embankment. Moving traffic on the embankment is noticeable although filtered by the highway woodland belt. A high acoustic fence screens cars although HGVs are visible above the fence. A pylon and lighting columns on the skyline are noticeable tall features.	Construction	Residents and footpath users would have focused generally oblique short and medium distance views south. Road users would typically have oblique glimpsed views south while travelling along Derwent Avenue. Construction activity associated with the embankment for the motorway widening would be prominent in the view. Highway woodland belt clearance, construction traffic and excavation activities on the embankment would result in visual disturbance on and above the skyline. The removal of the highway woodland belt and highway fencing would alter the skyline and open up views to moving traffic on the M60. Construction activity would be a prominent feature of the view. Due to the close proximity and elevated location of the construction activity there would be a major adverse magnitude of effect and a very large adverse significance of effect for the high sensitivity residents. There would be a major adverse magnitude of effect and a moderate adverse significance of effect for low sensitivity footpath users and a moderate adverse magnitude of effect and a slight adverse significance of effect for low sensitivity road users.	Residents and footpath users: Major adverse Road users: Moderate adverse	Residents: Very large adverse Footpath users: Moderate adverse Road users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 1 (Opening Year)	Residents and footpath users would have focussed mainly oblique short and medium distance views south to the new retaining wall and reinstated acoustic fencing for the motorway widening. The reinstated highways acoustic fencing would be located at the top of the embankment form the new skyline, partly screening moving traffic. The superspan gantry would form a new prominent and detracting feature extending above the embankment and skyline. The removal of the linear woodland belt would notably alter the skyline and open up views to existing infrastructure. A grass sward would be established across the embankment. A retaining wall constructed within the embankment with a maximum height of 1.5m would be a notable new feature although partially screened by the boundary fence. Mitigation planting comprising a linear tree belt would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards would be perceptible within the planting plots. The Scheme would form a prominent new feature that already comprises the M60 and moving traffic. Due to the nature of the change in view there would be a major adverse magnitude of effect and a large adverse significance of effect for the high sensitivity residents. There would be a major adverse magnitude of effect and a moderate adverse significance of effect for footpath users and a moderate adverse magnitude of effect and a slight adverse significance of effect for low sensitivity road users.	Residents and footpath users: Major adverse Road users: Moderate adverse	Residents: Large adverse Footpath users: Moderate adverse Road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting along the embankment would be sufficiently established to help integrate and screen the retaining wall, highway fencing, moving traffic and the superspan gantry, although parts of the structures and HGVs would remain visible, although barely noticeable in the summer and more perceptible in winter without foliage. Areas of planting would provide further screening of filtering of motorway lighting. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect for all receptors.	Residents, footpath users and road users: Negligible adverse	Residents, footpath users and road users: Slight adverse
VP18 Representative of Eastview (residential property) and No. 7, 9 and 11 Corday Lane	Residents: High	Pastoral fields, hedgerows and woodland in short distance views give way to the M60 motorway corridor on embankment and the elevated M60 J18. Gantries, lighting columns and moving traffic are visible, although occasional scattered shrubs on the elevated sections of M60 J18 partly filter views of moving traffic. Linear tree belts and nearby hedgerows filter or partly screen the motorway corridors. From the location, the elevated M60 J18 obscures views of the M60 J18 beyond. Open partly filtered, distant views north-east to the Pennine Hills. Wood pole lines and lighting columns	Construction	Residents would have open short distance views north to the construction activity associated with the M60 northbound to westbound link and Pond 4. Construction activities and cranes associated with construction of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge would be visible across the skyline to the north-east beyond M60 J18. In the foreground the temporary working area, satellite storage area, soil stockpiles, fencing and visual disturbance from the movement of vehicles on the haul route which would be prominent features in the view. Moving traffic of the M60 would be more prominent due to removal of shrub vegetation along the M60 westbound verge. Temporary soil stockpiles located along the western boundary of the main construction compound would provide screening of some ground level construction activities and reduce visual disturbance. A grass sward would be established on the stockpiles. Construction activity would be extensive within the view and would be a dominant feature that already comprises M60 J18. Due to the openness, close proximity and scale of the work within the view there would be a major adverse magnitude of effect and a very large adverse significance of effect.	Residents: Major adverse	Residents: Very large adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
		are noticeable features above the skyline.	Operation year 1 (Opening Year)	At year 1, residents would have open short distance views to the M60 northbound to M60 westbound free flow link and Pond 4. The upper parts of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge including moving traffic on the structures and lighting columns would be perceptible above M60 J18. In winter and summer, the Scheme, including the barriers and moving traffic, and also lighting columns would be noticeable above the skyline, although seen in the context of the existing motorway infrastructure. A single gantry straddling the eastbound M60 would be removed, reducing the number of detracting features and slightly improving the view. The loss of the shrubs for the M60 northbound to M60 westbound free flow link would open up further views to moving traffic. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs, new hedgerows with hedgerow trees and linear tree belts would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards would be perceptible within the planting plots. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen within the context of existing motorway lighting and vehicle headlights. The Scheme would be readily apparent, although seen in the context of the existing M60 and moving traffic. There would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents: Moderate adverse	Residents: Moderate adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting would be established to provide a greater level of integration and filtering of the new infrastructure and moving traffic on the M60 compared to the existing highway planting, moving traffic would remain perceptible in the summer and winter, although glimpsed through planting and seen as a small element of the view compared to the existing view. Areas of planting and existing vegetation would provide further screening of filtering of motorway lighting and vehicle headlights. There would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Residents: Minor beneficial	Residents: Slight beneficial

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP19 and PM04 Parrenthorn High School, Heywood Road, St. Margaret's Church of England Primary School. On-road cycle route.	School visitors, cyclists and local road users: Moderate	From Parrenthorn High School and Heywood Road pastoral fields, a football pitch, fencing, hedgerows, scattered trees and woodland belts in short and medium distance views give way to the M60 motorway corridor and the elevated J18. A large group of brick buildings on Corday Lane are visible. Gantries, lighting columns and moving traffic are visible, although occasional scattered shrubs on the elevated sections of J18 partly filter views of moving traffic. From the location, the elevated J18 mostly screens the northern section of the J18. Open partly filtered, distant views north-east to the Pennine Hills Wood pole lines and lighting columns are noticeable features above the skyline. There are similar but very focused views from a single location within St. Margaret's Church of England Primary School grounds and no views from school buildings.	Construction	Parrenthorn High School visitors, cyclists and local road users would have open medium distance views north to the construction activity associated with the M60 northbound to westbound link and Pond 4. Construction activities and cranes associated with construction of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge would be visible across the skyline to the north-east beyond M60 J18. In the foreground the temporary working area, satellite storage area, soil stockpiles, fencing and visual disturbance from the movement of vehicles on the haul route which would be prominent features in the view. Moving traffic on the M60 would be more prominent due to removal of shrub vegetation along the M60 westbound verge. Construction activity would be extensive within the view and would be a dominant feature that already comprises M60 J18. Due to the openness, close proximity and scale of the work within the view there would be a major adverse magnitude of effect and a large adverse significance of effect for Parrenthorn High School visitors and road users. There would be very focussed views of a small part of the Scheme from St. Margaret's Church of England Primary School resulting in a minor adverse magnitude of effect and a slight adverse significance of effect.	Parrenthorn High School visitors, cyclists and local road users: Major adverse St. Margaret's Church of England Primary School: Minor adverse	Parrenthorn High School visitors, cyclists and local road users: Large adverse St. Margaret's Church of England Primary School: Slight adverse
			Operation year 1 (Opening Year)	At year 1, Parrenthorn High School visitors and road users would have open medium distance views to the M60 northbound to M60 westbound free flow link and Pond 4. The upper parts of the Northern Loop, Simister Pike Fold Viaduct and Simister Pike Fold Bridge including moving traffic on the structures and lighting columns would be perceptible above M60 J18. In winter and summer, the Scheme, including the barriers and moving traffic, and also lighting columns would be noticeable above the skyline, although seen in the context of the existing motorway infrastructure. A single gantry straddling the eastbound M60 would be removed, reducing the number of detracting features and slightly improving the view. The loss of the shrubs for the M60 northbound to M60 westbound free flow link would open up further views to moving traffic. The temporary compounds would have been removed and the areas restored to pastoral grassland. Mitigation planting comprising species rich grassland, intermittent trees and shrubs, new hedgerows with hedgerow trees and linear tree belts would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards would be perceptible within the planting plots. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights on the Northern Loop, Simister Pike Fold Viaduct, Simister Pike Fold Bridge would be perceptible although seen within the context of existing motorway lighting and vehicle headlights. The Scheme would be readily apparent, although seen in the context of the existing M60 and moving traffic. Due to the openness of the view of the motorway, close proximity and nature of the change there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect for Parrenthorn High School visitors and local road users. There would be very focussed views of a small part of the Scheme from St. Margaret's Church of England Primary School resulting in a minor adverse magnitude of effect and a slight adverse significance of effect.	Parrenthorn High School visitors, cyclists and local road users: Moderate adverse St. Margaret's Church of England Primary School: Minor adverse	Parrenthorn High School visitors, cyclists and local road users: Moderate adverse St. Margaret's Church of England Primary School: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, mitigation planting would be established to provide a greater level of integration and filtering of the new infrastructure and moving traffic on the M60 compared to the existing highway planting, moving traffic would remain perceptible in the summer and winter, although glimpsed through planting and seen as a small element of the view compared to the existing view. Areas of planting and existing vegetation would provide further screening or filtering of motorway lighting and vehicle headlights. there would be a minor beneficial magnitude of effect and a slight beneficial significance of effect for Parrenthorn High School visitors and road users and a negligible beneficial magnitude of effect and a slight beneficial effect for visitors to St. Margaret's Church of England Primary School.	Parrenthorn High School visitors, cyclists and local road users: Minor beneficial St. Margaret's Church of England Primary School: Negligible beneficial	Parrenthorn High School visitors, cyclists, local road users and St. Margaret's Church of England Primary School: Slight beneficial
VP20 Bridleway 27aPRE on the Heaton Park Registered Park and Garden boundary	Footpath users, equestrian users: Moderate	Filtered views across pastoral field flanked by mature hedgerows. A pylon can be seen through the trees on the skyline. Highways lighting columns and a gantry south M60 J18 are visible above the skyline to the north-east.	Construction	Bridleway users would have partly filtered short distance views north-east to the construction activity associated with Pond 5. The construction compound, soil stockpiles, fencing and visual disturbance from the movement of vehicles on the haul route would be a noticeable feature in the view. Due to the close proximity and scale of the work within the view there would be a major adverse magnitude of effect and a large adverse significance of effect.	Bridleway users: Major adverse	Bridleway users: Large adverse
			Operation year 1 (Opening Year)	At year 1, viewers would have open short distance views to the fenced Pond 5 although seen against a backdrop of the existing vegetation. Areas used for construction activities would have been restored to pastoral grassland. Mitigation planting comprising species rich grassland, scattered trees and shrubs, woodland and wetland habitat would not be sufficiently established to provide landscape integration or visual screening by year 1, although areas of tree guards would be perceptible within the planting plots. The pond would be perceptible but not unduly alter the character of the view. There would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Bridleway users: Moderate adverse	Bridleway users: Moderate adverse
			Operation year 15 (Design Year)	At year 15, planting and seeded areas and marginal planting around Pond 5 would be established to help integrate the pond and provide interest within the previously farmed land. There would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Bridleway users: Minor beneficial	Bridleway users: Slight beneficial
VP21 Residential properties on Parrenthorn Road	Residents: High	Enclosed, focused direct or oblique medium distance views north from residential properties along a residential road flanked by housing to the M60 on high embankment which forms the skyline. Moving traffic and particularly HGVs on the embankment are prominent although filtered by the shrub vegetation and a narrow woodland belt within the highway boundary. A pylon	Construction	Residents would have focused medium distance views north to construction activity associated with the M60 northbound to M60 westbound free flow link and construction of a new superspan gantry spanning the eastbound and westbound lanes. The soil stockpiles, fencing and visual disturbance from the movement of vehicles on the haul route, and clearance of a narrow linear tree belt on the embankment would result in visual disturbance of the skyline and also alter the skyline and open up views to moving traffic on the M60. Construction activity would become the dominant feature of the view across the skyline that already partly comprises the M60. Due to the close proximity and elevated location of the construction activity there would be a major adverse magnitude of effect and a very large adverse significance of effect.	Residents: Major adverse	Residents: Very large adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
		and numerous lighting columns on the skyline are noticeable tall features.	Operation year 1 (Opening Year)	At year 1, viewers would have open medium distance views to the M60 northbound to M60 westbound free flow link. In winter and summer, the Scheme, including moving traffic, would be noticeable above the skyline, although seen against a backdrop of the existing motorway infrastructure. The loss of the narrow highway woodland belt would open up further views to moving traffic. Areas used for the construction would have been restored to grassland. Mitigation planting comprising species rich grassland, linear tree belt, new hedgerow and hedgerow trees would not be sufficiently established to provide landscape integration or visual screening by year 1 although areas of tree guards would be perceptible within the planting plots. The Scheme would be readily apparent, although seen in the context of the existing M60 and moving traffic. There would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents: Moderate adverse	Residents: Moderate adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting along the embankment would be established to provide a greater level of integration and filtering of the new infrastructure and moving traffic on the M60 compared to the existing highway planting, moving traffic would remain discernible in the summer and winter, although glimpsed through mitigation planting in a small part of the view compared to the existing view. There would be a minor beneficial magnitude of effect and a slight beneficial significance of effect.	Residents: Minor beneficial	Residents: Slight beneficial
VP22 Residential properties on Sandgate Road, St. Joseph's Avenue, Prestwich Heys Football Club, Footpath 18WHI	Residents: High Footpath users and recreational users of the sports field: Low	Partly open, short and medium distance views north-east across Prestwich Heys Football Club car park and sports ground to a highways woodland belt along the M60 boundary. A gantry, HGVs and lighting columns are visible on the M60 embankment, although heavily filtered by the linear tree belt. Pylons and sports flood lighting columns are noticeable tall features above the skyline.	Construction	Residents, footpath users and road users on Sandgate Road and users of Prestwich Heys Football Club would have open and medium distance north-east views to construction activity associated with the M60 westbound widening. Construction activity including removal of highway fencing and a narrow strip of highway woodland belt along the westbound embankments, would result in visual disturbance on and above the skyline which would be perceptible although filtered by the remaining linear tree belt. Due to the small scale of construction activity along verges and the restricted views through the remaining linear tree belt there would be a minor adverse magnitude of effect and a slight adverse significance of effect for all receptors.	Residents, footpath users and recreational users of the sports field: Minor adverse	Residents, footpath users and recreational users of the sports field: Slight adverse
			Operation year 1 (Opening Year)	Viewers would have focused medium distance views north-east. There would be a perceptible reduction in tree cover within the linear tree belts although filtering of the highway corridor would remain. Mitigation planting of linear tree belts along the highways verge would not be sufficiently established to provide landscape integration or visual screening by year 1. The existing gantry would be partly visible although seen against a backdrop of the existing motorway infrastructure. The Scheme would be perceptible although seen in the context of the existing motorway. There would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents, footpath users and recreational users of the sports field: Minor adverse	Residents, footpath users and recreational users of the sports field: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting along the highways verge would be established to help reinstate vegetation removed. Vehicles and the existing gantries would remain as perceptible but glimpsed features in the summer and winter. There would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents, footpath users and recreational users of the sports field: Minor adverse	Residents, footpath users and recreational users of the sports field: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP23 Residential properties on Warwick Avenue	Residents: High	Enclosed, focused short and medium distance oblique views north along Warwick Avenue residential road flanked by residential properties to the wooded highway embankment on the M60. Moving traffic on the embankment is noticeable although heavily filtered by the linear tree belt. Street trees also filter views to the motorway corridor. A pylon is a noticeable tall feature above the skyline to the south-west.	Construction	Residents would have focused short and medium distance views north to construction activity associated with motorway widening. Highway woodland belt clearance, construction traffic and excavation activities on the embankment would result in visual disturbance on and above the skyline and open up views to moving traffic on the M60. Construction activity would be extensive within the view for properties adjoining the highway boundary and would become the dominant feature of the view that already partly comprises the M60. Views from other areas would be focussed between buildings to construction activities. Due to the close proximity and elevated location of the construction activity there would be a major adverse magnitude of effect and a very large adverse significance of effect.	Residents: Major adverse	Residents: Very large adverse
			Operation year 1 (Opening Year)	Residents adjoining the highway boundary would have focussed short distance views north to the motorway widening. Residents on other parts of Warwick Avenue would have oblique views focused between buildings towards the motorway. The removal of a section of highway woodland belt during the construction phase would notably alter the skyline and open up views to the existing gantry. The embankment would be restored to grassland. Tree and shrub woodland mitigation planting along the embankment would not be sufficiently established to provide landscape integration or visual screening by year 1 although areas of tree guards would be perceptible within the planting plots. Lighting columns and gantries would be seen against a backdrop of existing motorway lighting, gantries and pylons and would form a barely noticeable feature or element of the view. During night-time motorway lighting and vehicle headlights along the mainline would be visible as a result of linear tree belt removal. The existing motorway and widening would be prominent in the view. There would be a major adverse magnitude of effect and a large adverse significance of effect.	Residents: Major adverse	Residents: Large adverse
			Operation year 15 (Design Year)	At year 15, mitigation planting of linear tree belt planting along the embankment would be established to help integrate and filter the moving traffic although glimpses of moving traffic would remain during summer and winter. Lighting columns and lighting would remain visible above the establishing linear tree belt. Due to the density of establishing linear tree belt there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents: Minor adverse	Residents: Slight adverse
VP24 Footpath 18WHI, local road users on Sandgate Road, travellers on the M60 eastbound	Footpath users and road users: Low	Open elevated distant views east from Sandgate Road overbridge along the M60 corridor flanked by woodland belts and highway fencing. Residential development in Whitefield is just visible to the north-east. A gantry obscures a part of J18 and the eastbound carriageway. Motorway lighting columns and a pylon to the east of the view are noticeable features of the skyline. A pylon is a prominent tall feature above the wooded skyline.	Construction	Footpath users and road users on Sandgate Road would have focussed medium distance views eastwards to construction activity associated with the M60 eastbound and westbound all lanes running. The construction of the new embankment for the Northern Loop, the M60 northbound to M60 westbound free flow link and new superspan gantry construction would be partly visible behind two existing gantries. Construction activity for the eastbound and westbound all lanes running, including removal of highway fencing and a narrow strip of highway woodland belt along the eastbound and westbound embankments, would result in the most visual change although seen in views that already comprise the busy M60 corridor and large-scale motorway infrastructure. Due to the small scale of construction activity along verges and nature of the change there would be a moderate adverse magnitude of effect and a slight adverse significance of effect.	Footpath users and road users: Moderate adverse	Footpath users and road users: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 1 (Opening Year)	Viewers would have focussed medium distance views east to the reinstated highway fencing for all lanes running section. The superspan gantry would be partly visible and seen in the context of the existing gantries. The new embankment for the Northern Loop, the M60 northbound to M60 westbound free flow link would be discernible although seen at distance and mostly screened by existing infrastructure. The removal of narrow strips of highway woodland belt during the construction phase would result in a perceptible reduction in tree cover although the vegetated highway corridor would remain. Mitigation planting along the embankment would not be sufficiently established to provide landscape integration or visual screening by year 1 although areas of tree guards would be perceptible within the planting plots. During night-time motorway lighting and vehicle headlights along the mainline would be visible as a result of linear tree belt removal. The Scheme would be perceptible although seen in the context of the existing busy motorway corridor. There would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Footpath users and road users: Minor adverse	Footpath users and road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, mitigation linear tree belt planting along the highways verge would be established to help reinstate vegetation lost although some views of the Scheme would remain. Motorway vehicles and the gantries would remain as perceptible features in the summer and winter. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Footpath users and road users: Negligible adverse	Footpath users and road users: Slight adverse
VP25 Fusiliers Memorial Meadow, Thatch Leach Lane Play Area	Park visitors: Moderate	Medium distance views south to the row of residential properties on the south side of Thatch Leach Lane. The linear tree belt is just visible above rooftops and forms the wooded skyline. There are occasional glimpsed views between buildings to the linear tree belt. Street trees on Thatch Leach Lane, intervening residential buildings and vegetation within gardens mostly obscure most views of the motorway corridor. A pylon and street lighting are noticeable features on the skyline.	Construction	Visitors to the park would have medium distance views from the very southern part of the park. Trees along Fusiliers Memorial Meadow and Thatch Leach Lane Play Area would heavily filter views from other parts of the park. From the vicinity of the southern entrance the linear tree belt clearance would alter the skyline and there would be very glimpsed views to construction activities on the embankment. Due to the limited opportunities for views of the construction activity there would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Park visitors: Minor adverse	Park visitors: Slight adverse
			Operation year 1 (Opening Year)	There would be very focused views southwards to the slightly altered skyline. The embankment would be restored to grassland and the acoustic fence reinstated. Linear tree belt planting along the embankment would not be sufficiently established to provide landscape integration or visual screening by year 1. During night-time motorway lighting long the mainline would be visible as a result of linear tree belt removal. The Scheme would form a perceptible feature of the view. There would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Park visitors: Minor adverse	Park visitors: Slight adverse
			Operation year 15 (Design Year)	At year 15, linear tree belt planting along the embankment would be sufficiently established to help integrate and filter the highway fencing, although trees and unlikely to reach a similar height as the existing trees, therefore there would be a slight change to the skyline and lighting and tops of lighting columns would be visible which, overall, would be a very small part of the view. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Park visitors: Negligible adverse	Park visitors: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
VP26 Residential properties on Thatch Leach Lane, Conisborough Place and Glendevon Place	Residents: High	Enclosed, focused short distance open views south from residential properties on Conisborough Place and Glendevon Place to the M60 on wooded embankment. Other properties on Conisborough Place and Glendevon Place have focused views between intervening buildings. Moving traffic on the embankment is visible although heavily filtered by the linear tree belt. Views from the rear of properties on Thatch Leach Lane and substantially obscured by intervening buildings on Conisborough Place and Glendevon Place. A pylon and street lighting are noticeable tall features above the skyline.	Construction	Residents would have short distance views south to construction activity associated with the motorway widening. Linear tree belt clearance, construction traffic and excavation activities on the embankment would result in visual disturbance on and above the skyline. The removal of the linear tree belt and acoustic fencing would alter the skyline and open up views to moving traffic on the M60. Construction activity would be extensive within the view and would become the dominant feature of the view that already partly comprises the M60. Due to the close proximity and elevated location of the construction activity there would be a major adverse magnitude of effect and a very large adverse significance of effect from properties closest to the Scheme.	Residents: Major adverse	Residents: Very large adverse
			Operation year 1 (Opening Year)	Residents would have focussed short distance views south to the reinstated highway fencing. The highways fencing would form the new skyline, partly screening moving HGVs. The removal of the linear tree belt during the construction phase would notably alter the skyline and open up views to the existing infrastructure. The embankment would be restored to grassland. A retaining wall constructed within the embankment with a maximum height of 2.9m would be a notable new feature which would be readily apparent to the viewer. Linear tree belt planting along the embankment would not be sufficiently established to provide landscape integration or visual screening by year 1 although areas of tree guards would be perceptible within the planting plots. The Scheme would form a prominent new feature that already comprises the M60 and moving traffic. There would be a major adverse magnitude of effect and a large adverse significance of effect.	Residents: Major adverse	Residents: Large adverse
			Operation year 15 (Design Year)	At year 15, planting along the embankment would be established to help integrate and filter the highway fencing, the retaining wall and moving traffic, although there would be glimpsed views of HGVs through the linear tree belt in the summer and winter. There would be a minor adverse magnitude of effect and a slight adverse significance of effect.	Residents: Minor adverse	Residents: Slight adverse
VP27 Residential properties 1, 3, 5, 7, 9, 11, 13, 15, 17 Barnard Avenue and 76 Warwick Avenue	Residents: High	Short distance views north from all properties towards the M60. A mature evergreen tree line on the residential garden boundary screens views to the M60 from 13, 15 and 17 Warwick Avenue and 76 Warwick Avenue. Typically, open or partially filtered views from 1, 3, 5, 7, 9 and 11 Warwick Avenue where moving traffic is visible through the garden vegetation. Highway fencing screens views of cars. Street lighting and a pylon is a noticeable on the skyline.	Construction	Residents would have short distance views north to construction activity associated with the motorway widening. Tree and shrub clearance within gardens, highway fence removal and construction activities along the verges would result in visual disturbance and views to moving traffic on the M60. Construction activity would be notable within the view. Due to the close proximity of the construction activity, and typically the openness of the view to the construction work, there would be a major adverse magnitude of effect and a very large adverse significance of effect for residents.	Residents: Major adverse	Residents: Very large adverse
			Operation year 1 (Opening Year)	Residents would have short distance views north to the reinstated highway fencing which would mostly screen the motorway from ground floor views. The removal of evergreen trees during the construction phase would open up views to the existing motorway. Views to moving traffic would be mainly experienced from upper storeys. Reinstatement planting within gardens would not be sufficiently established to provide visual screening or visual amenity within the garden by year 1. There would be a moderate adverse magnitude of effect and a moderate adverse significance of effect.	Residents: Moderate adverse	Residents: Moderate adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	At year 15, planting within the gardens would be established to help integrate and filter the highway fencing and moving traffic and provide a similar level of screening or filtering as before. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents: Negligible adverse	Residents: Slight adverse
VP28 Residential properties 1 and 2 Warwick Close, 51, 53, 55, 57, 59 and 61 Kenilworth Avenue, and 2 and 4 Barnard Avenue	Residents: High Road users: Low	Open distance views north along Warwick Close residential road towards the M60. Moving traffic is visible although partially filtered by a narrow single width strip of shrubs along the highway boundary and a narrow strip of ornamental and native trees and shrubs along the Warwick Close verge. Highway fencing screens views of cars. Street lighting and a pylon is a noticeable on the skyline.	Construction	Residents and road users would have short distance views north to construction activity associated with the motorway widening. Shrub clearance, highway fence removal and construction activities along the verges would result in visual disturbance and open up views to moving traffic on the M60. Construction activity would be notable within the view. Due to the close proximity of the construction activity and openness of the view to the construction work there would be a major adverse magnitude of effect and a very large adverse significance of effect for residents and a moderate adverse significance of effect for road users.	Residents and road users: Major adverse	Residents: Very large adverse Road users: Moderate adverse
			Operation year 1 (Opening Year)	Residents would have short distance views north to the reinstated highway fencing which would mostly screen the motorway from ground floor views. The removal of the shrubs during the construction phase would notably alter the skyline and open up views to the existing motorway and of moving traffic mainly experienced from upper storeys. Reinstatement planting along the highway verge and Warwick Close verge would be low growing and would not sufficiently establish to provide landscape integration or visual screening by year 1. The lack of vegetation to filter or screen views would increase the visibility of the M60 that already comprised the M60 and moving traffic. There would be a moderate adverse magnitude of effect and a moderate adverse significance of effect for residents, and a slight adverse significance of effect for road users.	Residents and road users: Moderate adverse	Residents: Moderate adverse Road users: Slight adverse
			Operation year 15 (Design Year)	At year 15, highway fencing would screen moving traffic from ground floor, although there would be open views across the motorway from the first floor. Shrub planting would be maintained at no higher than 1.5m to follow requirements of utilities companies for planting near existing underground utilities. The planting would provide some amenity value although it would not be tall enough to provide any filtering or screening above the highway fencing. Due to the openness of the view there would be a moderate adverse magnitude of effect and a moderate adverse significance of effect for residents, and a slight adverse significance of effect for road users.	Residents and road users: Moderate adverse	Residents: Moderate adverse Road users: Slight adverse
VP29 Residential properties 16, 18, 20, 25, 27, 29, 31, 33, 35, 37, and 39 Kenilworth Avenue	High	Short distance views north from properties on Kenilworth Avenue to the M60 boundary fencing and a narrow strip of trees and shrubs with occasional gaps allowing open views across the motorway above 2m high acoustic fencing. Moving traffic noticeable although partially filtered. A pylon and numerous lighting columns are noticeable tall feature on the skyline.	Construction	Residents would have short distance but glimpsed views north to construction activity associated with the motorway widening. The narrow linear tree belt and highway fence would be retained and would mostly screen construction activities along the verges. Due to the screening of the existing fence and filtering of the linear tree belt there would be a minor adverse magnitude of effect and a slight adverse significance of effect from properties closest to the Scheme.	Residents: Minor adverse	Residents: Slight adverse
			Operation year 1 (Opening Year)	At year 1, the Scheme would be barely perceptible as the existing 2m high acoustic fencing and existing linear tree belt would mostly screen the M60. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents: Negligible adverse	Residents: Slight adverse

VP and PM locations	Sensitivity	Baseline description	Construction / Operation (year 1 / year 15)	Impact Assessment	Magnitude of effect (change)	Significance of effect
			Operation year 15 (Design Year)	By year 15, the Scheme would continue to be barely perceptible. There would be a negligible adverse magnitude of effect and a slight adverse significance of effect.	Residents: Negligible adverse	Residents: Slight adverse

Acronyms and initialisms

Acronym	Term
AIA	Arboricultural Impact Assessment
DMRB	Design Manual for Roads and Bridges
HGV	Heavy Goods Vehicle
PM	Photomontage
PRoW	Public Right of Way
VP	Representative viewpoint
ZTV	Zone of Theoretical Visibility

Glossary

Term	Definition
Assessment of effects	The assessment of changes arising from the development that is being assessed
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'). DMRB LA 107
Embedded mitigation	Mitigation measures which are embedded into the Scheme design and have been developed through an iterative design process
Impact	This distinguishes between the 'impact', defined as the action being taken, and the 'effect', defined as the change resulting from that action (GLVIA3). For consistency within LVIA impact cannot be used interchangeably with effect nor to mean a combination of several effects. DMRB LA 107
Magnitude of effects	Combines judgements about size and scale of effect, extent of area it occurs over, whether reversible or irreversible and whether short or long term in duration. GLVIA3
Photomontage	Visualisation which superimposes an image of a development upon a photograph following Landscape Institute Guidelines or the Highland Council, July 2016 guidelines
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
Visual amenity	Overall enjoyment of a particular area, surroundings, or views in terms of people's activities - living, recreating, travelling through, visiting, or working. GLVIA3
Visual effects	Effects on specific views and on the general visual amenity experienced by people
Visual receptor	Individuals and / or defined groups of people who have the potential to be affected by a Scheme. GLVIA3
Visual sensitivity	Visual experience be it sensitivity to light or visual clutter. DMRB LA 107

References

- Highways England (2020a). Design Manual for Roads and Bridges, LA 104 Environmental Assessment and Monitoring. Revision 1.
 Highways England (2020b). Design Manual for Roads and Bridges, LA 107 Landscape and Visual Effects Revision 1.