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THE NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

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1. INTRODUCTION

1.1 Landscape and Visual Appraisal

1.1.1 This Landscape and Visual Technical Appendix presents an appraisal of the landscape and visual impacts related to the Order Scheme. As described in Volume 1, Chapter 1 of this Report [NR14], the Order Scheme consists of both permanent works and associated temporary works, such as the provision of site compounds. This Technical Appendix concerns itself only with those Order Scheme elements for which deemed planning permission is sought ('the Order Scheme'), as summarised in Table 1-1 of Chapter 1 of this Report [NR14]. This appraisal evaluates the impacts of Order Scheme during both the construction phase and the operational phase. This appraisal will:

- Summarise the relevant policies and guidelines related to landscape and visual amenity and evaluate their importance (refer to section 2 of this document).
- Describe the baseline environment concerning landscape and visual amenity by identifying the landscape and visual amenity receptors within the study areas that the Order Scheme may impact (refer to section 4 of this document)
- Present the findings of a landscape and visual appraisal that assesses the predicted impacts of the Order Scheme on landscape and visual receptors (refer to section 5 of this document).
- Outline the measures incorporated into the design of the Order Scheme aimed at avoiding or reducing any predicted adverse impacts on landscape and visual amenity (refer to section 6 of this document).
- Identify appropriate mitigation strategies to address the impacts resulting from the Order Scheme (refer to section 6 of this document).

1.1.2 Landscape impacts related to the Order Scheme involve alterations in the landscape's fabric, character or quality, as well as changes in how people experience it. Visual impact refers to the changes in people's views resulting from the Order Scheme.

2. RELEVANT POLICY AND GUIDANCE

2.1 General

- 2.1.1 This section provides a summary of national and planning policies of relevance to the study area of the Order Scheme. Land use designations are detailed in section 4 of this document. Further policy and guidance are covered in the Planning Statement [NR15].

2.2 National Policy

- 2.2.1 The National Planning Policy Framework (NPPF) was last updated in December 2024. The main goal of the NPPF is to achieve sustainable development, leading to positive progress in economic, environmental, and social aspects. The NPPF is built on the presumption that the planning systems should contribute towards sustainable development.
- 2.2.2 In relation to this proposal, the following key landscape-related policies are applicable:
- Chapter 12 Achieving well-designed places (paragraphs 131 to 141): Developments must take local character and history into consideration, including the surrounding built environment and landscape setting, without discouraging appropriate innovation or change.
 - Chapter 15 Conserving and enhancing the natural environment (paragraphs 187 to 191: Developments should aim to protect and enhance valued landscapes and recognise the wider benefits of ecosystem services, including trees and woodland.

2.3 Regional Policy

- 2.3.1 Places for Everyone Joint Development Plan document (adopted 2024), which covers Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan for the period 2022 to 2039.
- 2.3.2 Places for Everyone (PfE) Joint Development Plan relevant policies:
- PfE Policy JP-Strat13 - This policy focuses on Green Infrastructure, aiming to enhance and protect green spaces, improve biodiversity, and ensure sustainable development across the region. The policy outlines specific measures to integrate green infrastructure into urban planning, promoting healthier environments and contributing to climate resilience.
 - PfE Policy JP-G2 - This policy focuses on the Green Infrastructure Network. It aims to protect, enhance, and expand green infrastructure across the region. 'Development within and around the Green Infrastructure Network should be consistent with delivering major green

infrastructure improvements within them and should contribute to improvements.'

- PfE Policy JP-G7 This policy focuses on Trees and Woodland. Key aspects include:
 - Protection and Enhancement: Safeguarding existing trees and woodlands and promoting their enhancement.
 - New Planting: Encouraging the planting of new trees and woodlands to increase canopy cover.
 - Biodiversity and Climate Resilience: Supporting biodiversity and contributing to climate resilience through strategic tree planting and woodland management
- 'Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and Protecting trees and woodland during the construction phase of development.'
- PfE Policy JP-P1 This policy focuses on Sustainable Development. Key aspects include:
- High-Quality Design: Ensuring that new developments are of high design quality, contributing positively to the character and appearance of the area.
- Sustainable Construction: Promoting the use of sustainable construction methods and materials.
- Climate Resilience: Incorporating features that enhance climate resilience, such as energy efficiency and sustainable drainage systems
- 'Incorporating high-quality and well-managed green infrastructure and quality public realm, with... High-quality landscaping with Schemes'

2.4 Local Policy

Oldham Metropolitan Borough Council

- 2.4.1 The adopted Development Plan for Oldham consists of the Joint Core Strategy and Development Management Policies Development Plan Document (DPD) 2011, the Places for Everyone Joint Development Plan between the Greater Manchester Local Authorities (2024), and the saved policies of the Unitary Development Plan 2006. The following policies from the Joint Core Strategy and Development Management Policies DPD are relevant to the Order Scheme. Relevant landscape and visual policies are as follows:

- Policy PO9 focuses on improving and valuing the built environment by delivering high-quality design and placing greater emphasis on place-making, creating buildings and spaces that respond positively to local distinctiveness
- Saved Policy 22 of Oldham's development plan, which protects open spaces that contribute to local distinctiveness. While the Oldham Council Local Green Space Assessment Report (July 2021)¹ recommends de-designation of the site, its 'Other Protected Open Land' (OPOL) status remains until the revised Local Plan is formally adopted.
- OPOL refers to open spaces that, while not meeting the criteria for Green Belt designation, hold local importance due to their role in preserving the character and distinctiveness of an area. These sites may or may not be accessible to the public as open spaces. Proposals for development on OPOL-designated land are only permitted if they adhere strictly to the provisions outlined in Policy 22.2
- Policy 1.10 Protecting and Enhancing the Natural Environment aims to safeguard the natural environment, countryside character, and biodiversity of the Borough by prioritising nature conservation in decision-making.
- Policy 1.11, Conserving Built Heritage and Retaining Local Identity, aims to conserve the cultural heritage, historic character, distinctiveness, and local identity of buildings and areas within the borough. The extension, conversion, refurbishment, and, where necessary, redevelopment Schemes involving historic buildings will be carefully considered.

Tameside Metropolitan Borough Council

- 2.4.2 Tameside Metropolitan Borough Council (TMBC) is developing a new plan for the borough titled 'Homes, Spaces, Places – Shaping Tameside for Tomorrow' (HSP), in accordance with the NPPF and PfE, covering the period until 2037.
- 2.4.3 The UDP, adopted in 2004 and partially saved in 2007, remains a key part of Tameside's Local Plan until fully replaced by the new HSP Plan. Relevant landscape-related policies include:
- UDP Policy N1 Nature Conservation Protects designated and non-designated sites of ecological value, promotes biodiversity, and supports habitat creation and enhancement.
 - UDP Policy OL6 Protection of Open Land Seeks to safeguard open land from inappropriate development, particularly where it contributes to landscape character and visual amenity.

- UDP Policy C1 Conservation of the Built Environment Protects listed buildings and heritage assets, ensuring that development proposals respect historic character and setting.

2.5 Relevant Transport Policy

Railway High-Level Output Specification (HLOS-CP7)

- 2.5.1 This document, prepared in accordance with schedule 4A of the Railways Act 1993 (as amended by schedule 4 of the Railways Act 2005), outlines the objectives set by the Secretary of State for the upcoming review period CP7. Covering the period from 1 April 2024 to 31 March 2029, the statement provides guidance for the Office of Rail and Road on the expected outcomes for the operations, maintenance, and renewal of railway infrastructure.

3. METHODOLOGY

3.1 Guidance

3.1.1 This appraisal has been informed by the following guidance which are recognised as the landscape industry standards for LVIA and LVA:

- Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3)¹
- TGN 06/19 Visual Representation of Development Proposals²
- TGN 02/21 Assessing Landscape Value Outside National Designations.³

3.2 Scope of Appraisal

3.2.1 The scope used in this Technical Appendix has been developed in accordance with the guidance set out in GLVIA3. In accordance with that guidance, this non-statutory report is referred to as an 'Appraisal' rather than an 'Assessment' and no reference is made to the level of 'significance of effect'. This Appraisal identifies and evaluates the potential magnitude of impacts (change) on landscape character and visual receptors (all people) that may arise because of the proposed Scheme Development.

3.2.2 A high-level qualitative Appraisal has been conducted to evaluate the likely impacts on various receptors resulting from the relevant elements of the Order Scheme. Additionally, initial proposals for mitigation have been developed. This appraisal assumes a "worst-case" scenario where there are likely significant changes to views or landscape, for instance, where changes may arise from modifications or the introduction of features/elements that are incongruous or in contrast to the baseline, and which are typically considered adverse. Works as a result of the Order Scheme are appraised on a site-by-site basis.

3.2.3 To facilitate comparisons and establish a "control" scenario against which the magnitude of impact of the relevant elements of the Order Scheme can be evaluated, the baseline conditions have been projected into the future to create a "modified baseline" scenario. This modified baseline incorporates elements of the broader Scheme Development works that can be carried out under permitted development rights. These elements are listed in Chapter 1,

1 Guidelines for Landscape and Visual Impact Assessment, Third Edition (Landscape Institute and Institute of Environmental Management and principles, IEMA, 2013)

2 Technical Guidance Note (TGN) 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019)

3 Technical Guidance Note 02/21 Assessing Landscape Value Outside National Designations (Landscape Institute, 2021)

Table 1-2 of this Report [NR14], including overhead line equipment (OLE) for electrification within the Scheme area and other works. The potential impacts of the Order Scheme on the modified future baseline landscape and views have been identified, and an appraisal of the resulting magnitude of impact has been performed. This includes consideration of the potential impacts of the scheme elements subject to permitted development rights cumulatively with the Order Scheme.

3.3 Approach

3.3.1 Baseline data has been collected, during the desk study, from a study of Ordnance Survey (OS) maps, Google Earth™, aerial photographs, and other publicly available documents, such as landscape character assessments from local authorities in the area and national character mapping provided by Natural England (National Area Profiles, 2013). The baseline data was established to inform a preliminary understanding of the baseline conditions and to identify potential issues and adverse impacts. The baseline landscape character assessments utilised in this appraisal are comprehensive for both the Order Scheme elements and the wider Scheme elements subject to permitted development rights.

3.3.2 A Chartered Landscape Architect conducted a field survey to verify and supplement the desk study. The aim was to gain insights into the existing character of the area and assess the potential impacts of the relevant elements of the Order Scheme on the surrounding community. This included documenting views from representative viewpoints, along with representative photographs taken in and around the site. The surveys took place on the following dates:

- 01/07/2024: Warm and sunny with temperatures around 22°C. Visibility was good. Trees were in leaf.
- 19/07/2024: Cooler with light rain, temperatures around 18°C. Visibility was moderate due to rain. Trees were in leaf.
- 22/07/2024: Mostly cloudy with occasional showers, temperatures around 19°C. Visibility was moderate. Trees were in leaf.
- 25/07/2024: Cloudy with light rain, temperatures around 19°C. Visibility was moderate. Trees were in leaf.
- 04/08/2024: Warm and clear skies, temperatures around 23°C. Visibility was excellent. Trees were in leaf.
- 07/08/2024: Mild with light rain, temperatures around 20°C. Visibility was moderate. Trees were in leaf.
- 30/10/2024: Cool and cloudy, temperatures around 12°C. Visibility was good. Trees were in leaf.

- 25/03/2025: Cool, overcast temperatures around 16°C. Visibility was good. Trees in bud.
- 3.3.3 Photography was carried out in March, when the trees were not in leaf, to illustrate a worst-case scenario in the Viewpoint Photography, as shown in Figures 7.5.1 to 7.5.76 of the in Volume 2 of this Report [NR14]. The site visit itself was carried out in summer to understand the character of the area when trees are in leaf and was used in conjunction with the findings of the viewpoint photography to inform this appraisal.
- 3.3.4 The field studies looked in further detail at:
- The range of receptors whose visual amenity could possibly be affected by the introduction of new structures and associated elements/amendments to the existing site during operation; and
 - The nature and condition of the existing vegetation that could possibly be affected by the construction of the proposed Scheme.

3.4 Extent of Study Area

- 3.4.1 Chapter 1 of this report [NR14] and Figures 1.1.1 to 1.1.6 in Volume 2 of this Report [NR14] defines the 'Order Scheme boundary' as the perimeter of each individual element of the 'Order Scheme' for which deemed planning permission is being sought.
- 3.4.2 Within this appraisal, the landscape and visual 'Study Areas' encompass everything inside the individual element Scheme boundary, as well as selected areas outside of it, depending on potential visibility and the characteristics of the surrounding landscape. These Study Areas are proportionate to the size and scale of each element Scheme boundary, as well as the features of the surrounding environment.
- 3.4.3 These individual Study Areas are refined through professional judgment, desktop research, and site surveys. Due to the proximity of certain elements of the Order Scheme, the appraisal groups related elements that share a common study area.
- 3.4.4 The Study Area for each element or group of the Order Scheme is illustrated in Figure 7.1.1 in Volume 2 of this Report [NR14].

3.5 Sources of Information/ Data

- 3.5.1 This Technical Appendix should be read in conjunction with the relevant document figures and Scheme drawings submitted as part of this Report [NR14], including:
- Volume 2, Figures 1.1.1 - 1.1.6 - Site Location Plan

- Volume 2, Figures 7.1.1 - 7.1.6 - Landscape Constraints and Designations Plans
- Volume 2, Figures 7.3.1 – 7.3.20 - Landscape Mitigation Proposals
- Volume 2, Figures 7.4.1 – 7.4.6 - Viewpoint Plan
- Volume 2, Figures 7.5.1 - 7.5.76 - Representative Viewpoint Photography

3.6 Limitations and Assumptions

3.6.1 The following limitations and assumptions are applicable to this appraisal:

- A preliminary evaluation of the impacts during the construction phase has been conducted. This appraisal provides a high-level overview of the likely impacts associated with construction activities. It is important to note that this evaluation is based on the limited and evolving information available at this stage of the project design.
- In identifying the likely impacts that would arise, for the purposes of this appraisal, it is noted and assumed that permanent works will be subject to refinement and to detailed design, which may impact results of the appraisal.
- It has been assumed that general good practice in the environmental management of construction would be applied.
- The Landscape and Visual appraisal has been conducted solely in terms of landscape and visual aspects. Impacts on heritage or ecological assets, as well as their broader context, are not included in this appraisal. Information regarding the impacts on heritage or ecological assets can be found in Appendices 5B and 6A (Historic Environment and Ecology) of this Report [NR14].
- The Landscape and Visual appraisal are based on views that can be accessed publicly, and the impact on private views, such as residential and commercial properties, is estimated.
- The Landscape and Visual appraisal considered daytime views and changes to the 'sight of light' by receptors during the hours of darkness.
- Tree removal will be limited to the minimum necessary to accommodate the Order Scheme. Working practices will be devised to ensure that the maximum number of existing trees are retained.
- A separate Arboricultural Impact Assessment (Volume 3, Appendix 8A of this Report [NR14]) has been undertaken regarding the Order Scheme. That document sets out a detailed appraisal of the nature, age, and quality of the existing trees and woodland and the likely impacts of the proposed Scheme.

- Scheme elements have been categorised into a landscape character area or type according to their alignment with the relevant published landscape character assessment documents. Professional judgment was made by assessing how the landscape setting of each element corresponds with the designated landscape character type, taking into account landscape elements and features both on-site and in the surrounding region.

Scheme Elements and Sites not included in Appraisal

3.6.2 Following a desktop study of the Order Scheme elements indicated within the TWAO application, a number of site interventions related to receptors, landscape, and visual aspects have been excluded, as shown in Table 3-1. It is considered that some Scheme elements may have a minimal impact, which would be barely perceptible at most, and therefore further appraisal is unnecessary as further study would be disproportionate within the context of this landscape and visual appraisal.

Table 3-1: Table of Scheme Elements or Sites not included in Appraisal

Scheme Elements	Comment
Stalybridge Tunnel Temporary Ground Stabilisation Works	The proposed works include the insertion of rock anchors and rock removal/cutting works to ensure stability within the tunnel, and all works would be underground. Therefore, no further detailed study is required as part of this appraisal as there is likely to be no direct change to the existing view or landscape character as a result of the proposals.
Lineside fencing access from Wakefield Road	Works to create an access route from Wakefield Road, through a field to the railway line for lineside fencing installation, between Printworks Road and Heyrod Road Footbridge (MVL3/6), considered as part of the Printworks Road Scheme element as noted in the Planning Statement [NR15].
Scout Tunnel Temporary Ground Stabilisation Works	The proposed Scheme elements involves track lowering, ground stabilisation and other improvement works. All activities would be underground. Therefore, no further detailed study is necessary as part of this appraisal, as it is unlikely to cause any direct change to the current view or landscape character as a result of the proposals.
Uppermill Rangers Car Park Site Compound (consented as part of wider Greenfield Compound)	Site compound utilising an existing parking area. No further detailed study is needed for this appraisal, as it is unlikely that there will be any

Scheme Elements	Comment
works)	direct changes to the existing views. Any potential changes are so minor that they will not affect the current receptor views. Additionally, the proposals are expected to have little to no noticeable impact on the landscape character.
Wickens Underbridge Works (MVL3/29)	Ballast retention and GRP handrails. Part 8 PD Rights apply since the replacement handrails will be of the same size as the existing ones, and the other works on the bridge are minor. It is considered that no further detailed study is necessary for this appraisal, as it is unlikely that there will be any direct changes to the existing views. Any potential changes are so minor that they will not impact on the current receptor views. Additionally, the proposals are expected to have little to no noticeable impact on the landscape character.
Ravenstone Drive Footbridge Works (MVL3/35)	<p>Views of MVL3/35 are limited from the east by the local topography. The bridge is set in a valley alongside the Huddersfield Canal. Views of the bridge are from along the Huddersfield Canal towpath PRow. Views from properties to the east are heavily filtered by intervening vegetation and limited to the rear views from residential properties. Views from the west (Diggle) are limited by topography and intervening vegetation.</p> <p>It is noted that temporary construction access runs along the PRow between No.15 and No. 17 Ravenstone Drive. This access is very narrow and directly adjacent to residential properties. Construction movement and noise will be perceptible. Limited vegetation removal is likely.</p> <p>Given the nature of the Order Scheme, the impact and change to long-distance views are likely to be barely perceptible and not significant. Therefore, no further detailed study is required as part of this appraisal as there is likely to be no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor views.</p>
Standedge Tunnel Bywash Underbridge Replacement – (MVL3/39B)	It is considered that no further detailed study is necessary for this appraisal, as it is unlikely that there will be any direct changes to the existing views. Any potential changes are so minor that they will not affect the current receptor views. Additionally, the proposals are expected to have little to no noticeable impact on the landscape

Scheme Elements	Comment
	character.

Viewpoints not included in the Appraisal

- 3.6.3 During the desktop study phase of the appraisal, viewpoints were identified. These viewpoints were then verified on site. As a result, some viewpoint locations have been removed from the overall appraisal, as potential receptors in these locations are expected to experience little to no visual change.

Table 3-2: Table of Viewpoints not included in Appraisal

Viewpoint Ref.	Easting (OSGB36)	Northing (OSGB36)	View
VP A	395779.95	398721.7	View east along Market Street
VP 4	397026.79	399644.8	View east from Wakefield Road
VP 5	397193.76	399649.64	View west from Printworks Road
NVP 2	397523.7	401641.52	View east towards Plevins
VP 24	397283.52	401902.55	View towards northeast from 2 Abney Rd
VP 42	399917.96	407124.58	View north along High Grove Lane, Adjacent to Friezland Primary School
VP 43	400137.21	406646.18	View North from the junction of Church Road and High Grove Lane
VP 44	400708.67	408065.72	View West from Church Meadow and Church Road junction.
VP 58	399968.48	406440.24	View east from Ryefields Drive
VP 69	400773.29	408216.37	View to north and south 3 Harrop Ct Rd, PRoW 3 SADD

Scheme Elements not Included Within the Landscape Appraisal

- 3.6.4 During the desktop study phase of the appraisal, a number of Order Scheme elements were considered to cause no direct change to the existing landscape or only negligible changes that do not alter the existing receptor landscape, or the Order Scheme element is outside the scope of the relevant published landscape character assessment – i.e. the Order Scheme element sits within an area for which there is no landscape character assessment information available because it is classified as ‘urban’. Since the area is mainly urban, a landscape appraisal is considered unnecessary. As a result, the following elements have been removed from the landscape appraisal; these are listed in Table 3-3 below.

Table 3-3: Table of Scheme Elements not included in the Landscape Appraisal

Scheme Elements	Reason for exclusion
<ul style="list-style-type: none"> • Heyrod Hall Overbridge, Site Compound and Access Works (MVL3/7) • Footbridge Overbridge Works (MVL3/8) • Spring Bank Lane Overbridge (MVL3/9) 	There will be no direct change to the existing landscape or a change so inconsequential that it does not alter the existing receptor landscape, either during construction or operation.
<ul style="list-style-type: none"> • Mossley Cottages, Pipebridge Overbridge Works (MVL3/12a) and OB Works (MVL 3/13) • Mossley Station Relocation Works • Roughtown Road Overbridge works (MVL3/17) 	These elements are outside the scope of the relevant published landscape character assessment i.e. there is no landscape character assessment available because it is classified as 'urban'. Since the area is mainly urban, landscape appraisal is considered unnecessary.
<ul style="list-style-type: none"> • Wrights Mill Overbridge Works (MVL3/20) • PRow upgrade works (MVL3/29) • Oldham Road Access and Drainage Works • Royal George Underbridge Works (MVL3/25) • New Oldham Road Footbridge (proposed MVL3/27B), Greenfield Station Platform 2 Secondary Means of Escape Works, and Oldham Road Overbridge (MVL3/28) Reconstruction • Diggle Road Overbridge Works (MVL3/29) 	There will be no direct change to the existing landscape or a change so inconsequential that it does not alter the existing receptor landscape, either during construction or operation.

3.7 Consultation with Stakeholders

- 3.7.1 Additional information about the comments from consultees and the corresponding responses can be found in the Consultation Report [NR07] and has been incorporated into this appraisal.

3.8 Definitions of terms used to describe change

- 3.8.1 The GLVIA3 emphasises the importance of clarifying any assumptions underlying professional judgements; therefore, where descriptive scales are used to describe the nature and magnitude of impact likely to occur as a result of the Order Scheme, which differs from the previously defined scales, the following definitions apply (all derived from GLVIA3).

Nature of change to landscape/landscape character

- 3.8.2 The nature of change is defined as follows:

- Direct (resulting directly from the Order Scheme) or Indirect (consequential change resulting from the Order Scheme);
- Permanent or Temporary (if temporary, a timescale will be described); and
- Adverse, Beneficial, or Neutral.

3.8.3 GLVIA3 acknowledges that determining whether change is positive, negative, or Neutral is a challenging issue and requires informed professional judgements to be made with reference to the following criteria as a minimum:

- The degree to which the proposal fits with the existing landscape character; and
- The contribution to the landscape that the development may make in its own right, usually by virtue of good design, even if it is in contrast to the existing character of the landscape.

Nature of view

3.8.4 This criterion describes the nature and relative amount of time over which views of the Order Scheme are likely to be experienced. Views are described as being:

- Full: views will be relatively open/unscreened and of a duration sufficient to appreciate the scale of the Order Scheme;
- Partial: views of the Order Scheme will be partially screened/filtered and/or will be of a limited duration that will not allow the full scale of the development to be fully appreciated; or
- Glimpsed: views of the Order Scheme will be largely screened, and/or the duration of views will be so limited that the receptor cannot appreciate the scale of the development.

Distance of the receptor from the Order Scheme boundary

3.8.5 This is expressed in metres or kilometres and considers the following thresholds in relation to the Order Scheme boundary:

3.8.6 Adjacent: next to or in very close proximity to any part of the Order Scheme;

- Near Distance: up to 500 m.
- Middle Distance: between 500 m and 2 km; or
- Long Distance: 2 km and above.

The extent of landscape impact

3.8.7 This criterion provides thresholds that describe the geographical extent of the landscape over which change arising as a result of the Order Scheme will be felt. Change is described as being of the following scales:

- Regional: likely to influence more than one landscape type or character area.
- Local: at the scale of a landscape type or character area.
- Immediate Setting: within proximity to the Site or
- Site only: within the Order Scheme boundary itself.

The angle of view of visual receptors

3.8.8 This criterion describes the angle of the view toward any part of the Order Scheme that a visual receptor is likely to experience in relation to the activity they are undertaking, e.g., walking along a public footpath:

- Direct: in line with the activity being undertaken.
- Indirect: not in line with the activity being undertaken.

Duration of impact

3.8.9 The duration of impacts is considered against the following thresholds:

- Temporary: During Construction.
- Short term: up to 5 years.
- Medium term: between 5 and 10 years; or
- Long term: over ten years

3.8.10 The reversibility of impacts is also considered. These are recorded as either reversible or irreversible and comprise a judgement about the prospects and practicality of a particular impact being reversed over a defined timescale.

3.9 Landscape Sensitivity

3.9.1 Whilst landscapes generally have some intrinsic sensitivity, landscape receptors have different features and elements that can accommodate different types of development and levels of change. Therefore, the sensitivity of a landscape receptor is a combination of the landscape receptor's value and the landscape receptor's susceptibility to the type of change proposed, using professional judgment.

Landscape Value

3.9.2 Landscape value has been informed by guidance in GLVIA3, and LI Technical Guidance Note (TGN) 02/21 - Assessing landscape value outside national designations. Table 3-4 below sets out a range of factors that can be considered when identifying landscape value in any of the contexts described above. It also includes examples of potential indicators of value (derived from TGN 02/21).

Table 3-4: Table of technical aspects included within the Environmental Report

Factor	Definition	Indicator
Natural heritage	Natural heritage Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contributes positively to the landscape.	<ul style="list-style-type: none"> • The presence of wildlife and habitats of ecological interest contribute to a sense of place. • Extent and survival of semi-natural habitat that is characteristic of the landscape type. • Presence of distinctive geological, geomorphological or pedological features. • The landscape contains valued natural capital assets that contribute to ecosystem services, for example, distinctive ecological communities and habitats that form the basis of ecological networks. • Landscape, which makes an identified contribution to a nature recovery/ green infrastructure network.
Cultural heritage	Landscape with clear evidence of archaeological, historical or cultural interest which contributes positively to the landscape	<ul style="list-style-type: none"> • Presence of historic landmark structures or designed landscape elements (e.g. follies, monuments, avenues, tree roundels) • The presence of historic parks and gardens and designed landscapes • Landscape which contributes to the significance of heritage assets, for example, forming the setting of heritage assets (especially if identified in specialist studies) • Landscape, which offers a dimension of time depth. This includes natural time depth, e.g., the presence of features such as glaciers and peat bogs and cultural time depth, e.g., the presence

Factor	Definition	Indicator
		of relic farmsteads, ruins, historic field patterns, historic rights of way (e.g. drove roads, salt ways, tracks associated with past industrial activity)
Landscape condition	Landscape which is in a good physical state both with regard to individual elements and overall landscape structure	<ul style="list-style-type: none"> • Good physical condition/ intactness of individual landscape elements (e.g. walls, parkland, trees)
Associations	Landscape which is connected with notable people, events and the arts	<ul style="list-style-type: none"> • Associations with well-known literature, poetry, art, TV/film and music that contribute to perceptions of the landscape • Associations with science or other technical achievements • Links to a notable historical event • Associations with a famous person or people
Distinctiveness	Landscape that has a strong sense of identity	<ul style="list-style-type: none"> • Landscape character that has a strong sense of place (showing the strength of expression of landscape characteristics)
Recreational	Landscape offering recreational opportunities where experience of landscape is important	<ul style="list-style-type: none"> • Presence of open access land, common land and public rights of way (particularly National Trails, long-distance trails, Coastal Paths and Core Paths) where appreciation of landscape is a feature • Areas with good accessibility that provide opportunities for outdoor recreation and spiritual experience/ inspiration • The presence of town and village greens • Other physical evidence of recreational use where experience of landscape is important • Landscape that forms part of a view that is important to the enjoyment of a recreational activity
Perceptual (Scenic)	Landscape that appeals to the senses, primarily the visual sense	<ul style="list-style-type: none"> • Distinctive features, or distinctive combinations of features, such as

Factor	Definition	Indicator
		<p>dramatic or striking landforms or harmonious combinations of land cover</p> <ul style="list-style-type: none"> • Strong aesthetic qualities such as scale, form, colour and texture • Presence of natural lines in the landscape (e.g. natural ridgelines, woodland edges, river corridors, coastal edges) • Visual diversity or contrasts which contribute to the appreciation of the landscape • Memorable/ distinctive views and landmarks, or landscape which contributes to distinctive views and landmarks
Perceptual (Wildness and tranquillity)	Landscape with a strong perceptual value, notably wildness, tranquillity and/or dark skies	<ul style="list-style-type: none"> • High levels of tranquillity or perceptions of tranquillity, including perceived links to nature, dark skies, presence of wildlife/ birdsong and relative peace and quiet⁴ • Presence of wildland and perceptions of relative wildness (resulting from a high degree of perceived naturalness⁵, rugged or otherwise challenging terrain, remoteness from public mechanised access and lack of modern artefacts) • Sense of particular remoteness, seclusion or openness • Night skies
Functional	Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape	<ul style="list-style-type: none"> • Landscapes and landscape elements that contribute to the healthy functioning of the landscape, e.g. natural hydrological systems/ floodplains, areas of undisturbed and healthy soils, areas that form carbon sinks such as peat bogs, woodlands and oceans, areas of diverse landcover (benefits pest regulation), pollinator-

⁴ More about tranquillity can be found in Landscape Institute Technical Information Note 01/2017 (Revised; Landscape Institute, 2017).

⁵ Relating to extensive semi-natural vegetation, presence of wildlife and presence of natural processes/ lack of human intervention.

Factor	Definition	Indicator
		<p>rich habitats such as wildflower meadows</p> <ul style="list-style-type: none"> • Areas that form an important part of a multifunctional Green Infrastructure network • Landscapes and landscape elements that have strong physical or functional links with an adjacent national landscape designation or are important to the appreciation of the designated landscape and its special qualities

Table source: LI TGN 02/21 (Table 1)

3.9.3 GLVIA3 (para 5.19) describes value as ‘the relative value that is attached to different landscapes by society’. Table 3-5 below sets out the criteria for assessing the value of designated landscapes used in this LVA and informed by GLVIA3.

Table 3-5: Criteria considered when determining landscape value

Value	Criteria
Very High	<ul style="list-style-type: none"> • International and National level designated areas (e.g. World Heritage Sites, National Parks, AONBs, Registered Parks and Gardens, Scheduled Monuments, Grade I or II* Listed Buildings, SSSIs, etc) are present within the receptor. • The area is considered to be an important component of the country’s character and is experienced by a high number of tourists. • The condition of the landscape and its elements is good and is generally maintained to a high standard. • Rare or distinctive elements and features are key components that contribute to the character of the area/quality of the landscape resource. • The landscape generally has an elevated level of tranquillity and may be valued for its wildness/remoteness.
High	<ul style="list-style-type: none"> • Regional or county-level designated areas (e.g., areas of great landscape value (AGLV), green belts, country parks, grade II listed buildings, conservation areas, etc.) are present within the receptor. • The area is considered to be an important component of the region or county’s character and is experienced by a reasonable proportion of its population. • The condition of the landscape and its elements is good and is generally well-maintained.

Value	Criteria
	<ul style="list-style-type: none"> • Rare or distinctive elements and features may be present and will contribute to the character of the area/quality of the landscape resource. • The landscape, or areas within it, may have a high level of tranquillity.
Medium	<ul style="list-style-type: none"> • No designated landscapes are present, but the landscape may be valued locally (e.g. village greens, allotments, public open spaces, etc). • Use of the area is likely to be limited to the local community with informal recreational use/greenspace. • The condition of the landscape and its elements is good to fair, but it has good potential for flora and fauna. • If present, rare or distinctive elements and features are not notable components that contribute to the character of the area. • The landscape generally has a moderate level of tranquillity.
Low	<ul style="list-style-type: none"> • A landscape of low importance, of low quality and in fair to poor condition, with few features of value or interest. • The landscape has little or no amenity value. • Rare or distinctive elements and features are not present. The landscape has a low potential for biodiversity. • The landscape is of limited tranquillity.
Very Low	<ul style="list-style-type: none"> • Industrial or contaminated land. • The landscape has no amenity value. • A landscape of very low quality and in poor condition, with very low potential for biodiversity. • The landscape is not considered to be tranquil.

Landscape Susceptibility

3.9.4 Landscape susceptibility describes the ability of a landscape receptor to accommodate change (i.e. the Order Scheme) without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies or strategies. As set out in GLVIA3, susceptibility is the ability of the landscape to accommodate the proposed development without undue consequences for the baseline situation and/or the achievement of landscape planning policies and strategies (GLVIA3 paragraph 5.40).

3.9.5 Table 3-6 below sets out the criteria that have been considered when determining landscape susceptibility. As noted for landscape value, the criteria for determining susceptibility are not considered exhaustive and are applied using professional judgment used in this LVA and informed by GLVIA3.

Table 3-6: Criteria for determining landscape susceptibility

Susceptibility	Criteria
Very High	<ul style="list-style-type: none"> • The Order Scheme will conflict with relevant or specific national planning policies or strategies. • The landscape is of a very large scale, and/or there is a negligible level of containment, resulting in a significant degree of interaction between landform, topography, vegetation cover, field pattern and built form. • There is no existing reference or context within the receptor to the type of development proposed. • The majority of existing element(s) will be exceedingly difficult or impossible to replace (e.g., ancient woodland, mature trees, etc.). • Detracting features or major infrastructure are absent in the area. • The receptor has a very low level of ability to accept the type of development proposed, and there are very limited opportunities for mitigation.
High	<ul style="list-style-type: none"> • The Order Scheme will conflict with relevant or specific local planning policies or strategies. • The landscape is large-scale, and/or there is a low level of containment, resulting in a moderate degree of interaction between landform, topography, vegetation cover, field pattern, and built form. • There is little or no existing reference or context within the receptor to the type of development proposed. • The majority of existing element(s) will not be easy to replace (e.g. ancient woodland, mature trees, etc). • Detracting features or major infrastructure are absent in the area or, where present, these have little influence on the character or experience of the landscape. • The receptor has a low level of ability to accept the type of development proposed, and there are limited opportunities for mitigation.
Medium	<ul style="list-style-type: none"> • Specific local planning policies or strategies will not support the Order Scheme but may be in line with general policy, guidance or strategies. • The landscape is of a medium scale, and/or there is a moderate level of containment, resulting in a minor degree of interaction between landform, topography, vegetation cover, field pattern and built form. • There is some existing reference or context within the receptor to the type of development proposed. • There are limited opportunities for replacement of existing elements. • Detracting features or major infrastructure are present in the area, and these have a noticeable influence on the character or experience of the landscape.

Susceptibility	Criteria
	<ul style="list-style-type: none"> • The receptor has a medium level of ability to accept the type of development proposed, and there are good opportunities for mitigation.
Low	<ul style="list-style-type: none"> • The Order Scheme will be in line with local planning policies, strategies or guidance, and the Site may be allocated for the type of development proposed. • The landscape is of small scale and/or has a high level of containment, resulting in only a slight degree of interaction between landform, topography, vegetation cover, field pattern and built form. • There are many existing references within the receptor to the type of development proposed. Few/no existing landscape elements are present (e.g. brownfield sites), or where these are present, they can easily be replaced. • Some existing features are detracting, and/or major infrastructure is present, which has a noticeable influence on the character or experience of the landscape. • The receptor has a high level of ability to accept the type of development proposed, and there are good opportunities for mitigation and enhancement.
Very Low	<ul style="list-style-type: none"> • The Order Scheme will be in line with local and national planning policies, strategies and guidance, and the Site may be allocated for the type of development proposed. • Due to the scale of the enclosure, the receptor has no interaction with the surrounding landscape. • The Order Scheme will be in keeping with the land use of the Site and the surrounding landscape. • All landscape elements are easily replaceable. • Existing features are detracting, and/or major infrastructure is present, which heavily influences the character or experience of the landscape. • The receptor has a very high level of ability to accept the type of development proposed, and there are very good opportunities for mitigation and enhancement.

Landscape sensitivity

3.9.6 The sensitivity of receptors is assessed by combining judgements on the value (see Table 3-5) attached to the landscape resource and its susceptibility (see Table 3-6) to the type of change proposed, i.e. a judgement about the nature of the Order Scheme and the baseline capacity of the landscape to accept that type of change. The sensitivity of landscape receptors will vary, therefore, depending on the type and nature of the development proposed.

- 3.9.7 Table 3-7 below illustrates how a combination of the value and susceptibility of the landscape receptor determines sensitivity. The sensitivity of landscape receptors is described using a five-point word scale. Intermediate levels of sensitivity can also be attributed to receptors where relevant.

Table 3-7: Matrix for determining landscape sensitivity

Landscape Sensitivity						
Value of Landscape						
Susceptibility to Change		Very Low	Low	Medium	High	Very High
	Very Low	Very Low	Low	Low	Medium	Medium
	Low	Low	Low	Medium	Medium	High
	Medium	Low	Medium	Medium	High	High
	High	Medium	Medium	High	High	Very High
	Very High	Medium	High	High	Very High	Very High

3.10 Landscape Magnitude of Impact

- 3.10.1 The magnitude of the impact of landscape change is influenced by a number of factors, including the extent to which landscape features are lost and/or altered, the introduction of new features into the landscape and the resulting change in the physical and/or perceptual characteristics of the landscape. It is determined by, but not necessarily limited to the following factors as set out in GLVIA3:
- The size and scale of the impact;
 - The extent of the geographical area over which change is likely to be felt;
 - The duration of the impact and its potential reversibility; and
 - The proximity of the landscape receptor to the Site and the nature of the impact.
- 3.10.2 Consideration has been given to the location of character areas in relation to the Order Scheme as it is recognised that landscape features and elements in close proximity to a proposed development would usually have a much stronger influence on the sense of the landscape character than more distant features. It is, however, acknowledged that more distant features can also have an influence.

- 3.10.3 The magnitude of the impact on landscape change is described using a five-point word scale. Intermediate levels of magnitude can also be attributed to receptors where relevant. Magnitude is assessed as being Very High, High, Medium, Low or Very Low.
- 3.10.4 The magnitude of the impact of landscape change has been assessed with reference to the criteria set out in Table 3-8, with professional judgment applied in its determination.

Table 3-8: Criteria considered when determining the magnitude of landscape impact

Magnitude	Criteria	Adverse/Beneficial Descriptor
Very High	<p>The geographical extent of change will influence the landscape at a national level.</p> <p>Impacts will be considered long-term and will either be irreversible or very difficult to reverse in practical terms</p>	<p>Adverse: The size and scale of change are considered to be very high due to the total loss of or alteration to existing landscape character or highly distinctive/important features and elements and/or the addition of uncharacteristic conspicuous features and elements, resulting in a complete negative change to key aesthetic or perceptual qualities.</p>
		<p>Beneficial: The size and scale of change are considered to be very high due to the successful establishment or re-establishment of the wider/former landscape character or highly distinctive/important features and elements and/or the addition of characteristic features and elements to a degraded landscape, resulting in a complete positive change to key aesthetic or perceptual qualities.</p>
High	<p>The geographical extent of change will influence the landscape at a regional level.</p> <p>Impacts will be considered long-term and will either be irreversible or very difficult to reverse in practical terms.</p>	<p>Adverse: The size and scale of change are considered to be high due to the notable loss of or alteration to existing landscape character or distinctive/important features and elements, and/or the addition of uncharacteristic noticeable features and elements, degrading the integrity of key aesthetic or perceptual qualities.</p>
		<p>Beneficial: The size and scale of change are considered to be high due to the notable increase of or alteration to existing landscape character through the establishment of distinctive/important features and elements and/or the addition of characteristic noticeable features and elements, which enhance the integrity of key aesthetic or</p>

Magnitude	Criteria	Adverse/Beneficial Descriptor
		perceptual qualities.
Medium	<p>The geographical extent of change will influence the landscape at a local level.</p> <p>Impacts will be considered medium-term and potentially reversible, although it may not be practical to do so.</p>	<p>Adverse: The size and scale of change are considered to be medium due to the partial loss of or alteration to existing landscape character or features and elements, and/or the addition of uncharacteristic features and elements, resulting in key aesthetic or perceptual qualities out of scale or at odds with the local pattern and landform.</p>
		<p>Beneficial: The size and scale of change are considered to be medium due to the partial increase of or alteration to existing landscape character to establish features and elements, and/or the addition of characteristic features and elements, resulting in key aesthetic or perceptual qualities that are in scale and complement the local pattern and landform.</p>
Low	<p>The geographical extent of change will influence the immediate setting of the Order Scheme.</p> <p>Impacts will be considered short-term and/or potentially reversible and, in practical terms, will easily be achievable.</p>	<p>Adverse: The size and scale of change are considered to be low due to minor loss or alteration of existing landscape features and elements, resulting in a discernible negative impact on key aesthetic or perceptual qualities.</p>
		<p>Beneficial: The size and scale of change are considered to be low due to minor increases or alterations of existing landscape features and elements, resulting in a discernible positive impact on key aesthetic or perceptual qualities.</p>
Very Low	The geographical extent of change will influence the	<p>Adverse: The size and scale of change to existing landscape features and elements are considered to have a barely discernible negative impact overall.</p>

Magnitude	Criteria	Adverse/Beneficial Descriptor
	<p>Site only.</p> <p>Impacts will be considered short-term/temporary and/or easily reversible and, in practical terms, will very easily be achievable.</p>	<p>Beneficial: The size and scale of change to existing landscape features and elements are considered to have a barely discernible positive impact overall.</p>
Neutral	No direct change to the existing landscape or a change that is so inconsequential that it does not alter the existing receptor landscape.	

3.11 Visual Sensitivity

3.11.1 Visual receptors are people and comprise individuals or groups of people who are likely to be affected by the Order Scheme at specific viewpoints or a series of viewpoints. The sensitivity of visual receptors is determined by balancing judgements about the susceptibility of receptors to changes in their views and visual amenity (i.e. by the Order Scheme) with the baseline value attached to the view by the receptor.

3.11.2 Receptors have been selected to represent a range of likely impacts arising as a result of the Order Scheme, taking into account factors, including the number and sensitivity of viewers likely to be affected.

Value of View

3.11.3 A view is valued through formal designation and/or indicators of value attached by people. In determining sensitivity to change of a visual receptor, this appraisal considers the value of views as the attachment to the view likely to be experienced.

3.11.4 Table 3-9 sets out the value attached to visual receptors in order to establish a consistent and objective baseline against which the potential impacts arising as a result of the Order Scheme can be assessed. As noted for the Landscape Value above, the list of factors noted in the criteria below is not considered exhaustive. Professional judgment is applied to determine an appropriate value for each view informed by GLVIA3.

Table 3-9: Criteria considered when determining the value attached to views

Value	Criteria
Very High	<ul style="list-style-type: none"> • Views from/over/toward landscapes of International and National importance (e.g. World Heritage Sites, National Parks, AONBs, Registered Parks and Gardens, Scheduled Monuments, Grade I or II* Listed Buildings, SSSIs, etc.), particularly where the view contributes to the significance of the asset. • Views from viewpoints within highly popular visitor attractions/tourist destinations. • Protected views.
High	<ul style="list-style-type: none"> • Views from/over/toward landscapes of Regional or County importance (e.g. Areas of Great Landscape Value (AGLV), Country Parks, Long Distance Trails, Grade II Listed Buildings, Conservation Areas, etc). • Views from viewpoints within moderately popular, well-used visitor attractions/tourist destinations, including long-distance trails, rights of way, etc. • Views to which receptors have a proprietary interest, including residential properties.
Medium	<ul style="list-style-type: none"> • Views from/over/toward landscapes of local importance, which may be subject to designation (e.g. village greens, allotments, public open spaces, etc.). • Views from landscapes/viewpoints not used by substantial numbers of people, including public rights of way, touring routes, cycle paths, canals, public open spaces, etc.
Low	<ul style="list-style-type: none"> • Views from/over/toward landscapes with no designations and of at most local importance. • Views from viewpoints which could be more popular or recognised as being destinations in their own right, including infrequently used rights of way. • Views with no cultural associations.
Very Low	<ul style="list-style-type: none"> • Views from landscapes of no importance, of poor scenic quality or with no sense of tranquillity.

Visual receptor susceptibility

- 3.11.5 The susceptibility of different receptors to changes in their views and visual amenity is a function of the occupation or activity of people experiencing a view at a particular location and the extent to which their attention is focused on the view and visual amenity they experience.
- 3.11.6 Table 3-10 sets out the criteria that have been considered when determining the susceptibility of visual receptors to change. As noted for the value of views, the criteria for determining susceptibility are not considered

exhaustive and are applied using professional judgment and informed by GLVIA3.

Table 3-10: Criteria for determining the susceptibility of visual receptors

Susceptibility	Criteria
Very High	<ul style="list-style-type: none"> • Tourists and visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience.
High	<ul style="list-style-type: none"> • Occupiers of residential properties with clear views toward the development. • People engaged in outdoor recreation whose attention is likely to be focussed on the landscape and/or particular views or for whom their appreciation of views is an essential factor in the enjoyment of the activity. • People travelling through the landscape on roads, rail or other routes on recognised scenic routes or where there is a distinct awareness of views of their surroundings and their visual amenity.
Medium	<ul style="list-style-type: none"> • Occupiers of residential properties with oblique or partially screened views. • People at work and in educational institutions for whom the appreciation of setting is essential to the quality of working/school life, with oblique or partially screened views. • People staying in hotels and healthcare institutions who are likely to appreciate views of their surroundings. • People engaged in outdoor recreation or sport, which involves an appreciation of views (including public rights of way, touring routes, cycle paths, public open spaces, etc.) but are not used by substantial numbers of people. • People travelling through the landscape for short periods on roads, rail, canals or other routes who are likely to experience and appreciate views of their surroundings or are passing through the landscape to enjoy the view.
Low	<ul style="list-style-type: none"> • Occupiers of residential properties with limited views of the development. • People at their place of work where the appreciation of the setting is of limited importance to the quality of working life. • People staying in hotels and healthcare institutions who are unlikely to appreciate views of their surroundings. • People engaged in outdoor recreation or sport which does not involve an appreciation of views. • People travelling through the landscape who have limited views of their surroundings or for whom the appreciation of views is of limited importance to their journey (e.g. on main roads, rail corridors,

Susceptibility	Criteria
	infrequently used public rights of way or footways adjacent to carriageways).
Very Low	<ul style="list-style-type: none"> • People travelling through the landscape often at high speed (e.g. on motorways and mainline railways). • People who have no views of their surroundings or for whom views of their surroundings are not important.

Visual sensitivity descriptions (value and susceptibility)

- 3.11.7 Sensitivity is specific to each visual receptor and reflects a balanced judgement on the value attached to the view by the receptor, their visual amenity and its susceptibility to the type of change proposed. The matrix in Table 3-11 Matrix for determining the significance of the impact illustrates how a combination of value and susceptibility of the visual receptor determines sensitivity.
- 3.11.8 The sensitivity of visual receptors is described using a five-point word scale. Intermediate levels of sensitivity can also be attributed to receptors where relevant. Sensitivity is assessed to be Very High, High, Medium, Low or Very Low.

Table 3-11: Matrix for determining visual sensitivity

Visual Sensitivity						
Value of Landscape						
Susceptibility to Change		Very Low	Low	Medium	High	Very High
	Very Low	Very Low	Low	Low	Medium	Medium
	Low	Low	Low	Medium	Medium	High
	Medium	Low	Medium	Medium	High	High
	High	Medium	Medium	High	High	Very High
	Very High	Medium	High	High	Very High	Very High

3.12 Magnitude of Visual Impact Criteria

- 3.12.1 The impact on visual receptors is assessed with regard to the magnitude of impact on the views and visual amenity of people arising as a result of the Order Scheme. The magnitude of visual impact is evaluated in relation to its size or scale, its geographical extent and its duration and reversibility.

- 3.12.2 The magnitude of visual change is described using a five-point word scale. Intermediate levels of magnitude can also be attributed to receptors where relevant. Magnitude is assessed as being Very Large, Large, Medium, Small, Very Small, or Neutral.
- 3.12.3 The magnitude of visual impact has been assessed with reference to the criteria set out in Table 3-12 and has professional judgment applied in its determination within the appraisal.

Table 3-12: Criteria for determining the magnitude of visual impact

Magnitude	Criteria	Adverse/Beneficial Descriptor
Very High	<p>The geographical extent of change is considered to be very high due to the adjacent or close proximity of the receptor to the development, the full and/or direct view and the substantial extent of the view that will change as a result of the development.</p> <p>Impacts will be considered long-term and will either be irreversible or very difficult to reverse in practical terms.</p>	<p>Adverse: The scale of change is considered to be very high due to the total loss or major alteration to existing key elements/features/characteristics of views. distance</p>
		<p>Beneficial: The scale of change is considered to be very high due to the total increase or major addition of/to key elements/features/characteristics of views. The Order Scheme removes/mitigates major detractors, creates a new focus and has a defining positive influence on the view.</p>
High	<p>The geographical extent of change is considered to be high due to the near distance proximity of the receptor to the development, the full and/or near direct to a slight angle of view and the substantial extent of the view that will change as a result of the development.</p> <p>Impacts will be considered long-term and will either be irreversible or difficult to reverse in practical terms.</p>	<p>Adverse: The scale of change is considered to be high due to the major loss or alteration to existing key elements/features/characteristics of views. The Order Scheme forms a notable detractor, changing the composition of the view. The degree of contrast/integration of the proposals has a negative influence on the baseline situation and nature of the view.</p>
		<p>Beneficial: The scale of change is considered to be high due to the major increase or addition of/to key elements/features/characteristics of views. The Order Scheme removes/substantially mitigates notable detractors and changes the composition of the view. The degree of</p>

Magnitude	Criteria	Adverse/Beneficial Descriptor
		contrast/integration of the proposals has a positive influence on the baseline situation and nature of the view.
Medium	<p>The geographical extent of change is considered to be medium due to the middle distance of the receptor to the development, the partial and/or oblique angle of view and the reasonable extent of the view that will change as a result of the development.</p> <p>Impacts will be considered medium-term and will potentially be reversible, although it may not be practical to do so.</p>	<p>Adverse: The scale of change is considered to be medium due to the reasonable extent of loss or alteration to existing key elements/features/characteristics of views. The Order Scheme forms a detractor, changing the composition of the view. The degree of contrast/integration of the proposals has a slightly negative influence on the baseline situation and nature of the view.</p>
		<p>Beneficial: The scale of change is considered to be medium due to the reasonable increase or addition of/to key elements/features/characteristics of views. The Order Scheme partially removes or mitigates detracting influences, changing the composition of the view. The degree of contrast/integration of the proposals has a slightly positive influence on the baseline situation and nature of the view.</p>
Low	<p>The geographical extent of change is considered to be low due to the middle to long distance of the receptor from the development, the glimpsed and/or indirect angle of view and the minimal extent of the view that will change as a result of the development.</p> <p>Impacts will be considered short-term, will potentially be reversible, and, in practical terms, will easily be achievable.</p>	<p>Adverse: The scale of change is considered to be low due to the reasonable extent of loss or alteration to existing key elements/features/characteristics of views, the composition of the view, and the degree of contrast/integration of the proposals provides a very limited negative influence on the baseline situation and nature of the view.</p>
		<p>Beneficial: The scale of change is considered to be low due to the reasonable increase or addition of/to key elements/features/characteristics of views. The Order Scheme partially removes or mitigates detracting influences, changing the composition of the view. The degree of contrast/integration of the proposals has a very limited positive influence on the</p>

Magnitude	Criteria	Adverse/Beneficial Descriptor
		baseline situation and nature of the view.
Very Low	<p>The geographical extent of change is considered to be barely perceptible due to the long distance of the receptor from the development, the glimpsed and/or indirect angle of view and the extent of the view that will change as a result of the development.</p> <p>Impacts will be considered short-term or temporary, will easily be reversible, and, in practical terms, will be very easily achievable.</p>	<p>Adverse: The size and scale of change are considered to be very low due to the barely perceptible negative extent of loss/addition/alteration of features within the view, the change to the composition of the view, the degree of contrast/integration of the proposal with the baseline situation and the nature of the view.</p>
		<p>Beneficial: The size and scale of change are considered to be very low due to the barely perceptible positive addition/alteration of features within the view, the change to the composition of the view, the degree of contrast/integration of the proposal with the baseline situation and the nature of the view.</p>
Neutral	No direct change to the existing view or a change that is so inconsequential that it does not alter the existing receptor view.	

4. BASELINE INFORMATION

4.1 Existing Landscape Baseline

- 4.1.1 This section identifies the landscape designations and protected areas. It focuses on landscape and landscape-related designations, landscape character, land use, landscape elements and features and settlement and built elements. Landscape features and elements that would potentially be affected by the Order Scheme are generally limited to those that lie within the relevant boundary of each element which the Order Scheme comprises as per Volume 1, Chapter 1, Table 1-1 of this Report [NR14].

Landscape and Landscape-Related Designations

- 4.1.2 Designated landscapes are areas identified as important at international, national, regional or local levels as defined by statute or in policy documents.
- 4.1.3 Part of Standedge Tunnel is located within the Peak District National Park (PDNP). However, the wider Scheme proposals are consented as part of PD and all within the tunnel, which runs beneath the park and would have no direct landscape or visual impact within the PDNP. Therefore, no further reference is made to the PDNP or Standedge Tunnel area as part of this appraisal.
- 4.1.4 The remaining Order Scheme elements Study Areas have no national statutory designations relating to landscape value.

Trees and Woodlands

- 4.1.5 A detailed tree survey has been completed; for details, refer to Volume 3, Appendix 8A (Arboriculture) of this Report [NR14].
- 4.1.6 The Order Scheme will require the removal of a number of trees and tree groups currently within its footprint. This includes 31 individual trees, 55m² of trees within groups, 41,887m² of tree groups, and 18,438m² of woodland, primarily in BS 5837⁶ Categories B and C. No hedgerows are affected. Where trees are only partially within the footprint, decisions on retention were

⁶ BS 5837 Trees in relation to design, demolition and construction – Recommendations.

Tree Categorisation: Trees are classified into four categories (A, B, C, U) based on their quality and value:

Category A: High quality and value – ideally retained.

Category B: Moderate quality – retention desirable.

Category C: Low quality – retention optional.

Category U: Poor condition – unsuitable for retention.

based on the extent of Root Protection Area (RPA) encroachment and site conditions that may have limited root growth.

- 4.1.7 Several trees protected by Tree Protection Orders (TPOs) in Tameside and Oldham are affected by the proposed works. At Abney Road, 64m² of a mixed species group is to be removed. Along Wakefield Road, one to two individual trees are to be removed from groups G11, G9, and T7, with the rest to be cut back as shown on the Tree Protection Plan. In Oldham, 55m² of woodland is to be removed under one TPO, and 10,036m² of Goat Willow woodland plus one tree under a separate TPO. All impacts are subject to on-site confirmation and will be finalised in the Arboricultural Method Statement as part of the Landscape and Ecological Management Plan (LEMP). The LEMP is intended to be the subject of a planning condition and applies to the Order Scheme that require planning permission, as described in the 'Request for deemed planning permission and statement of proposed conditions' [NR11].

Ancient Woodland

- 4.1.8 There are no impacts to any veteran trees or areas of ancient woodland, as reported in the arboricultural report for details, refer to Volume 3, Appendix 8A (Arboriculture) of this Report [NR14].

Green Belt

- 4.1.9 Land designated as green belt is aimed at preventing urban sprawl by keeping land permanently open, helping protect the countryside, and moving towards more sustainable urban development patterns. All of the areas of land surrounding the urban areas within the relevant Scheme elements study areas are designated as forming part of the Greenbelt for Merseyside and Greater Manchester. For details showing the extent of green belt in the area, refer to Figure 7.1.1 within Volume 2 of this Report [NR14].

- 4.1.10 The following Order Scheme elements are located within the green belt:
- Printworks Office & Printworks Compound
 - Wakefield Road Plant Access (Black Rock sidings), Manchester Road Underbridge (MVL3/10), and Drainage Works
 - Heyrod Hall Storage Compound and MVL3/7 Heyrod Hall Overbridge
 - Springbank Lane Footbridge (MVL3/8)
 - Manchester Road Footbridge Overbridge (MVL3/10a)
 - Scout West Laydown
 - Scout West Ramp

- Scout West Spoil Point
- Scout East Access and Scout East Carpark
- Scout East Laydown
- Stockport Road Level Crossing
- Heron Lane Compound
- OB Wright Mill Overbridge (MVL3/20)
- Wright's Bridge Overbridge (MVL3/23)
- Diversion of PRow between MVL3/22 and MVL3/23
- PRow upgrade (MVL3/29)
- Lineside Fencing Access from Oldham Road
- Uppermill Viaduct (MVL3/31)
- Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)
- Grandpa Green's1 Site Compound
- Grandpa Greene's 2 (Ward Lane MVL3/36) - Compound
- Diggle compound
- Station Road Overbridge (MVL3/39) and MVL3/39b-UB Underbridge
- Diggle Access and Diversion

Footpaths, PRow, National Trails and Access

- 4.1.11 There are several PROWs within the relevant Scheme study areas. However, only those which pass through or within the Order Scheme boundary would likely be impacted by the Order Scheme. These are listed in the below Table 4-1.

Table 4-1: Footpaths, PRow, National Trails and Accesses within the Order Scheme boundary

Scheme elements	PRow Route Ref.
Heyrod Hall Overbridge (MVL3/7), Site Compound and Access Works	STA/16/10, STA/16/20
Works to Footbridge off Springbank Lane (MVL3/8)	STA/12/10, STA/12/20
Manchester Road Footbridge Overbridge Works (MVL3/10A)	MOS/116/10, MOS/117/10
Scout East Access	MOS/89/10, MOS/89/20
Scout East Laydown	MOS/89/10, MOS/89/20
Mossley Station Relocation Works	MOS/81/10

Scheme elements	PRoW Route Ref.
Roughtown Road Overbridge Works (MVL3/17)	MOS/77/10
Roughtown Footbridge Works (MVL3/18)	MOS/86/10
Stockport Road Level Crossing and PRoW Diversion Works	MOS/5/10, MOS/5/20, OS/6/10, MOS/66/10, MOS/67/10, MOS/68/10, MOS/69/10, MOS/69/20, MOS/74/10
Heron Lane Compound	278 SADD, MOS/5/20, MOS/6/10, MOS/66/10, MOS/68/10, MOS/69/20, MOS/74/10
Wrights Mill Overbridge Works (MVL3/20)	MOS/5/20
Wright's Bridge Overbridge Works (MVL3/23)	222 SADD
Diversion of PRoW between MVL3/22 and MVL3/23	222 SADD, 218 SADD
Armit Road Compound	280 SADD, 222 SADD
PRoW upgrade works (MVL3/29)	244 SADD
Oldham Road Access and Drainage Works	76 SADD
Uppermill Viaduct Works (MVL3/31)	76 SADD, 103 SADD
Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)	106 SADD
Ward Lane Overbridge, & Ward Lane Satellite Site (MVL3/36)	75 SADD, 76 SADD
Grandpa Greene's 2 (Ward Lane MVL3/36) - Compound	76 SADD
Diggle compound	75 SADD, 80 SADD, Standedge Trail, Oldham Way, and Pennine Bridleway
Sam Road Carpark	77 SADD, 76 SADD
Diggle Road Overbridge Works (MVL3/39)	65 SADD Pennine Bridleway, 51 SADD, 53 SADD, Standedge Trail, Oldham Way
Diggle Access and Diversion	69 SADD, 65 SADD Pennine Bridleway, 53 SADD

Greenspaces

- 4.1.12 The following greenspaces have been identified within the Order Scheme corridor:

- Huddersfield Narrow Canal Corridor runs parallel to the railway through Mossley, Greenfield, and Uppermill, providing a linear green / blue route with towpaths, wildlife habitats, and scenic views.
- Micklehurst Loop (Mossley) A former railway line transformed into a greenway, with nearby reservoirs and woodland areas that enhance biodiversity and offer recreational opportunities.
- Brownhill Countryside Centre (Uppermill) A managed nature garden and education centre next to the canal, providing accessible green spaces and community engagement opportunities.
- Diggle Fields and Standedge Cutting, open countryside and moorland near the eastern end of the Order Scheme, leading towards the Standedge Tunnel. This area includes grazing land, footpaths, and ecological features corridor.

Landscape Character

- 4.1.13 Landscape Character Assessment (LCA) is the process of identifying and describing variations in the character of the landscape. It aims to identify and explain the unique combination of elements and features that make landscapes distinctive. LCAs help us understand various landscapes' qualities and values by mapping and describing Landscape Character Types and Areas. LCAs can be at a national or regional level.

National Landscape Character

- 4.1.14 National Character Assessment (NCA) profiles are guidance documents that can help communities to inform their decision-making about the places they live in and care for. Each profile includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services.
- 4.1.15 At a national scale, the Study Areas are split between the following NCAs:
- NCA Profile: 54 Manchester Pennine Fringe NE397⁷
 - NCA Profile: 36 Southern Pennines NE323⁸
 - NCA Profile: 51 Dark Peak NE378⁹

7 NCA Profile: 54 Manchester Pennine Fringe NE397 Natural England January 2013

8 NCA Profile: 36 Southern Pennines NE323 Natural England July 2012

9 NCA Profile: 51 Dark Peak NE378 Natural England November 2012

- 4.1.16 Due to the scale of the various NCAs in relation to the size and nature of the relevant work elements of the Order Scheme, it is considered that the NCAs are unlikely to be notably affected. As such, these NCAs are not considered further within the appraisal.

Regional Landscape Character

- 4.1.17 The Greater Manchester Landscape Character and Sensitivity Assessment - Greater Manchester Combined Authority (GMCA), prepared by LUC in August 2018¹⁰, describes the distinctive geographic Landscape Character Areas (LCAs) and key characteristics of their Landscape Character Types (LCTs).
- 4.1.18 LCTs are broad categories representing generic areas with similar landforms, vegetation, land use, and settlement patterns found in various locations. LCAs are specific geographic areas with unique combinations of LCTs, representing distinct examples of one or more. In summary, LCTs are broad categories, while LCAs are specific geographic areas that exemplify those categories.
- 4.1.19 The Greater Manchester Landscape Character and Sensitivity Assessment covers nine Greater Manchester local authorities (Bolton MBC, Bury MBC, OMBC, Rochdale MBC, Salford CC, Stockport MBC, TMBC, Trafford MBC and Wigan MBC) as well as the Greater Manchester Combined Authority (GMCA).
- 4.1.20 The Order Scheme elements and their Study Areas covered by this appraisal are not situated within the PDNP; however, the PDNP Landscape Strategy¹¹ identifies the LCA Dark Peak – Western Fringe area within the study area.
- 4.1.21 The following LCAs and LCTs are considered within the Study Area(s), and the relevant characteristics of the LCTs are contained in Table 4-2 and shown in Figures 7.2.1 to 7.2.3 in Volume 2 of the Environmental Report [NR14].
- 4.1.22 The level of sensitivity indicated for the landscape receptors (shown in Table 4-2 below) is as per the Greater Manchester Landscape Character and Sensitivity Assessment 2018 and has been verified using professional judgement in relation to the susceptibility of the LCT to the Order Scheme addressed within the appraisal.

¹⁰ greater-manchester-landscape-character-and-sensitivity-report.pdf prepared by LUC in August 2018

¹¹ Landscape Strategy: Peak District National Park 2019 update to the original 2009 Landscape Strategy and Action Plan

Table 4-2: Regional Landscape Character Area Summary

Landscape Character Area and Landscape Character Type Key Characteristics	Sensitivity (Value & Susceptibility)
GMCA - LCA 33: Matley and Mottram Dark Peak Foothills	
<u>LCT: Pennine Foothills (Dark Peak):</u> <ul style="list-style-type: none"> • Steep slopes from river valleys to uplands, drained by springs. • Predominantly pastoral farmland for dairying and sheep; some horse paddocks. • Enclosed by hedgerows and gritstone walls; mixed field patterns. • Cloughs feature broadleaved woodlands and industrial heritage sites. • Adjacent to urban areas like Oldham and Mossley; few settlements within. • Characterised by minor lanes and public rights of way, including Tameside Trail. • Elevated points offer views of urban lowlands and connect to Dark Peak moorlands. • Rural character affected by neglect and urban development. 	Medium
GMCA - LCA 36: River Tame	
<u>LCT Incised Urban Fringe Valleys</u> <ul style="list-style-type: none"> • Steep valley sides with wooded slopes and occasional rock outcrops. • A mix of semi-natural vegetation, including riparian woodland and scrub. • Historic mill infrastructure, such as weirs, leats, and millponds, reflecting the area's industrial heritage. • Urban fringe influences, including infrastructure, housing, and recreational land uses. • Linear green corridors that provide biodiversity value and recreational access, often forming part of wider green infrastructure networks. 	Medium
GMCA - LCA 30: Shore Edge to Dove Stones Reservoir	
<u>LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)</u> <ul style="list-style-type: none"> • Elevated moorland plateaus with expansive views and a strong sense of openness. • Enclosed upland pastures defined by drystone walls and gritstone outcrops. 	Medium

Landscape Character Area and Landscape Character Type Key Characteristics	Sensitivity (Value & Susceptibility)
<ul style="list-style-type: none"> • Heather moorland, rough grassland, and acid grassland dominate the open areas. • Sparse tree cover, with occasional shelterbelts and small woodlands in valleys. • Historic field patterns and isolated farmsteads contribute to the rural character. • Strong visual and ecological links to the adjacent Peak District National Park. • Recreational use is common, with footpaths, bridleways, and access land. • High scenic quality and tranquillity, with limited modern development. 	
PDNP - LCA Dark Peak – Western Fringe	
<u>LCT: Valley Pastures with Industry</u> <ul style="list-style-type: none"> • A low-lying undulating valley topography, rising towards adjacent higher ground • Network of streams and localised damp hollows with millponds and leats • Small to medium-sized pastoral fields enclosed by hedgerows and drystone walls • Trees are dense along watercourses and scattered along hedgerows and around settlements • Dispersed settlement with isolated farmsteads and small clusters of dwellings • Stone-built terraced housing associated with historic mills • Narrow winding lanes, sunken on slopes 	Medium

Local Landscape Character

- 4.1.23 Local-level LCAs have not been prepared for the TMBC area. However, a local-level landscape assessment was produced by OMBC. The Oldham Local Landscape Character Study, prepared by OMBC (2009)¹², which presents LCAs and LCTs identified in the borough.

¹² Oldham Local Landscape Character Study | 2009

4.1.24 The following LCAs and LCTs are considered within the Study Area, and the relevant characteristics of the LCAs are contained in Table 4-3 and shown in Figure 7.1.1 in Volume 2 of the Environmental Report [NR14].

4.1.25 The sensitivity for the landscape character areas and types has been established using professional judgement.

Table 4-3: Local Landscape Character Area Summary

Landscape Character Area and Landscape Character Type Key Characteristics	Sensitivity (Value & Susceptibility)
LCA 4 Tame Settled Valley	
<p><u>Type 4a Rural Valley Sides</u></p> <p>Steep valley sides with steps, terraces, and deep-sided cloughs reflect the underlying geology and weathering processes.</p> <ul style="list-style-type: none"> • Ancient broadleaved woodlands on the valley sides and cloughs support important fern, bryophyte, and bird species. • Improved upland inbye pastures include colourful hay meadows and damp areas essential for nature conservation. • Regular-shaped coniferous woodland blocks reduce the natural landscape character in some regions. • The moorland fringe on the upper slopes creates a distinct boundary to the valley and reveals dramatic sheer rock faces. • Gritstone walls form a distinctive field pattern on the valley sides, providing wildlife habitat and historical significance. 	<p>The PDNP exists within the LCA, and distinctive LCT elements and features are key components contributing to the area's landscape. Therefore, the landscape value is considered very high.</p> <p>Some existing features detract from the landscape, and major infrastructure significantly influences its character and experience. The Order Scheme will keep with the site's land use and the surrounding landscape. As a result, the susceptibility is considered very low.</p> <p>Overall, sensitivity is considered Medium.</p>
<p><u>Type 4b Urban Settlement</u></p> <ul style="list-style-type: none"> • The settlement has a linear pattern constrained by the valley floor and lower south-facing slopes. • Urban centres are characterised by large textile mill buildings from the early Industrial Revolution. • Distinctive vernacular architecture includes textile mills and weavers' cottages, highlighting the area's industrial history. • Rural views of woodlands, pastures, and moorland contrast with the urban landscape. 	<p>Distinctive elements and features are present, which contribute to the character of the LCT area. The condition of the landscape and its elements is good and well-maintained, resulting in a high value.</p> <p>Some existing features detract from the landscape, and major infrastructure significantly influences its character and experience. The Order Scheme will be in keeping with the land use of the Site and the surrounding landscape. As a result,</p>

Landscape Character Area and Landscape Character Type Key Characteristics	Sensitivity (Value & Susceptibility)
<ul style="list-style-type: none"> • A sense of enclosure is created by steep valley sides, closely spaced buildings, and surrounding woodlands. 	<p>the susceptibility is considered very low.</p> <p>Overall, sensitivity is considered Medium.</p>
LCA 2 Moorland Fringe	
<p><u>Type 2b Settled Moorland Fringe</u></p> <ul style="list-style-type: none"> • Transitional zone between moorland and lowland areas • Gently sloping or undulating topography • Mixed land use: pastoral farming, small woodlands, scattered settlements • Dispersed stone-built farmsteads and hamlets • Irregular field patterns with dry stone walls or hedgerows • Dominated by improved grasslands with patches of rough grazing • Semi-enclosed character with open views to uplands • Historic lanes, field systems, and occasional industrial remnants 	<p>Distinctive elements and features are present, which contribute to the character of the LCT area. The condition of the landscape and its elements is good and well-maintained, resulting in a high value. Some existing features detract from the landscape, and major infrastructure significantly influences its character and experience. The Order Scheme will be in keeping with the land use of the Site and the surrounding landscape. As a result, the susceptibility is considered very low.</p> <p>Overall, sensitivity is considered Medium.</p>

Landscape Baseline at Site Level

4.1.26 The following policies and guidance notes are applicable to the whole of the Order Scheme.

- NPPF Chapter 12 Achieving Well-designed Places
- NPPF Chapter 15 Conserving and enhancing the natural environment
- PfE Policy JP-Strat13
- PfE Policy JP-G2
- PfE Policy JP-G7
- PfE Policy JP-P1.

- 4.1.27 Table 4-4 sets out the policy, LCAs and LCTs at Scheme element level. The LCTs and LCAs are broken down into regional and local levels where the information is available to do so. Green belt has also been included.

Table 4-4: Summary of Policy, Landscape Character Areas and Landscape Character Types at Scheme Elements Level

Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
Printworks Office & Printworks Compound	LCA 33. Matley and Mottram Dark Peak Foothills LCT Pennine Foothills Dark Peak			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Plevins Site Compound and Replacement Parking (Egmont Street)	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	
Heyrod Hall Storage Compound Heyrod Hall Overbridge (MVL3/7)				UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Springbank Lane Footbridge (MVL3/8)				UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Spring Bank Lane Overbridge (MVL3/9)				UDP Policy N1 UDP Policy C1	Merseyside and Greater Manchester

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
				UDP Policy OL6	
Wakefield Road Compound, Manchester Road Underbridge (MVL3/10), and Drainage Works	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Manchester Road Footbridge Overbridge (MVL3/10A)	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Scout West Laydown	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Scout West Ramp	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Scout West Spoil Point	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1	Merseyside and Greater Manchester

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
				UDP Policy OL6	
Scout East Access and Scout East Carpark	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Scout East Laydown	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Mossley Cottages, Stamford Road Overbridge Works (MVL3/13)				UDP Policy N1 UDP Policy C1 UDP Policy OL6	
Mossley Station Relocation Works				UDP Policy N1 UDP Policy C1 UDP Policy OL6	
Roughtown Road Overbridge (MVL3/17-OB) Works including				UDP Policy N1 UDP Policy C1	

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
New Earth Street Site Compound				UDP Policy OL6	
Springbank Lane Overbridge (MVL3/8)	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	
Stockport Road Level Crossing and PRoW Diversion	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Heron Lane Compound	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Wrights Mill Overbridge works (MVL3/20)				UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Wright's Bridge Works (MVL3/23)	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1	Merseyside and Greater Manchester

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
				UDP Policy OL6	
Diversion of PRow between MVL3/22 and MVL3/23	LCA 36. River Tame LCT Incised Urban Fringe Valleys			UDP Policy N1 UDP Policy C1 UDP Policy OL6	Merseyside and Greater Manchester
Royal George Underbridge Works (MVL3/25)				UDP Policy N1 UDP Policy C1 UDP Policy OL6 Policy PO9 Policy 22 Policy 1.10 Policy 1.11	
Armit Road Compound	LCA 36. River Tame LCT Incised Urban Fringe Valleys		LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	
Oaklands Road Satellite (MVL3/25) – Parking and limited storage.	LCA 36. River Tame LCT Incised Urban Fringe Valleys		LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	UDP Policy N1 UDP Policy C1	

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
Including Oaklands Road Plant Access				UDP Policy OL6	
New Oldham Road Footbridge (proposed MVL3/27B), Greenfield Station Platform 2 Secondary Means of Escape Works, and Oldham Road Overbridge (MVL3/28) Reconstruction				UDP Policy N1 UDP Policy C1 UDP Policy OL6 Policy PO9 Policy 22 Policy 1.10 Policy 1.11	
PRoW upgrade works (MVL3/29)				Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Oldham Road Access and Drainage Works				Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester (only the Oldham Road Access lies within Green belt)

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
Uppermill Viaduct Works (MV3/31)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	LCA Dark Peak Western Fringe LCT Urban	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Ward Lane Overbridge, & Ward Lane Satellite Site (MVL3/36)	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	
Grandpa Green's 1 Site Compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Grandpa Greene's 2 (Ward Lane MVL3/36) - Compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and	LCA Dark Peak Western Fringe	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Policy PO9 Policy 22 Policy 1.10	Merseyside and Greater Manchester

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Scheme Element	Landscape Character Area / Type			Relevant Local Level Planning Policy	Green belt
	Regional Landscape Character		Local Landscape Character		
	Greater Manchester Combined Authority	Peak District National Park	Oldham MBC		
	Enclosed Upland Fringes (Dark Peak)	LCT Valley pastures with industry		Policy 1.11	
Diggle compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Sam Road Carpark	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	
Diggle Road Overbridge Works (MVL3/39)				Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester
Diggle Access and Diversion	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	LCA Dark Peak Western Fringe LCT Valley pastures with industry	LCA 2. Moorland Fringe LCT: Type 2b Settled Moorland Fringe	Policy PO9 Policy 22 Policy 1.10 Policy 1.11	Merseyside and Greater Manchester

Summary of Regional Landscape Character

- 4.1.28 The proposed Order Scheme elements span a range of landscape character areas, reflecting the varied topography and land use across the region. The Peak District National Park (PDNP) encompasses a diverse range of upland and valley landscapes. The Printworks Office and Compound is located within LCA 33: Mately and Mottram Dark Peak Foothills, characterised by the Pennine Foothills (Dark Peak) LCT, where steep slopes and moorland edges define the transitional upland fringe. A significant portion of the Order Scheme, including the Plevins Site Compound, Scout West and East works, Manchester Road structures, and Greenfield Station improvements, falls within LCA 36: River Tame, under the Incised Urban Fringe Valleys LCT. This landscape is marked by steep-sided wooded valleys, historic mill infrastructure, and green corridors that cut through urban areas, offering ecological value and visual contrast.
- 4.1.29 Further east, several Scheme elements such as the Butterhouse Lane Tunnel Site, Ward Lane Overbridge, and Diggle Compound are situated within LCA 30: Shore Edge to Dove Stones Reservoir, which is defined by the Open Moorlands and Enclosed Upland Fringes (Dark Peak) LCT. This area features open moorland plateaus, gritstone outcrops, and enclosed upland pastures, contributing to the scenic and ecological richness of the landscape.
- 4.1.30 Within the Greater Manchester Combined Authority (GMCA), the Dark Peak: Western Fringe presents a transitional landscape of undulating valley floors and dispersed settlements. Its Valley Pastures with Industry character type includes pastoral fields enclosed by hedgerows and drystone walls, with historic mill buildings reinforcing its rural identity and medium sensitivity to change.
- 4.1.31 A more urbanised edge is captured in the Urban LCT, where built development interfaces with moorland and rural landscapes.
- 4.1.32 Several Scheme elements are located within the Dark Peak Western Fringe, a transitional landscape that bridges the upland moors of the Peak District and the more settled lowlands. The Upper mill Viaduct (MVL3/31) falls within the Urban LCT, reflecting its proximity to built infrastructure and transport corridors.
- 4.1.33 The remaining Scheme elements, including Saddleworth Old Railway Tunnel Site (Butterhouse Lane), Ward Lane Overbridge and Satellite Site, Grandpa Green's compounds, Diggle compound, Sam Road Carpark, and Diggle Access and Diversion, are all situated within the Valley Pastures with Industry LCT. This character type is defined by gently undulating valley floors, enclosed pastoral fields, and dispersed settlements with historic mill buildings. These areas retain a strong rural identity and are considered to

have medium sensitivity to change, making them important to consider in terms of landscape integration and mitigation.

Summary of Local Landscape Character

- 4.1.34 In Oldham MBC, LCA 4: Tame Settled Valley is split into two distinct character types. The Rural Valley Sides (Type 4a) are marked by steep slopes, ancient woodlands, hay meadows, and gritstone walls, offering very high landscape value and medium sensitivity.
- 4.1.35 The Urban Settlement (Type 4b) follows a linear pattern along the valley floor, with historic textile mills and vernacular architecture contributing to a well-maintained and valued landscape.
- 4.1.36 Additionally, LCA 2: Moorland Fringe with its Type 2b Settled Moorland Fringe character type reflects a mix of rural and semi-rural features, including scattered farms and small settlements transitioning between open moorland and enclosed valleys.

4.2 Existing Visual Baseline

4.2.1 Seventy-two viewpoints were selected for the visual appraisal; these were agreed upon through consultation with Tameside and Oldham local planning authorities. The viewpoint locations are shown in Volume 2, Figure 7.4.1 to 7.4.6 of this Report [NR14], and the baseline is described in Table 4-5. The viewpoints have been selected to cover a range of receptors, from a range of distances and directions, focusing on the impact of the Order Scheme.

4.2.2 All viewpoints were carefully refined on site to minimise foreground clutter and obtain the most unobstructed view of the proposed Scheme while providing a representation of the views likely to be experienced by receptors. In some locations, the appraisal of visual impact has grouped receptors likely to experience similar impacts together.

Visual receptor sensitivity descriptions (value and susceptibility)

4.2.3 The sensitivity of visual receptors (people) is important, combining the value of a view and how susceptible these receptors are to the proposed changes, using professional judgment. Table 4-5 provides the primary receptor types identified as likely to experience impacts as a result of the introduction of relevant Scheme elements within their respective study areas.

Table 4-5: Visual Receptor Sensitivity (Vale & Susceptibility)

Type of Visual Receptor	Value and susceptibility	Sensitivity
Road Users	The view is transient, undesignated, with no cultural association and is therefore considered low value. Receptors at this location are recognised as having an incidental, fleeting, appreciation of their surroundings as they travel; therefore, the receptor susceptibility is considered low. Therefore, overall, the sensitivity is considered Low.	Low
Business	The value of the view is considered low, as it is neither designated nor has any amenity value. Additionally, the susceptibility of the view is regarded as low due to the nature of the receptor being a business user or employee. Therefore, overall, the sensitivity is considered Low.	Low
PRoW, footpaths, and bridleways. (Locally designated)	The view is considered to have local importance, resulting in a medium value. The susceptibility of the receptor is deemed medium, as their appreciation of the surroundings is incidental to travelling on the	Medium

Type of Visual Receptor	Value and susceptibility	Sensitivity
	PRoW. Therefore, overall, the sensitivity is considered Medium.	
National Trails	The view is regarded as having high value due to its status as a well-used national trail. Its susceptibility to change is also considered high because people travelling along recognised scenic routes are likely to have a clear awareness of their surroundings and visual amenity.	High
Green/open space user	The view is considered to have local importance as a recreational or destination area. The susceptibility of receptors within this location is deemed high as their appreciation of the view contributes to the amenity experience.	High
Residential	Views from residences / residential receptors are considered high value. The susceptibility of the receptor view is deemed high and, therefore, is assigned a high sensitivity.	High

Visual Receptors and Representative Viewpoints

4.2.4 The following Table 4-6 shows the viewpoint locations and Scheme Elements Study Areas, each viewpoint has a description of the view at baseline and the sensitivity of the primary receptor view.

Table 4-6: Visual Receptor Sensitivity (Value & Susceptibility)

Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Printworks Office & Printworks Compound	VP 1	396774.8	399128.2	Residential	High	View towards north and east from Wakefield Road, Heyrod. Despite the openness of the location, views of the Site from visual receptors are likely limited to close range. Residential receptors are situated adjacent to the Site along Wakefield Road, and road users travelling along Wakefield Road. Long-distance views of the Site are restricted due to surrounding vegetation and topography. Primary views of the Site from the road are open, and from an elevated vantage point, there is an unobstructed view of the Site. A low boundary wall provides minimal screening at the driver's eye level; however, views along the adjacent road network in this area are generally unobstructed. Views from the properties along Wakefield Road are at an oblique angle from the rear of the houses and are heavily filtered by the intervening vegetation.
	VP 2	396797.07	399284.49	Residential	High	View towards the east of 249 Wakefield Road, adjacent to Primrose Wood. Views towards the Site are directly adjacent to the receptor location. However, they are heavily filtered through intervening vegetation and a low-level boundary wall along Wakefield Road. The Site features in the foreground of the view, within a large panoramic vista, including views in the distance of the surrounding hills. These views are contained within a valley corridor.
Plevins Site Compound and Replacement	VP 18	397054.6	401370.45	PRoW users	Medium	View east from PRoW MOS/100/10 towards Scout Tunnel west portal. Mid-distance sequential views (i.e. views experienced while travelling along the route) looking toward the east from PRoW MOS/100/10, views along the route towards the Site are heavily filtered through intervening vegetation. Views of the Site are, therefore, limited and partial, no more than glimpsed at most. Views of

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Parking (Egmont Street)						the Site are also contained within an expansive landscape view along the Valley. The Site forms a tiny component in the view.
	NVP 1	396736.7	401985.3 5	PRoW users	Medium	View east towards Plevin's Site from Luzley Road PRoW MOS/140/10. Panoramic views from an elevated vantage point across the valley. Views include long-distance vistas of the moorland and hills beyond. Due to topography and intervening vegetation, views of the Plevins site and access are limited to the existing roof structure, visible above the trees. Due to the site location, views of the Replacement Parking on Egmont Street are only available from directly adjacent to the site along Egnont Road. The site is well contained with vegetation on the boundary, and views into the site are no more than partial at most.
	NVP 3	397749.2 6	401810.5 1	Residential	High	View south along Cheshire Street towards Plevins Site. The view is concentrated on the road corridor by terraced houses along the eastern side and a woodland area to the west. The Plevins site entrance is visible at the end of the road, but trees and vegetation on either side of the entrance make visibility difficult beyond the entrance. Visibility to the Plevins site from the terraced houses is likely to be restricted to all but extreme oblique views from the house frontages. However, there is direct adjacent visibility of the proposed access route, which runs along Cheshire Road.
Wakefield Road Compound (Black Rock sidings) and Manchester Road Underbridge (MVL3/10)	VP 10b	397325.4 9	400200.5 5	Road users	Low	View North from Heyrod Bridge (MVL3/9). The viewpoint is located within close proximity of the Site, along Spring Bank Lane; the view is constrained to the rail route corridor and is heavily filtered by intervening vegetation. The existing compound is visible as vegetation has been cleared in the Site location. Views from along the road towards the Site are limited by topography and intervening vegetation; views are no more than glimpsed at most. The Site at Manchester Road Underbridge (MVL3/10) is almost imperceptible as it is heavily screened by vegetation and the topography.
	VP 12	397299.0 7	400505.2 9	PRoW users	Medium	View south, along Wakefield Road, from PRoW MOS/117/10 Lower Beestow, Millbrook. The viewpoint is located within near distance of the Site, on the junction of PRoW MOS/117/10 and Wakefield Road; the view is constrained to the road corridor and

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						is heavily filtered by intervening vegetation. sequential views from along the road towards the Site are limited by topography and intervening vegetation; views are no more than glimpsed at most due to the boundary vegetation.
Heyrod Hall Storage Compound and Overbridge Works (MVL3/7)	VP 6	397239.13	399669.36	Residential	High	View towards the west from Printworks Road. The viewpoint is located within close proximity of the Site, from Residential properties. The view is constrained to the route corridor and is heavily filtered by intervening vegetation. Views of the Site are, therefore, limited and partial. There are no long-distance views available from this location. Due to the enclosed vegetated nature of the Site.
	VP 7	397132.79	399686.9	PRoW users	Medium	View from MVL3/6 (PRoW STA/13/10) northeast along the track to MVL3/7. The visual envelope for the exiting MVL3/7 overbridge is very limited; there are few visual receptors as the overbridge is set in a railway cutting and surrounded by mature vegetation and trees. Views from Wakefield Road (A635) towards the east are restricted by built form. The access to the overbridge is private, so views were obtained from following the surrounding public footpaths. The only available view of the bridge and proposed compound area was towards the north from the MVL3/6 overbridge (PRoW STA 13/10) The viewpoint is located within close proximity of the Site, along a PRoW. The view is constrained to the rail route corridor and is heavily filtered by intervening vegetation. sequential views from along the PRoW towards the Site are limited by topography and intervention vegetation and are no more than glimpsed at most.
Springbank Footbridge Works (MVL3/8)	VP 8	397382.14	400078.14	Road users	Low	View towards the northwest from Printworks Road, Millbrook. Views of the MVL3/8 are limited due to its location in a railway cutting surrounded by dense vegetation. The Site is located in close proximity to the viewpoint location. However, views of the Site are restricted by woodland vegetation and local topography.
	VP 9	397208.67	400199.51	Residential	High	View towards the east from Wakefield Road/ John Street. The viewpoint is located at a close distance from the Site and looks east towards PRoW STA12/20; however, only the access MVL 3/8 is visible. The view is constrained by built form and local topography and is heavily filtered by intervening vegetation. Views of the Site are, therefore, limited and partial. Long-

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						distance views of the hills beyond are available to receptors from this location. Views facing Wakefield Road from the properties are likely from the upper floors looking down into the views from residences beyond those directly opposite, which are likely to be from upper floors only and extremely oblique.
	VP 10a	397325.49	400200.55	Road users	Low	View South from Heyrod Bridge (MVL3/9) towards MVL3/8. The viewpoint is situated close to the site, along Spring Bank Lane; however, the view is limited to the rail route corridor. Views of MVL3/8 are clear from the bridge; however, due to the typical sequence of views along the route, vegetation obscures the site when viewed from the route. Sequential views from along the road towards the site are restricted by topography and intervening vegetation, offering only brief glimpses at best.
Spring Bank Lane Overbridge (MVL3 /9)	VP 9	397208.67	400199.51	PRoW users	Medium	View towards the east from Wakefield Road/ John Street. The viewpoint is located close to the Site and looks east towards PRoW STA12/20; however, only the access MVL 3/8 is visible. MVL3/9 is visible along Wakefield Road to the north. Views of the bridge are partially constrained by built form and local topography and are heavily filtered by intervening vegetation. Views of the Site are, therefore, limited and partial. Long-distance views of the hills beyond are available to receptors from this location. Views from Wakefield Road residential properties are likely from the upper floors only and are extremely oblique, and therefore very constrained.
	VP 11	397317.55	400121.79	PRoW users	Medium	View north from MVL3/8 (PRoW STA/12/20) along the rail track towards MVL3/9 John Street. The viewpoint is located within close proximity of the Site, along PRoW STA/12/20; the view is constrained to the rail route corridor and is heavily filtered by intervening vegetation. Sequential views from along the PRoW towards the Site are limited by topography and intervening vegetation; views are no more than glimpsed at most.
Manchester Road Footbridge	VP 13	397146.63	400495.71	PRoW users	Medium	View towards east from PRoW STA/11/20 Lower Beestow, Millbrook. The viewpoint is located at a mid-distance from the Site, along PRoW STA/11/20; the view is constrained by local topography and is heavily filtered by intervening

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Overbridge (MVL3 /10a)						vegetation. Views of the Site are, therefore, limited and partial. Long-distance views of the hills beyond are available to receptors from this location.
	VP 14	397227.6 2	400698.5 9	Residential	High	View towards the northeast from PRoW MOS/117/10, representative of properties Lower Beestow. Views of the Site are from the near distance, partially filtered through intervening vegetation. Views of the site are, therefore, limited, although the footbridge structure is visible above and partially through the intervening vegetation. Views from residential properties are assumed to be from their frontages and from an oblique angle.
	VP 15	397279.1 4	400679.2	Residential	High	View northwest from boundary Close/ Manchester Road Manchester Road, Millbrook. Views of the site are from a close distance and heavily filtered through intervening vegetation. Views of the site are, therefore, limited, although the footbridge structure is visible above and partially through the intervening vegetation. Views from residential properties are assumed to be from the road frontage and from an oblique angle.
Scout West Laydown	VP 16	397298.1 8	401123.9 8	PRoW users	Medium	Adjacent view towards north from PRoW MOS/197/10 Manchester Road, Micklehurst, OL5 9QN Views of the Site are from a near distance. However, they are partially filtered through intervening vegetation and built form. The Site is located to the west of the W2B section of the rail route, beyond the proposed Scout West Ramp location. The Site is elevated in topographical position above the viewpoint location level, which also hinders visibility. Full views of the Site are limited, and they are no more than glimpsed from the road, by road users at most.
Scout West Ramp	VP 16	397298.1 8	401123.9 8	PRoW users	Medium	Adjacent view towards north from PRoW MOS/197/10 Manchester Road, Micklehurst, OL5 9QN Views of the Site are from a near distance. However, they are partially filtered through intervening vegetation and built form. The Site is located to the west of the W2B section of the rail route, beyond the proposed Scout West Ramp location. The Site is elevated in topographical position above the viewpoint location level, which also hinders visibility. Full views of the Site are limited, and they are no more than glimpsed from the road, by road users at most.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Scout West Spoil Point	VP 18	397054.6	401370.45	PRoW users	Medium	View east from PRoW MOS/100/10 towards Scout West Spoil Point. Mid-distance sequential views along the route looking toward the east from PRoW MOS/100/10, views along the route towards the Site are heavily filtered through intervening vegetation. Views of the Site are, therefore, limited and partial, no more than glimpsed at most. Views of the Site are also contained within an expansive landscape view along the Valley. The Site forms a tiny component in the view.
Scout East Access and Scout East Carpark	VP 17	397646.4	401172.15	PRoW users	Medium	View looking west from PRoW MOS/41/10. Mid-distance sequential views along the route looking toward the west from PRoW MOS/41/10, views along the route towards the Site are filtered through intervening vegetation. Views of the Site are, therefore, limited and partial.
	VP 18	397054.6	401370.45	PRoW users	Medium	View east from PRoW MOS/100/10 towards Scout Tunnel east portal. Mid-distance sequential views along the route looking toward the east from PRoW MOS/100/10, views along the route towards the Site are heavily filtered through intervening vegetation. Views of the Site are, therefore, limited and partial, no more than glimpsed at most. Views of the Site are also contained within an expansive landscape view along the Valley. The Site forms a tiny component in the view.
	VP 20	397413.69	401660.38	Residential	High	A representative view from the residential area adjacent to Egmont Street and Manchester Road looks south and southwest. Views of the Site are limited due to heavy filtering through intervening vegetation, topography, and built form, especially since the car park is walled. As a result, the Site can only be partially glimpsed. The change in elevation between the road, car park, and the top of the tunnel portal is evident; only the very top of the tunnel portal is visible. Mature, well-established vegetation is present on the embankment, on the portal side, and on top of the tunnel portal. The retaining wall along Manchester Road is a prominent feature, marking the change in land ownership and forming both a long horizontal and vertical structure.
	VP 21	397278.56	401581.36	Residential	High	Panorama towards the east from Andrew Street, Micklehurst. Views of the proposed access route are available in the near distance. However, views from residences are restricted to the frontages of the homes, and the perspective of

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						<p>the Site is partial and heavily filtered through intervening vegetation, topography, and built form.</p> <p>The view includes long-distance vistas of the moorlands, which serve as a backdrop to the valley. Mossley is partially visible from this location within the valley. The vantage point allows for views of the proposed access route to Scout Tunnel East laydown and car park; however, these interventions are not clearly visible. The roofs of the Plevin's Site can be glimpsed in the mid-distance, but they are mostly obscured by intervening trees and vegetation from this viewpoint. This view could be considered of high value due to the clarity of the long-distance views of the moorlands. The properties along Andrew Street at this location have unobstructed views from their frontages.</p>
Scout East Laydown	VP 19	397420.38	401524.43	Residential	High	<p>Representative view of residential area adjacent to Egmont Street and Manchester Road, looking southwest.</p> <p>Views of the Site are from a near distance. However, they are partial as a result of being heavily filtered through intervening vegetation, topography, and built form (the carpark is walled). Views of the Site are, therefore limited, no more than glimpsed at most.</p>
	VP 20	397413.69	401660.38	Residential	High	<p>A representative view from the residential area adjacent to Egmont Street and Manchester Road looks south and southwest.</p> <p>Views of the Site are limited due to heavy filtering through intervening vegetation, topography, and built form, especially since the car park is walled. As a result, the Site can only be partially glimpsed. The change in elevation between the road, the car park, and the top of the tunnel portal is evident; only the very top of the tunnel portal is visible. Mature, well-established vegetation is present on the embankment, on the portal side, and on top of the tunnel portal.</p> <p>The retaining wall along Manchester Road is a prominent feature, marking the change in land ownership and forming both a long horizontal and vertical structure.</p>
Mossley Cottages, Stamford Road	VP 22	397331.19	402001.09	Businesses	Low	<p>View picking up station north and west, from the Gillery Old Brow, Micklehurst. The proposed new station location would be situated to the north of the existing station. Potential receptors include residents, pedestrians, and road users. However, views of the proposed station Site are limited. The location of the proposed new station lies within a valley, with a steep embankment on the west</p>

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Overbridge Works (MVL3/13)						side. At the proposed entrance to the station, which is situated to the east, both the rail track and Manchester Road are relatively level, providing unobstructed views of the Site. As the railway route continues north, however, Manchester Road dips downward, which restricts west-facing views for receptors beyond the Mill Lane junction. Similarly, views from the eastern boundary of Molley Hall and Park are also limited. Long-distance views are significantly filtered by urban structures and intervening vegetation. Adjacent views of the Site are obscured at street level due to the topography, mature trees, and surrounding buildings. Although views along Stamford Road are clear, visibility of the Site is blocked by the boundary wall on the west side of the carriageway. While some views of the existing station may be visible from the first-floor windows of the Gillery, these views would likely be partial and at an oblique angle.
	VP 23	397379.25	401849.2	Residential	High	View north along the rail track from MVL3/12 PRoW MOS/137/20 representative of Mossley Cottages (rear views). Near distance and adjacent views of the Site from this location are generally contained within the rail corridor route; this is due to the route being within the cutting and heavily influenced by built form. Views of the Site are very close, though from Mossley cottages would be from the rear of the properties and on an oblique angle.
Relocated Mossley Station Works	VP 25	397316.37	402277.68	Residential	High	View towards the north through to south, representative of views from Stamford Rd (Rock Bank) residence frontages. It is assumed that views from these residences are primarily obtained from upper-floor windows. The sightlines towards the station to the south are at an oblique angle, while views of the Site itself are to the north and west. These views are experienced from near and mid-distance, but they are partial because they are heavily filtered by intervening vegetation, topography, and existing structures, including the wall along Stamford Road. As a result, Site views are limited and can only be glimpsed. Residential properties can be seen along Manchester Road from this location. These face the proposed site of the relocated station. Currently, their view is mostly obscured by the wall that runs along Manchester Road; however, views of the site beyond the wall are available. These views for the Manchester Road

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						residential receptors are of the steep vegetated embankment behind the current railway compound.
	VP 26	397502.19	402555.05	Residential	High	View towards the southwest from the junction of Manchester Road/Mill Lane. Views of the Site from the road are restricted by the built environment and topography. Only partial views would be available to road users, and these views would be sequential along the route and fleeting. Residents along Manchester Road would have the clearest views of the relocated station. However, it is important to note that residents of houses opposite the proposed site would have visibility from their upper floors, since the existing wall along Manchester Road would block ground floor views, revealing only the proposed compound and construction site above the wall.
	VP 27	398421.39	402083.02	Road users	Low	View west from Micklehurst Rd, Mossley, Ashton-under-Lyne OL5 9LA. The viewpoint location is representative of long-distance views from the road network; views of the Site are limited to along railway and road corridors; this is a result of the built environment, topography and vegetation. The Site from this location is a minor form within a wider view; only the tops of existing trees are visible from this location.
	VP 29	397370.18	402564.47	PRoW users	Medium	View towards southeast from Brookfields PRoW MOS/81/10 adjacent to Archer Street. Views of the Site from Archer Street residential properties are obscured by the local landform and vegetation, which create a visual barrier. However, Brookfields PRoW MOS/81/10, which leads from Archer Street, crosses this visual screen and offers somewhat clearer views of the proposed compound location. Views of the existing station are limited due to its low position and the intervening vegetation.
Roughtown Road Overbridge Works (MVL3/17) including New	VP 30	397605.48	402782.62	PRoW users	Medium	View along PRoW MOS/77/10 from northeast to southeast towards Roughtown Road. Roughtown Road Overbridge (MVL3/17) is visible and set down from the road within a rail cutting. Visibility is partial due to the position within the cutting and intervening vegetation and trees. This viewpoint is directly adjacent to the site; the work's access is along the existing route.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Earth Street Site Compound						The new East Street compound, while not within the viewpoint photographic shot, is located to the south of MVL3/17. It is a wooded area situated between the railway and PRoW. The area slopes down from the PRoW to the railway.
	VP 31	397593.57	402705.3	PRoW users	Medium	View along track north towards MVL3/17 from MVL3/16 PRoW MOS/84/20 New Earth Street. The viewpoint is in close proximity to the Site, situated along PRoW MOS/84/20. Views of the intervention Site are screened by the railway-cutting location and the surrounding topography. Additionally, views of the working area are limited due to intervening vegetation. sequential views from along the PRoW towards the Site are restricted due to both the topography and the presence of vegetation. The New Earth Street compound is located to the south of MVL3/17. It is a wooded area situated between the railway and PRoW. The area slopes down from the PRoW to the railway. Views of the site are limited due to the local topography and vegetation; however, the tops of trees are visible from this viewpoint.
Roughtown Road Footbridge works (MVL3/18)	VP 32	397723.05	402832.73	Road users	Low	View north from MVL3/17 to MVL3/18 from Roughtown Road. Views of the intervention Site are screened by the railway-cutting location and the surrounding topography. Sequential views from along the road towards the Site are restricted due to both the topography and the presence of vegetation. The view is open from MVL3/17. However, views by receptors are likely to be fleeting with views focused on the direction of travel.
	VP 33	397703.59	402894.6	PRoW users	Medium	View east from PRoW MOS/72/10 Foxwood Drive, Micklehurst, OL5 0SH The viewpoint is located at a mid-distance from the Site along the public right of way (PRoW) MOS/72/10. Views of the intervention Site are largely obstructed by the railway cutting and the surrounding topography. Only the tops of trees and a small portion of MVL3/18 are visible. Moreover, views of the working area are further limited by intervening vegetation. Sequential views from along the PRoW towards the Site are restricted due to both the landscape's elevation and the presence of trees. Overall, the Site is a negligible feature, partially hidden within a broader view that includes distant vistas of the surrounding hills.
Stockport Road Level Crossing	VP 34	397824.55	403237.76	PRoW users	Medium	View from MOS/73/20 Heron Lane. This viewpoint is located at a close distance, offering open and panoramic views

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
and PRow Diversion						of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site appears as a small, partially hidden feature within a wide panoramic view. Additionally, the area directly adjacent to the level crossing is densely vegetated, making it difficult to perceive the Site from this position.
	VP 35	397609.9 1	403400.0 8	PRow users	Medium	View west from PRow MOS/169/20, Mossley. This viewpoint is located at a mid-distance from the Site and is largely screened by intermittent vegetation, the topography of the area and its boundaries. Views from residences to the east of the Site are heavily obscured by intervening landscape features and landform, as are those from Mossley Road. The view from this location is a wide panorama, in which the Site is a tiny, partially obscured feature. The area directly adjacent to the level crossing is heavily vegetated, making perception from this location difficult.
	VP 36	397743.2 6	403594.7 1	PRow users	Medium	View from MOS/207/10 (Midge Hill farm) This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site appears as a small, partially hidden feature within a wide panoramic view. Additionally, the area directly adjacent to the level crossing is densely vegetated, making it difficult to perceive the Site from this position.
	NVP 4	398017.9 4	403538.1 7	Residential	High	View West from Vale View/ Spring Mill Drive. The proposed Site is located within agricultural land, adjacent to the River Tame on the western valley side. A network of PRow boundaries surround the Site, with Oldham Way situated directly to the north of the boundary. However, long-distance views are limited due to the local topography of the valley and the intervening vegetation between potential viewpoints. There are residential receptors situated to the west on Mossley Road. While the viewpoint is elevated, views are restricted to glimpses through intervening vegetation and between buildings (specifically those on Midge Lane). Similar conditions apply to

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						views from Stockport Road; clear sightlines to the Site are rare due to intervening vegetation and buildings.
Heron Lane Compound	VP 35	397609.9 1	403400.0 8	PRoW users	Medium	View west from PRoW MOS/169/20, Mossley. This viewpoint is located at a mid-distance from the Site and is largely screened by intermittent vegetation, the topography of the area and its boundaries. Views from residences to the east of the Site are heavily obscured by intervening landscape features and landform, as are those from Mossley Road. The view from this location is a wide panorama, in which the Site is a partially obscured feature. The area directly adjacent to the Site is heavily vegetated, making perception from this location difficult.
	VP36	397743.2 6	403594.7 1	PRoW users	Medium	View from PRoW MOS/207/10 (Midge Hill Farm). This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site appears as a partially hidden feature within a wide panoramic view. Additionally, the area directly adjacent to the level crossing is densely vegetated, making it difficult to perceive the Site from this position.
	VP37	397918.4 4	403693.0 8	PRoW users	Medium	View southwest from MOS/66/10 unnamed road, Grasscroft This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. The Site would be immediately visible to visual receptors. The Site itself is situated on sloped ground and enclosed by vegetation; sequential PRoW views are somewhat hindered outside of the Site boundary.
	NVP 4	398017.9 4	403538.1 7	Residential	High	View West from Vale View/ Spring Mill Drive. The proposed Site is located within agricultural land, adjacent to the River Tame on the western valley side. A network of PRoW boundaries surrounds the Site, with Oldham Way situated directly to the north of the boundary. However, long-distance views are limited due to the local topography of the valley and the intervening vegetation between potential viewpoints. There are residential receptors situated to the west on Mossley Road. While the viewpoint is elevated, views are restricted to glimpses through intervening vegetation and between buildings (specifically those on Midge Lane). Similar conditions apply to

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						views from Stockport Road; clear sightlines to the Site are rare due to intervening vegetation and buildings.
Wrights Mill Overbridge Works (MVL3/20)	VP 36	397743.26	403594.71	PRoW users	Medium	View from MOS/207/10 (Midge Hill farm) This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site (MVL 3/20 OB) is a partially hidden feature within a wide panoramic view. Additionally, the area directly adjacent to the Site is densely vegetated, making it difficult to perceive the Site.
	VP 37	397918.44	403693.08	PRoW users	Medium	View southwest from MOS/66/10 unnamed road, Grasscroft This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site appears as a small, partially hidden feature within a wide panoramic view. Additionally, the area directly adjacent to the level crossing is densely vegetated, making it difficult to perceive the Site from this position.
Wright's Bridge Overbridge Works (MVL3/23)	VP 39	397976.99	404168	PRoW users	Medium	Views south from Mossley Road (PRoW 218 SADD) This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of MVL3/23 are not available from this location; however, the proposed working area and compound would be situated directly behind the residential properties on Armit Road. The viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography.
	VP 40	398076.8	404306.92	Residential	High	View southeast towards MVL3/23 60 Mossley Road (PRoW 222 SADD). This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of MVL3/23 are very limited from this location; the viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography. Additionally, from this

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						viewpoint, the Site appears as a small, partially concealed feature within a broad panoramic landscape.
	VP 41	398106.29	404129.12	PRoW users	Medium	View towards southwest along the track and toward the west, from PRoW 222 SADD, MVL3/23 overbridge, Low Grove Lane. The viewpoint is in direct proximity to the Site, situated on the bridge structure (along the PRoW). Views of the Site are partially screened by the railway-cutting location and the surrounding topography. Additionally, views of the working area would be limited due to intervening vegetation. Sequential views from along the PRoW towards the Site are restricted due to both the topography and the presence of vegetation.
Diversion of PRoW between MVL3/22 and MVL3/23	VP 39	397976.99	404168	PRoW users	Medium	Views south from Mossley Road (PRoW 218 SADD) This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of MVL3/23 Wright's Bridge Overbridge are not available from this location; however, the proposed working area and compound would be situated directly behind the residential properties on Armit Road. The viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography.
	VP 40	398076.8	404306.92	Residential	High	View southeast towards MVL3/23 60 Mossley Road (PRoW 222 SADD). This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of MVL3/23 Wright's Bridge Overbridge are very limited from this location; the viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography. Additionally, from this viewpoint, the Site appears as a small, partially concealed feature within a broad panoramic landscape.
	VP 41	398106.29	404129.12	PRoW users	Medium	View towards southwest along the track and toward the west, from PRoW 222 SADD, MVL3/23 overbridge, Low Grove Lane, Grasscroft, OL3 7LA. The view is concentrated on the rail route cutting; therefore, views of the surrounding landscape are limited by the topography and vegetation. Views of the site are partial and almost completely obscured from sequential views along the route. Views of Wright's Overbridge (MVL3/23) are immediately obvious due to the position of the Viewpoint location on the PRoW.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
Royal George Underbridge Works (MVL3/25)	VP 45	398585.23	404304.61	Road users	Low	View north towards MVL3/25 and the compound within the church hall car park. The viewpoint is located at the junction of Oaklands Road and Church Road. It is situated at mid-distance from the Site; however, the structure is only partially visible due to limitations imposed by the route corridor and surrounding vegetation. Views into the church hall car park, proposed as a compound location, are generally open, although mature trees filter the driver's view. Some views of the hall car park are possible from the church, but these are heavily filtered by vegetation.
	VP 51	398739.21	404805.77	PRoW users	Medium	View towards the south (panorama PRoW 211 SADD) (CRoW 2000 – Common Land). Representative of long-distance panoramic views from Open Access Land, including views towards the Uppermill Moor and the Peak District National Park. The Site is barely visible due to the adjacent vegetation and built form.
Armit Road Compound	VP 35	397609.91	403400.08	PRoW users	Medium	View west from PRoW MOS/169/20, Mossley. This viewpoint is located at a mid-distance from the Site and is largely screened by intermittent vegetation, the topography of the area and its boundaries. Views from residences to the east of the Site are heavily obscured by intervening landscape features and landform, as are those from Mossley Road. The view from this location is a wide panorama, in which the Site is an almost obscured feature. The Site forms a tiny part of the overall panorama.
	VP 38	399330.75	405153.19	Residential	High	View west from PRoW 280 SADD (Rear of Armit Road Residences on northern boundary of site). The viewpoint location (VP38) is close to the site and situated on PRoW 28 SADD0. The view is northwest towards the site. Adjacent residential visual receptors (Hollins Crescent) overlook the site and would have clear, unobstructed views of the proposed compound location. Armit Road, on the northern edge of the proposed compound, is also a PRoW (222 SADD). From these nearby visual receptor locations, there is likely to be a significant impact on the views. However, this would only occur during the construction period; the only permanent change would be due to tree removal.
	VP 39	397976.99	404168	PRoW users	Medium	Views south from Mossley Road (PRoW 218 SADD) This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						MVL3/23 are not available from this location; however, the proposed working area and compound would be situated directly behind the residential properties on Armit Road. The viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography.
	VP 40	398076.8	404306.9 2	Residential	High	View southeast towards MVL3/23 60 Mossley Road (PRoW 222 SADD). This viewpoint offers panoramic views of the Tame River Valley, along with distant vistas towards Uppermill Moor and the Peak District National Park. Views of MVL3/23 are very limited from this location; the viewpoint is at a mid-distance from the Site compound, and views of the Site are partially obstructed by intervening vegetation and limited by the local topography. Additionally, from this viewpoint, the Site appears as a small, partially concealed feature within a broad panoramic landscape. Views from residential receptors are considered important to residents; therefore, they are highly valued. The susceptibility to change is also regarded as high because residents are likely to notice even minor changes due to their familiarity with the view; consequently, the overall sensitivity of these residential areas is regarded as high.
Oaklands Road Satellite Compound (MVL3/25) – Parking and limited storage, including Oaklands Road Plant Access	VP 45	400702.8 3	407643.0 6	Road users	Low	View north along Oaklands Road towards MVL3/25. The viewpoint is situated at the junction of Oaklands Road and Church Road. While it is approximately midway from the Site, the proposed Oaklands Road Compound and access Site are not visible due to the limitations caused by the Site's position on the opposite side of the rail route; the embankment acts as an impermeable visual screen, along with surrounding vegetation. Views by road users are generally transient and fleeting in nature; therefore, the value is considered low, as is the susceptibility to change; therefore, the overall sensitivity is considered low.
	VP 46	398829	404537.9 5	PRoW users	Medium	View towards west from PRoW 10 SADD Oaklands Road. Views from PRoW 10 SADD along Oaklands Road towards the Site are limited due to the dense vegetation and the topography of the area. The Site remains concealed until the observer is almost adjacent to it; however, views are available from various points along Oaklands Road, which forms part of the access.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
	VP 51	398739.2 1	404805.7 7	PRoW users	Medium	View towards the south (panorama PRoW 211 SADD) (CRoW 2000 – Common Land). Representative of long-distance panoramic views from Open Access Land, including views towards the Uppermill Moor and the Peak District National Park. The Site location is barely visible due to the adjacent vegetation and built form. The Site forms a tiny feature within an expansive view of the Tame River Valley.
New Oldham Road Footbridge (proposed MVL3/27B), Greenfield Station Platform 2 Secondary Means of Escape Works, and Oldham Road Overbridge (MVL3/28) Reconstruction	VP 47	398940.0 3	404591.4 4	Road users	Low	View east along Oldham Road towards Oldham Road bridge. The view is along the road corridor; as a result, views to the north are restricted while views to the south and along the route are partial. Views of the rail route are fleeting. The Greenfield station is not visible from this location, nor is MVL3/28a-OB. Oldham Road bridge is partly glimpsed from this position. Views to the south and east open up through gaps in the trees and vegetation to the Tame Valley. These glimpsed, sequential views are panoramic and extensive and distant. Views by road users are generally transient and fleeting in nature; therefore, the value is considered low, as is the susceptibility to change; therefore, the overall sensitivity is considered low.
	VP 48	399231.6 9	404858.2 7	PRoW users	Medium	View south-west from PRoW 117 SADD, adjacent to Ladcastle Road. Despite the elevated position, this view does not allow clear visibility of Greenfield Station or Oldham overbridge. The station is glimpsed only partially through intervening vegetation and is mostly screened by the topography.
	VP 49	399324.0 7	404873.9 4	Road users	Low	View south from PRoW 241 SADD and Oldham Road, Uppermill, OL3 6LU Views from this location are restricted to the route corridor due to vegetation and topography. The rail route and road at this location run parallel to each other, and views are confined to the corridor. The Site (proposed compound location) is directly adjacent to the road. However, there are no views of MVL3/27.
	VP 50	398967.9 8	404521.5 6	PRoW users	Medium	View towards the east from PRoW 210 SADD 27, along Shaw Hall Bank Road, Grasscroft, OL3 7LD Views of the Site are entirely obscured by topography and vegetation. The PRoW is set down behind a retaining wall, and views of the vegetation above are only partial. The view is considered to have local importance as a recreational and access

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						route, resulting in a medium value. The susceptibility of the receptor is deemed medium, as their appreciation of the surroundings is incidental to their enjoyment while travelling on the PRoW, therefore the overall sensitivity is considered Medium.
PRoW upgrade Works (MVL3/29)	NVP 5	399330.81	405146.96	Road Users	Low	View east from Ladcastle Road, picking up the site to the north on the valley side. The view is expansive from an elevated position on the valley side. Long-distance views include the hills and moors beyond. The topography slopes down towards the valley floor, and the rail route is partially visible from the location where it runs parallel to Ladcastle Road. However, for road users, views are screened by boundary walls and hedgerows. The site is visible in part from this position and from sequential views along Ladcastle Road. The site is an open pastoral field, on a slope, bounded by a dry-stone wall and woodland to the north. Views by road users are generally transient and fleeting in nature; therefore, the value is considered low, as is the susceptibility to change; therefore, the overall sensitivity is considered low.
Lineside Fencing Access from Oldham Road	NVP 5	399330.81	405146.96	Road Users	Low	View east from Ladcastle Road, the view is towards the east, picking up the site to the north on the valley side. The view is expansive from an elevated position on the valley side. Long-distance views include the hills and moors beyond. The topography slopes down towards the valley floor, and the rail route is partially visible from the location where it runs parallel to Ladcastle Road. However, for road users, views are screened by boundary walls and hedgerows. Only the tops of trees in the vicinity of the proposed access are visible from this location. Views by road users are generally transient and fleeting in nature; therefore, the value is considered low, as is the susceptibility to change; therefore, the overall sensitivity is considered low.
Uppermill Viaduct Works (MVL3/31)	VP 52	399538.58	406422.03	Road users	Low	View south-east towards viaduct from Wool Rd A670; the viaduct spans a well-vegetated valley, making visibility of the complete structure and associated work areas difficult. This view is in close proximity to the structure, but the only visible elements are those within the road corridor. The structure is the main focus of the view; however, visibility of the viaduct is partial. Views of the proposed construction access location are clear as they are immediately adjacent to the viewpoint.

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	VP 53	399519.83	406378.98	PRoW users	Medium	View towards the south from Dobcross new road, Representative of PRoW 76 SADD; the viaduct spans a well-vegetated valley, making visibility of the complete structure and associated work areas difficult. This view is in close proximity to the structure, but the only visible elements are those within the corridor. The structure is the main focus of the view; however, visibility of the viaduct is partial.
	VP 54	399524.39	406269.72	Recreational	High	View towards the east from Mow Halls Lane (PRoW 103 SADD). The viewpoint is located within Brownhill Countryside Centre Park. The viaduct spans a well-vegetated valley, making visibility of the entire structure and associated work areas difficult. This view is close to the structure, but only the elements within the road corridor are visible. The structure is the main focus of the view; however, visibility of the viaduct is only partial. Views of the proposed construction access location are clear, as they are immediately adjacent to the viewpoint. The value of views within the park are considered high due to its use by recreational visitors. The susceptibility to change is also considered high, as this is a green space with valued views; therefore, the sensitivity is considered High.
	VP 55	399526.23	406217.43	Road users	Low	View towards south-east 2 Mow Halls Ln, Uppermill. The viaduct spans a well-vegetated valley, making visibility of the entire structure and associated work areas difficult. This view is close to the structure, but only the elements within the road corridor are visible. The structure is the main focus of the view; however, visibility of the viaduct is only partial. Views of the proposed construction access location are clear, as they are immediately adjacent to the viewpoint.
	VP 56	399550.88	406192.4	Road users	Low	View along Den Lane south 19-12 Den Ln, Uppermill. The viaduct spans a well-vegetated valley, making visibility of the entire structure and associated work areas difficult. This view is close to the structure, but only the elements within the road corridor are visible. The structure is the main focus of the view; however, visibility of the viaduct is only partial. Views of the proposed construction access location are clear, as they are immediately adjacent to the viewpoint.
	VP 57	399461.06	406821.56	PRoW users	High	Long distance view towards the east from (PRoW 122SADD) 42-54 Sandy Ln, Dobcross. The existing viaduct is situated at a long distance from the viewpoint location, which offers panoramic views along the River Valley. The existing Uppermill Viaduct is located in a steep valley, crossing both the River Tame and the Diggle Canal. The viaduct is a central yet minor feature within this panorama;

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						however, its local cultural associations give it significant value, even as a standalone element in a broader view. Views of the viaduct are limited due to mature vegetation, trees, and woodlands, as well as the local topography and built environment. The view is considered to have regional importance as a recreational and access route. The Viaduct serves as a landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
Old Railway Tunnel Site compound (Butterhouse Lane)	NVP 9	399913.83	407130.95	PRoW users	Medium	View east from Huddersfield Road PRoW 106 SADD. This viewpoint is set at a low elevation, looking upwards at the site. The view towards the site, beyond Uppermill School, which is within the foreground, is relatively open with intermittent boundary features and vegetation. The site is well vegetated and forms a feature within the otherwise grazed pastoral landscape.
	NVP 10	400132.43	406661.81	Road users	Low	View North from Butterhouse Lane. This viewpoint is located at a close distance, offering open and panoramic views of the surrounding area. However, the views of the Site itself are partially obstructed by intermittent vegetation and limited by the local topography and its boundaries. From this location, the Site Former Butterhouse Tunnel is a partially hidden feature within a wider panoramic view. The view of the site is mainly of the tops of mature trees.
Ward Lane Overbridge (MVL3/36), & Ward Lane Satellite Compound	VP 59	400463.95	407443.78	Residential	High	View towards the west along Ward Lane, including views from the junction of Ward Lane and Ravenstone Drive. Views of the Ward Lane Overbridge (MVL3/36) are largely restricted due to the local topography, which limits visibility to those along Ward Lane. The Public Right of Way (PRoW) 75 SADD and its junction with Ward Lane are clearly visible. However, Diggle is obscured by vegetation situated between the Diggle land boundary and PRoW 75 SADD. It is assumed that views for residents are primarily from street frontages and at an oblique angle along Ward Lane.

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	VP 60	400323.4 5	407674.7 4	PRoW users	High	View south towards Diggle compound, from PRoW 76 SADD. The views of the Ward Lane Overbridge (MVL3/36) are obstructed by intervening vegetation, built structures, and topography. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	VP 61	400233.5 1	407453.1 1	PRoW users	High	View north towards MVL3/36 and south-east towards MVL3/35. MVL3/36 overbridge (road) on Ward Lane is barely perceptible to all except close and nearby visual receptors. There are some heavily constrained views from distant receptors, including Harrop Edge to the west of the Site. This is due to the position of the bridge in the vegetated, Tame River Valley. Views are generally contained along the rail route. Views of the proposed Ward Lane Satellite Site are immediately available due to the clear adjacent view from the footpath and the Canal. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	NVP 7	399687	407381.9 3	PRoW users	Medium	View west from the junction of Lark Hill Lane and Long Lane, PRoW 109 SADD. The site of Ward Lane Overbridge (MVL3/36), & Ward Lane Satellite Site compound is barely visible from the location, within the greater panorama. This viewpoint is located at a medium to long distance, offering open and panoramic views of the surrounding area, including the Tame River Valley and hills and Moorlands beyond.
Grandpa Greene's 1 Site Compound	VP 59	400463.9 5	407443.7 8	Residential	High	View towards the west along Ward Lane, including views from the junction of Ward Lane and Ravenstone Drive. Views of the Ward Lane Overbridge (MVL3/36) are largely restricted due to the

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						local topography, which limits visibility to those along Ward Lane. The Public Right of Way (PRoW) 75 SADD and its junction with Ward Lane are clearly visible. However, Diggle is obscured by vegetation situated between the Diggle land boundary and PRoW 75 SADD. It is assumed that views for residents are primarily from street frontages and at an oblique angle along Ward Lane.
	VP 60	400323.4 5	407674.7 4	PRoW users	High	View south towards Diggle compound, from PRoW 76 SADD. The views of the Ward Lane Overbridge (MVL3/36) are obstructed by intervening vegetation, built structures, and topography. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered high.
Grandpa Greene's 2 (Ward Lane MVL3/36) - Compound	VP 59	400463.9 5	407443.7 8	Residential	High	View towards the west along Ward Lane, including views from the junction of Ward Lane and Ravenstone Drive. Views of the Ward Lane Overbridge (MVL3/36) are largely restricted due to the local topography, which limits visibility to those along Ward Lane. The Public Right of Way (PRoW) 75 SADD and its junction with Ward Lane are clearly visible. However, Diggle is obscured by vegetation situated between the Diggle land boundary and PRoW 75 SADD. It is assumed that views for residents are primarily from street frontages and at an oblique angle along Ward Lane.
	VP 60	400323.4 5	407674.7 4	PRoW users	High	View south towards Diggle compound, from PRoW 76 SADD. The views of the Ward Lane Overbridge (MVL3/36) are obstructed by intervening vegetation, built structures, and topography. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their

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						appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	VP 62	400564.3 6	407385.3 8	Road users	Low	View west along Ward Lane, Diggle. The mid-distance views of the Ward Lane Overbridge (MVL3/36) are obstructed by intervening vegetation, built structures, and topography. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. Views of PRoW 80 SADD are partially available.
	VP 63	400638.8 5	407618.3 6	Residential	High	View southwest from Lee Side The views from the Ward Lane Overbridge (MVL3/36) are obstructed by surrounding vegetation, built structures, and the topography of the area. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. Views of PRoW 80 SADD are also partially available. Long-distance views of Harrop Edge can be seen from this location, although the Site itself is a minor feature within the overall view.
	NVP 12	400702.8 3	407643.0 6	PRoW users	Medium	View north-west from PRoW 79 SADD (Leeside). This view is representative of the views available from the local PRoW network along the hills and byways of the Tame River Valley. Views are panoramic; however, oftentimes, along sequential views of the Site, are almost imperceptible, beyond the tops of trees. In addition, the site forms a small feature within the larger visual panorama.
Diggle compound	VP 59	400463.9 5	407443.7 8	Residential	High	View towards the west along Ward Lane, including views from the junction of Ward Lane, and Ravenstone Drive. Views of the Ward Lane Overbridge (MVL3/36) are largely restricted due to the local topography, which limits visibility to those along Ward Lane. The Public Right of Way (PRoW) 75 SADD and its junction with Ward Lane are clearly visible. However, Diggle is obscured by vegetation situated between the Diggle land boundary and PRoW 75 SADD. It is assumed that views for residents are primarily from street frontages and at an oblique angle along Ward Lane.
	VP 60	400323.4 5	407674.7 4	PRoW users	High	View south towards Diggle compound, from PRoW 76 SADD. The views of the Ward Lane Overbridge (MVL3/36) are obstructed by intervening vegetation, built structures, and topography. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						It is considered that the PRow and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	VP 62	400564.3 6	407385.3 8	Road users	Low	View west along Ward Lane, Diggle. The proposed compound location is positioned between the east of the rail route and the west of PRow on Leaside. From this vantage point, the site is only partially visible, primarily the treetops and through boundary vegetation in between. The trees on the site stand out in the view and enhance the visual appeal.
	VP 63	400638.8 5	407618.3 6	Residential	High	View southwest from Lee Side. The views from the Ward Lane Overbridge (MVL3/36) are obstructed by surrounding vegetation, built structures, and the topography of the area. However, the proposed boundary trees along the Site compound location at Diggle are partially visible above the landform. Views of PRow 80 SADD are also partially available. Long-distance views of Harrop Edge can be seen from this location, although the Site itself is a minor feature within the overall view.
	VP 64	400763.3 2	408022.1 2	PRow users	Medium	View west from the corner of Leaside and Boat Lane, PRow 65 SADD (Pennie Bridleway). The viewpoint location is directly adjacent to MVL3/39; however, due to its proximity, only the top of the bridge is visible. The structure of the bridge is obscured by its position within the rail route cutting. Built form and vegetation block long-distance views. MVL3/39a and MVL3/39b are not visible from this viewpoint. While there are views of the surrounding countryside and towards Harrop Edge, these are often framed by vegetation along Station Road Public Right of Way 65 Sadd (Pennie Bridleway) and nearby structures.
	VP 65	400573.0 6	407907.2 8	PRow users	High	View NNE towards MVL3/39 (PRow 77 SADD) There are several PRowWs that run through the area, including those adjacent to the Huddersfield Narrow Canal in the River Tame Valley. The views along these routes are transient, meaning they change as one moves along them. Heavily filtered views of the canal corridor can be seen from the PRowWs, but

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						these views are also transient. To the east of the Site, specifically from Leaside, there are no visible views of the Site itself. Additionally, there are some restricted views from distant locations, such as Lee Cross to the east of the Site. This limitation is due to the positioning of a bridge in the vegetated Tame River Valley. Overall, views towards the rail route are generally confined.
	VP 66	400782.64	408137.16	PRoW users	High	View south from the tunnel portal (PRoW 65 SADD) The Visual envelope of the bridge is small, limited by local topography, built form and intervening vegetation. Several PRoW bisect the area, including National trails (Standedge Trail, Oldham Way and Pennine Bridleway). Close views of the bridge are open and unhindered. Additionally, there are some restricted views from distant locations, such as Lee Cross to the east of the Site. This limitation is due to the positioning of a bridge in the vegetated Tame River Valley. Overall, views along the rail route are generally confined. It is considered that the PRoW, including national trails, has importance as recreational and access routes. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	NVP 7	399687	407381.93	PRoW users	Medium	View west from the junction of Lark Hill Lane and Long Lane, PRoW 109 SADD. Views are panoramic; however, along sequential views of the Diggle Site, they are almost imperceptible, beyond the tops of trees. In addition, the site forms a small feature within the larger visual panorama. This viewpoint is located at a medium to long distance, offering open and panoramic views of the surrounding area, including the Tame River Valley and hills and Moorlands beyond.
	NVP 11	400708.67	408065.72	Road users	Low	View south along the rail route from Station Road MVL 3/39 Overbridge. The view for road users (driver level view) from this location is generally obscured by the sides of the bridge. Views above the bridge sides run along the route and reveal partial site locations such as The Diggle compound, Sam Road carpark, and MVK3/39. However, none of these site views are clear due to intervening features and vegetation. The area's topography also limits more than partial views of the sites.

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
	NVP 12	400702.8 3	407643.0 6	PRoW users	Medium	View north-west from PRoW 79 SADD (Leeside). This view is representative of the views available from the local PRoW network along the hills and byways of the Tame River Valley. Views are panoramic; however, oftentimes, along sequential views of the Diggle Site, are almost imperceptible, beyond the tops of trees. In addition, the site forms a small feature within the larger visual panorama.
Sam Road Carpark	VP 65	400573.0 6	407907.2 8	PRoW users;	High	View NNE towards MVL3/39 (PRoW 77 SADD) The Site is currently used as a car park, partially by contractors, residents, and visitors to the canal. It provides access to the canal and the towpath (Standedge Tunnel, Diggle Portal). The area is surrounded by large, mature trees and some lower-level self-seeded vegetation, which filters visibility of the Site even from adjacent areas. Views of the Site are available from the PRoW to the west on Heather Way, as well as to the north from Clydesdale Rise and Sam Road. However, views from the east and south (towards the Site) are filtered and partial due to the surrounding vegetation and topography. The Site is well integrated into the semi-urban environment, with residential houses, railways, and the canal all in close proximity. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The Canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	VP 67	400627.2 9	407999.4 1	Road users	Low	View towards northeast from Sam Rd, Diggle (adjacent to the start of PRoW 76 SADD). MVL3/39 is in midstance from the viewpoint; however, only filtered views of the structure are available. Views of MVL3/39a and MVL3/39b are obscured by intervening vegetation and local topography, as the structure is set within a deep rail route cutting.
	NVP 11	400708.6 7	408065.7 2	Road users	Low	View south along the rail route from Station Road MVL 3/39 Overbridge. The view for road users (driver level view) from this location is generally obscured by the sides of the bridge. Views above the bridge sides run along the route and reveal partial site locations such as The Diggle compound, Sam Road carpark, and

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						MVK3/39. However, none of these site views are clear due to intervening features and vegetation. The area's topography also limits more than partial views of the sites.
	NVP 12	400702.8 3	407643.0 6	PRoW users	Medium	View north-west from PRoW 79 SADD (Leeside). This view is representative of the views available from the local PRoW network along the hills and byways of the Tame River Valley. Views are panoramic; however, often times, sequential views towards the Site are almost imperceptible, beyond the tops of trees. In addition, the site forms a small feature within the larger visual panorama.
Diggle road Overbridge Works (MVL3/39)	VP 64	400763.3 2	408022.1 2	PRoW users	Medium	View west from the corner of Leeside and Boat Lane, PRoW 65 SADD (Pennie Bridleway). The viewpoint location is directly adjacent to MVL3/39; however, due to its proximity, only the top of the bridge is visible. The structure of the bridge is obscured by its position within the rail route cutting. Built form and vegetation block long-distance views. MVL3/39a and MVL3/39b are not visible from this viewpoint. While there are views of the surrounding countryside and towards Harrop Edge, these are often framed by vegetation along Station Road Public Right of Way 65 Sadd (Pennie Bridleway) and nearby structures.
	VP 66	400782.6 4	408137.1 6	PRoW users	High	View south from the tunnel portal (PRoW 65 SADD) The Visual envelope of the bridge is small, limited by local topography, built form and intervening vegetation. Several PRoW bisect the area, including National Trails (Standedge Trail, Oldham Way and Pennine Bridleway). Close views of the bridge are open and unhindered. It is considered that the PRoW and Canal towpath have local importance as recreational and access routes. The canal serves as a local landmark with high value. The susceptibility of viewers in this area is deemed high, as their appreciation of the view significantly enhances their overall experience of the amenity. Therefore, the receptor sensitivity is considered High.
	VP 67	400627.2 9	407999.4 1	Road users	Low	View towards northeast from Sam Rd, Diggle (adjacent to the start of PRoW 76 SADD). MVL3/39 is in the mid-distance from the viewpoint; however, only filtered views of the partial structure are available. Views of MVL3/39a and MVL3/39b are

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Scheme Element	View - point Ref.	Easting (OSGB3 6)	Northing (OSGB3 6)	Primary Receptor Type	Sensitivity	Description of the view (Baseline)
						obscured by intervening vegetation and local topography, as the structure is set within a deep rail route cutting.
	VP 70	400719.4 1	408502.1 8	PRoW users	Medium	View to the east from Ridge Lane (end of PRoW 70 SADD). From this location, MVL3/39 and MVL3/39a&b are obscured. However, the view looking west reveals the Site for the temporary construction access. The proposed route is partially hidden by the local topography and surrounding vegetation. This Site is also a minor feature within the broader panorama visible from this location, particularly when viewed from Harrop Green.
Diggle Access and Diversion	VP 70	400719.4 1	408502.1 8	PRoW users	Medium	View to the east from Ridge Lane (end of PRoW 70 SADD). From this location, MVL3/39 and MVL3/39a&b are obscured. However, the view looking west reveals the Site for the temporary construction access. The proposed route is partially obscured in places by the local topography and surrounding vegetation. However, the extent of the Site is prominent within the view from Ridge Lane, which includes partial but clear views of Harrop Court Road and Boat Lane. Views from this location are of scenic quality and panoramic, taking in the existing pastoral upland landscape. Vegetation along boundaries and topography obscures a complete view of the Site.
	VP 71	401208.1 2	408484.6 9	PRoW and Road users	Medium	View northwest from Boat Lane (towards PRoW 66 SADD) The view is observed from the proposed site location along Boat Lane. The view is generally open and offers long-distance, panoramic vistas. The proposed route is partly concealed by local topography and surrounding vegetation. The distant views from this location are likely to be transient along PRoW and road routes. The topography is undulating, and there is intermittent boundary vegetation which filters some views of the site and, in places, partially obscures the entire site.

5. APPRAISAL OF IMPACTS

5.1 Potential Construction Impacts

- 5.1.1 The range of typical construction impacts that may arise due to the type of construction activities associated with the Order Scheme elements on landscape and visual receptors are set out in this section.
- 5.1.2 Loss of trees and vegetation as a result of construction phase impacts would result in temporary adverse impacts on nearby sensitive receptors. Receptors may include people in their homes and pedestrians, schools, businesses, cyclists or the range of vehicular users on the public highway close to the Order Scheme.
- 5.1.3 Any visual impacts or disruption due to construction is generally a localised issue mainly impacting people in very close proximity to where construction works are taking place. The exact construction techniques are currently unknown however, it is anticipated that the following operations will take place:
- temporary presence of storage areas and construction compounds, including the provision of temporary fencing and lighting.
 - temporary and permanent loss of on-site vegetation to facilitate works, i.e. trees, hedgerow, scrub, grass.
 - temporary presence and use of on-site vehicles and equipment, including heavy machinery and the movement of materials to and from the Order Scheme; and
 - other general construction activity.
- 5.1.4 The majority of these impacts are temporary, and therefore no specific mitigation measures have currently been proposed with respect to the visual amenity for the construction phase, but ‘good construction practices’ will be implemented, which would likely include the erection of hoardings around site compounds to screen, where possible, the construction works.
- 5.1.5 For tree protection and removal, an Arboricultural Method Statement (AMS) has been produced within Volume 3, Appendix 8A of this Report [NR14]. This will be updated during detailed design prior to the works commencing on site, along with proposed accompanying contractor Construction Method Statements. These will ensure that a Tree Protection Plan is produced and implemented, and that the method statement fully covers all working methods within the root protection zones, as well as details of how the works will endeavour to retain trees (refer to Volume 1, Chapter 8 Arboriculture of this Report [NR14]).

Potential Operational Impacts

- 5.1.6 Once the proposed works have been constructed, the permanent features associated with the proposals have the potential to cause permanent changes to the patterns and structure of the landscape as a result of the introduction of new features and activities (e.g. land use and operational and maintenance activities). However, impacts are likely to be restricted to a small visual envelope around the Order Scheme due to embedded design works minimising devegetation wherever possible. The predicted operational impacts would be associated with the day-to-day use of the Order Scheme, including:
- New structures visible or partially visible from outside of the Order Scheme boundary.
 - Tree loss.
 - New boundary treatments, including fencing; and
 - Reinstatement and mitigation planting.

6. LANDSCAPE AND VISUAL IMPACTS

6.1 Landscape Impacts

- 6.1.1 During construction, impacts are expected to be temporary and largely associated with ground disturbance, vegetation clearance, and the presence of construction infrastructure.
- 6.1.2 In the operational phase, permanent changes to the landscape will result from the completed development, with impacts influenced by the scale, design, and integration of the Order Scheme within its setting. Table 6-1 and **Table 6-2** provide further details on construction and operational impacts, and highlight potential opportunities for mitigation and enhancement, including landscape restoration and planting, which may reduce the magnitude of impacts over time.

Construction Phase - Regional Landscape Character and Landscape Types Appraisal at Scheme Element Level summary.

- 6.1.3 During the construction phase, the majority of works involve the establishment of temporary compounds, access routes, bridge reconstructions, and associated infrastructure upgrades. These include key elements such as:
- Printworks Office & Compound (LCA 33)
 - Plevins Site Compound and Egmont Street Parking (LCA 36)

- Wakefield Road Plant Access, Scout West/East Laydowns, MVL3/10A Footbridge, and MVL3/18 Footbridge (LCA 36)
- Uppermill Viaduct (MVL3/31) and Butterhouse Lane Compound (LCA 30 and Dark Peak Western Fringe)
- Grandpa Green's 1 & 2, Diggle Compound, and Sam Road Carpark (LCA 30 and Dark Peak Western Fringe)

6.1.4 Across all locations, the sensitivity of the landscape receptors is assessed as medium. The magnitude of change during construction is generally low, reflecting the temporary and reversible nature of the interventions. While there will be some loss of vegetation and introduction of construction elements, these are localised and do not significantly alter the broader landscape character.

6.1.5 Notably, the MVL3/23 Wright's Bridge and Ward Lane Overbridge (MVL3/36) involve the removal or reconstruction of listed or historic structures, but the landscape impact remains limited due to the confined spatial extent and mitigation measures.

Operational Phase - Regional Landscape Character and Landscape Types Appraisal at Scheme Element Level summary.

6.1.6 Upon completion, all temporary features will be removed. Reinstatement planting will be implemented which when established in the longer term (10+ years) will provide a similar function in the landscape as presently. The magnitude of change during operation is assessed as very low or neutral across all elements. The reinstated landscape will closely resemble the baseline condition, with minimal long-term alteration to character, pattern, or function.

6.1.7 In some cases, such as the Plevins Site Compound, the removal of large commercial structures may result in a slight beneficial impact. However, overall, the operational impacts are considered barely perceptible, with no significant residual impacts on landscape character.

Construction Phase - Local Landscape Character and Landscape Types Appraisal at Scheme Element Level summary.

6.1.8 During construction, the landscape sensitivity across all receptors is assessed as medium. The majority of impacts are associated with:

- Armit Road Compound
- Oaklands Road Compound (MVL3/25)
- MVL3/31 Uppermill Viaduct
- Butterhouse Lane Compound

- Ward Lane Overbridge (MVL3/36) and Satellite Site
- Grandpa Greene's 1 & 2 Compounds
- Diggle Compound and Sam Road Carpark
- Diggle Access and Diversion

6.1.9 Construction activities typically involve vegetation clearance, earthworks, and the introduction of temporary infrastructure such as fencing and plant. These changes are localised, temporary, and reversible, with a low or very low magnitude of impact across most elements. The Ward Lane Overbridge and Sam Road Carpark are considered to have a neutral impact due to the minimal alteration of landscape character.

Operational Phase - Local Landscape Character and Landscape Types
Appraisal at Scheme Element Level summary.

6.1.10 Post-construction, reinstatement and mitigation planting will be implemented across all sites. The operational impacts are consistently assessed as very low or neutral, indicating that the landscape will return to a condition closely resembling the baseline in the longer term (10+ years). No significant long-term changes to landscape character, pattern, or function are anticipated.

Schedule of Regional Landscape Impacts

6.1.12 The following Table 6-1 and Table 6-2 outline the anticipated landscape impacts arising from the proposed development across both the construction and operational phases. It identifies key activities and their potential effects on landscape character, features, and quality over time.

Table 6-1: Table of Regional Landscape Character and Landscape Types Appraisal at Scheme Element Level

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Printworks Office & Printworks Compound	LCA 33. Mately and Mottram Dark Peak Foothills LCT Pennine Foothills Dark Peak	Medium	Works proposed include the introduction of two temporary site compounds with associated earthworks at Printworks Road, north of Stalybridge Tunnel, with upgrades to the existing road access and upgraded drainage infrastructure. These would form new incongruous features in the landscape. However, these works would be temporary. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. In addition, there would be no overall change to the openness or function of the Greenbelt. The extent of change will influence the immediate	Following construction, temporary features would be removed. The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting will be designed which would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	
Plevins Site Compound and Replacement Parking (Egmont Street)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Works proposed include the construction of a site compound, involving the substantial demolition of existing commercial buildings, at Plevins Depot, east of the Huddersfield Narrow Canal. Construction activities will lead to a temporary reduction in landscape elements such as trees and vegetation, which contribute to the local landscape patterns and character. Temporary construction plant would also be introduced into the landscape, along with fencing. These impacts are temporary and reversible. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially</p>	<p>Following construction demolition, temporary features would be removed. The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. The removal of the building would remove a large roof structure and a landscape area, which could be viewed as beneficial. Reinstatement and mitigation planting will be designed which would take time to re-establish following the construction phase. Overall, the extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>
Wakefield Road Compound Manchester Road Underbridge (MVL3/10), and Drainage Works	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works include an upgrade to the existing vehicular access at Wakefield Road and the creation of a compound area north of the Springbank Lane Overbridge (MVL3/9) and west of Mossley Wastewater Treatment Works. These works are considered temporary and reversible. In addition, there would be no overall change to the openness or function of the Greenbelt.</p> <p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in</p>	<p>Following construction, temporary features would be removed. The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	
Manchester Road Footbridge Overbridge Works (MVL3/10A)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works involve the reconstruction of the Manchester Road Footbridge (MVL3/10A) to facilitate OLE installations underneath the bridge. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. Additionally, there would be no overall change to the openness or function of the Greenbelt. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Overall, the features and elements would remain similar to the baseline. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Therefore, the magnitude of change is considered Low.	
Scout West Laydown	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting will be designed which would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
Scout West Ramp	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase.</p>

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
Scout West Spoil Point	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Therefore, the magnitude of change is considered Low.	Therefore, the magnitude of change is considered Very Low.
Scout East Access and Scout East Carpark	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape. Therefore, the magnitude of change is considered Low.	The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low.
Scout East Laydown	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are expected to be short-term and	The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>potentially reversible, and practically, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
Roughtown Road Overbridge Works (MVL3/18)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works include the reconstruction of the footbridge off Roughtown Road (MVL3/18), located 70 metres north of Roughtown Road overbridge (MVL3/17). Temporary construction plant would also be introduced into the landscape. These impacts are temporary and reversible. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Stockport Road Level Crossing Closure and PRoW Diversion	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works include the Stockport Road Level crossing to be located to the west of Heron Lane, which is to be closed, with the existing footpath and PROW to be diverted to the north via the Heron Lane underbridge MVL3/19. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape, nor would the re-routed PROW. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
Heron Lane Compound	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>
Wright's Bridge Overbridge Works (MVL3/23)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works include demolition of the Grade II Listed Wrights overbridge (MVL3/23), which carries a Public Right of Way between Low Grove Lane and Mossley Road (PROW to be diverted under the TWAOW powers). Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	Therefore, the magnitude of change is considered Very Low
Diversion of PRoW between MVL3/22 and MVL3/23	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Therefore, the magnitude of change is considered Low.	
Armit Road Compound	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction of a site compound located at Armit Road, and associated earthworks. Construction activities will lead to a temporary reduction in landscape elements such as trees and vegetation, which contribute to the local landscape patterns and character. Temporary construction plant would also be introduced into the landscape, along with fencing. These impacts are temporary and reversible. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>
Oaklands Road Compound (MVL3/25) – Parking and limited storage. Including Oaklands Road Plant Access	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
Uppermill Viaduct Works (MVL3/31)	LCA 36. River Tame LCT Incised Urban Fringe Valleys	Medium	<p>The proposed works involve the Grade II Listed Uppermill Viaduct (MVL3/31), including strengthening the spandrels, installing GRP handrails, and adding OLE portal attachments on the piers. Additionally, temporary site compounds and access routes will be established at the base viaduct. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	
	<p>LCA Dark Peak Western Fringe</p> <p>LCT Urban</p> <p>LCA Dark Peak Western Fringe</p> <p>LCT Valley pastures with industry</p>	Medium	<p>The proposed works involve the Grade II Listed Uppermill Viaduct (MVL3/31), including strengthening the spandrels, installing GRP handrails, and adding OLE portal attachments on the piers. Additionally, temporary site compounds and access routes will be established at the base viaduct. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape. Therefore, the magnitude of change is considered Low.	
Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak) LCA Dark Peak Western Fringe LCT Urban	Medium	Temporary site compound area at the former Butterhouse Tunnel to the south of Diggle. Construction activity would necessitate a reduction in landscape elements (trees and other vegetation) that make up localised landscape patterns and contribute to the localised landscape character. Construction impacts would be temporary and reversible. In addition, there would be no overall change to the openness or function of the Greenbelt. The extent of changes will mainly affect the immediate area and are expected to be short-term and manageable. Overall, the modifications are minimal and will not significantly disturb the landscape character.	Following completion of the works, the landscape would return to a similar state to baseline. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low.

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Therefore, the magnitude of change is considered Low.	
	LCA Dark Peak Western Fringe LCT Valley pastures with industry LCA Dark Peak Western Fringe LCT Valley pastures with industry	Medium	Temporary site compound area at the former Butterhouse Tunnel to the south of Diggle. Construction activity would necessitate a reduction in landscape elements (trees and other vegetation) that make up localised landscape patterns and contribute to the localised landscape character. Construction impacts would be temporary and reversible. In addition, there would be no overall change to the openness or function of the Greenbelt. The extent of changes will mainly affect the immediate area and are expected to be short-term and manageable. Overall, the modifications are minimal and will not significantly disturb the landscape character. Therefore, the magnitude of change is considered Low.	Following completion of the works, the landscape would return to a similar state to baseline. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low.
Ward Lane Overbridge and Compound Works (MVL3/36)	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and		Reconstruction of Ward Lane overbridge (MVL3/36) located north of the Ravenstone Drive footbridge (MVL3/35).	Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	Enclosed Upland Fringes (Dark Peak)		<p>A temporary utilities bridge is required during the reconstruction of Ward Lane Overbridge (MVL3/36), adjacent to the bridge alongside an associated site compound. Creation of temporary site compounds to the south-west, west, north-west and north-east of Ward Lane Overbridge to support construction in the area. No direct change to the existing landscape or a change that is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>	<p>considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>
Grandpa Green's 1 Site Compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	Medium	Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the	The loss of trees and hedges would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.
	LCA Dark Peak Western Fringe LCT Valley pastures with industry LCA Dark Peak Western Fringe LCT Valley pastures with industry	Medium		

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape. Therefore, the magnitude of change is considered Low.	Therefore, the magnitude of change is considered Very Low.
Grandpa Green's 2 (Ward Lane MVL3/36) - Compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	Medium	Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape. Therefore, the magnitude of change is considered Low.	The loss of trees and hedges would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low.
	LCA Dark Peak Western Fringe LCT Valley pastures with industry LCA Dark Peak Western Fringe LCT Urban	Medium		
Diggle compound	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and	Medium	Construction activities would require reducing landscape elements such as trees and other	The loss of trees and other soft landscape elements would not noticeably alter the character of

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	Enclosed Upland Fringes (Dark Peak)	Medium	<p>vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low.</p>
	LCA Dark Peak Western Fringe LCT Valley pastures with industry LCA Dark Peak Western Fringe LCT Valley pastures with industry			
Sam Road Carpark	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	Medium	Construction activities will lead to a temporary reduction in landscape elements such as trees and vegetation, which contribute to the local landscape patterns	Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is considered that the change is so

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	LCA Dark Peak Western Fringe LCT Valley pastures with industry		and character. Temporary construction plant would also be introduced into the landscape, along with fencing. These impacts are temporary and reversible. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall. Therefore, the magnitude of change is considered Very Low.	inconsequential that it does not alter the existing receptor landscape. Therefore, the magnitude of change is considered Neutral.
Diggle Access and Diversion	LCA 30. Shore Edge to Dove Stones Reservoir LCT Open Moorlands and Enclosed Upland Fringes (Dark Peak)	Medium	Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal	The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.
	LCA Dark Peak Western Fringe LCT Valley pastures with industry	Medium		

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			and do not significantly disrupt the overall landscape. Therefore, the magnitude of change is considered Low.	Therefore, the magnitude of change is considered Very Low

Table 6-2: Table of Local Landscape Character and Landscape Types Appraisal at Scheme Element Level

Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Armit Road Compound	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Medium	<p>Construction of a site compound located at Armit Road, and associated earthworks. Construction activities will lead to a temporary reduction in landscape elements such as trees and vegetation, which contribute to the local landscape patterns and character. Temporary construction plant would also be introduced into the landscape, along with fencing. These impacts are temporary and reversible. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>
Oaklands Road Compound (MVL3/25) – Parking and limited storage. Including Oaklands Road Plant Access	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			Therefore, the magnitude of change is considered Low.	Therefore, the magnitude of change is considered Very Low
Uppermill Viaduct Works	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Medium	<p>The proposed works involve the Grade II Listed Uppermill Viaduct (MVL3/31), including strengthening the spandrels, installing GRP handrails, and adding OLE portal attachments on the piers. Additionally, temporary site compounds and access routes will be established at the base viaduct. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>
Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Medium	<p>Temporary site compound area at the former Butterhouse Tunnel to the south of Diggle. Construction activity would necessitate a reduction in landscape elements (trees and other vegetation) that make up localised landscape patterns and contribute to the</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>localised landscape character. Construction impacts would be temporary and reversible. In addition, there would be no overall change to the openness or function of the Greenbelt. The extent of changes will mainly affect the immediate area and is expected to be short-term and manageable. Overall, the modifications are minimal and will not significantly disturb the landscape character.</p> <p>Therefore, the magnitude of change is considered Low.</p>	Therefore, the magnitude of change is considered Neutral.
Ward Lane Overbridge and Compound Works	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Medium	<p>Reconstructing Ward Lane overbridge (MVL3/36), which is situated north of the Ravenstone Drive footbridge (MVL3/35). A temporary utilities bridge is required during the reconstruction of Ward Lane Overbridge (MVL3/36), adjacent to the bridge alongside an associated site compound. Creation of temporary site compounds to the south-west, west, north-west and north-east of Ward Lane Overbridge to support construction in the area.</p> <p>No direct change to the existing landscape or a change that is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Reinstatement and mitigation planting would take time to re-establish following the construction phase.</p> <p>Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p> <p>Therefore, the magnitude of change is considered Neutral.</p>
Grandpa Greene's 1 Site Compound	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Medium	Construction activities would require reducing landscape elements such as trees and other	The loss of trees and other soft landscape elements would not noticeably alter the character

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>
Grandpa Greene's 2 (Ward Lane MVL3/36) - Compound	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Medium	<p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Diggle compound	LCA 4. Tame Settled Valley LCT 4a Rural Valley Sides	Medium	<p>The establishment of temporary site compounds in Diggle to serve construction. This includes an existing parking area at Sam Road, with earthworks to provide access to the railway line, and the expansion of an existing site compound area on the opposite side of the railway from the parking area.</p> <p>Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape.</p> <p>Reinstatement and mitigation planting would take time to re-establish following the construction phase.</p> <p>The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>
Sam Road Carpark	LCA 4. Tame Settled Valley LCT Type 4b Urban Settlement	Medium	<p>Construction activities will lead to a temporary reduction in landscape elements such as trees and vegetation, which contribute to the local landscape patterns and character. Temporary construction plant would also be introduced into the landscape, along with fencing. These impacts are temporary and reversible. The extent of change will be limited to the site itself. The anticipated changes to existing landscape</p>	<p>Following completion of the works, the landscape would return to a similar state to baseline. Reinstatement and mitigation planting would take time to re-establish following the construction phase.</p> <p>Therefore, it is considered that the change is so inconsequential that it does not alter the existing receptor landscape.</p>

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Relevant works element	Landscape Receptor	Sensitivity	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
			<p>features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>	<p>Therefore, the magnitude of change is considered Neutral.</p>
Diggle Access and Diversion	LCA 2. Moorland Fringe LCT: Type 2b Settled Moorland Fringe	Medium	<p>Construction of a new access road and associated earthworks to provide a temporary diversion to the northeast of Standedge Tunnel's western portal. Construction activities would require reducing landscape elements such as trees and other vegetation that form localised landscape patterns and contribute to the area's character. The extent of change will influence the immediate surroundings of the Order Scheme. Impacts are anticipated to be short-term and potentially reversible, and in practical terms, they will be easily manageable. In addition, there would be no overall change to the openness or function of the Greenbelt. In summary, the changes observed are minimal and do not significantly disrupt the overall landscape.</p> <p>Therefore, the magnitude of change is considered Low.</p>	<p>The loss of trees and other soft landscape elements would not noticeably alter the character of the landscape. Reinstatement and mitigation planting would take time to re-establish following the construction phase. The extent of change will be limited to the site itself. The anticipated changes to existing landscape features and elements are considered to have a minimal, barely noticeable negative impact overall.</p> <p>Therefore, the magnitude of change is considered Very Low</p>

6.2 Visual Impacts

- 6.2.1 The visual impacts associated with the Order Scheme will vary across the construction and operational phases. During construction, temporary visual effects are anticipated due to the presence of machinery, site compounds, stockpiles, and construction activities, which may introduce movement, noise, and visual disruption into the landscape. These impacts are expected to be most pronounced during the initial site clearance and structural works, gradually reducing as the site becomes more established.
- 6.2.2 In the operational phase, the completed development will result in permanent changes to the visual baseline. The degree of visual impact will depend on the scale, form, and materials of the built elements, as well as the effectiveness of any proposed mitigation measures such as planting, screening, or design integration. Over time, as landscape mitigation matures, the visual effects are expected to reduce in magnitude, particularly where planting is used to soften or screen views. Further details are provided in Table 6-3.

Summary of Construction Phase Visual Impacts

- 6.2.3 The construction phase of the Order Scheme introduces a wide range of temporary but often significant visual impacts across the study area. The most pronounced impacts are categorised as Very Large Adverse, particularly where compounds and access points are located in close proximity to sensitive receptors. These include the Scout East Access and Carpark (VP21), Relocated Mossley Station and Site Compound (VP25, VP26), Wrights Mill OB VL3/22 (VP41), Roughtown Road Overbridge and Compound (VP30, VP31), and Armit Road Compound (VP38). In these locations, the removal of mature vegetation, introduction of construction plant, fencing, and temporary infrastructure significantly alters the visual baseline. The compounds become dominant features in the view, particularly for nearby residential receptors. NVP4 and NVP8 also experience Very Large Adverse impacts due to their direct exposure to large-scale construction activity and limited screening.
- 6.2.4 Large Adverse impacts are recorded at the Printworks Office and Compound (VP1, VP2), where vegetation clearance and compound infrastructure are highly visible from nearby residences. Similarly, Manchester Road Footbridge (MVL3/10a) (VP14), Scout East Laydown (VP19), Mossley Cottages and Pipebridge (MVL3/13) (VP22, VP23), Heron Lane Compound (VP37), Ward Lane Overbridge (VP60, VP61), Diggle Access and Diversion (VP71) experience significant visual disruption due to tree removal and the introduction of incongruous construction features. The Royal George Underbridge (VP45) and Grandpa Greene's 2 Compound (VP60) also fall

into this category, where the scale and proximity of works result in a strong visual presence.

- 6.2.5 Medium Adverse impacts are widespread and include Scheme elements such as the Wakefield Road Plant Access and Manchester Road Underbridge (VP10b, VP12), Heyrod Hall Storage Compound (VP6, VP7), Springbank Lane Footbridge and Overbridge (MVL3/8 and MVL3/9) (VP10a, VP11), Scout West Laydown and Ramp (VP16), Scout East Access (VP20), Stamford Road Bridge MVL3/13) (VP15), Wright Mill Overbridge (MVL3/20) (VP35 and VP36), Heron Lane Compound (VP36), Oaklands Road Compound (VP46), Uppermill Viaduct (MVL3/31) (VP52, VP54–VP56), Diggle Compound (VP64, VP62, VP59), Diggle Road Overbridge (VP64, VP66), Sam Road Carpark (VP67) and Diggle Access and Diversion (VP70). These impacts are characterised by noticeable changes to the view, including vegetation clearance, construction access, and the presence of temporary compounds. While some mitigation is provided by topography and retained vegetation, the proximity of receptors and the scale of intervention contribute to a moderate level of visual disruption. NVP9 and NVP10 also fall into this category due to their exposure to visible construction activity and tree loss.
- 6.2.6 Small Adverse impacts are associated with Scheme elements such as the Springbank Lane Footbridge (MVL3/8) (VP8, VP9), Manchester Road Footbridge (MVL3/10a) (VP13), Scout East Access (VP17, VP18), Relocated Mossley Station (VP27), Wright's Bridge (MVL3/23) and PRow Diversion (VP33, VP39), Royal George Underbridge (VP51), MVL3/29 PRow Upgrade (NVP5), Uppermill Viaduct (VP53), Grandpa Greene's Compounds 1 and 2 (VP59, VP60), Sam Road Carpark (VP65), and Diggle Road (VP70). These impacts are generally minor and often mitigated by distance, intervening vegetation, or the transient nature of the view. NVP11 and NVP12 also fall within this category, where visibility is limited and receptor sensitivity is low.
- 6.2.7 Very Small Adverse impacts are recorded at the Plevins Site Compound and Replacement Parking (VP18, NVP1, NVP3), MVL3/18 Roughtown Road Footbridge (VP32), the PRow Diversion between MVL3/22 and MVL3/23 (VP40), Heron Lane Compound and Stockport Road Level Crossing Closure (VP34 to 36), Armit Road Compound (VP35, VP39, VP40), MVL3/25 Oaklands Road Satellite Compound (VP45), Oaklands Road OB works (MVL3/28 and MVL3/39) (VP47 – 50), Ward Lane Overbridge (MVL3/36) (VP59, VP60, NVP7, NVP12), Uppermill Viaduct (VP57), and Diggle Compound (NVP7, NVP11, NVP12). These locations experience barely perceptible changes, often due to effective screening, low sensitivity, or the minor scale of construction activity.
- 6.2.8 Finally, Neutral impacts are recorded at locations such as Grandpa Greene's 2 Compound (VP62, VP63) and Ward Lane Overbridge (MVL3/36) (NVP12),

where construction activity is either not visible or fully screened, resulting in no discernible change to the baseline view

Summary of Operational Phase Visual Impacts

- 6.2.9 During the operational phase, the most noticeable and enduring visual changes are associated with the relocated Mossley Station and Site Compound, which cause a Medium Adverse impact at VP25, VP26, and VP29. The Order Scheme introduces a new station building, platforms, footbridge, and lighting infrastructure, replacing a previously vegetated and underused area. The removal of mature trees will permanently change the vegetative landscape, making built elements more visible. While the architectural design is sympathetic to the local vernacular and mitigation planting is planned, the station becomes a new focal point in the view, especially for receptors along Manchester Road and adjacent PRowS. The installation of lighting, even though designed to reduce glare, further alters the night-time character.
- 6.2.10 Small Adverse impacts are observed at several Scheme elements where permanent vegetation loss and minor infrastructure remain visible. These include the Plevins Site Compound and Replacement Parking (VP18, NVP1), where tree removal has slightly opened up views, though the enclosed nature of the site limits the extent of change. At the Wakefield Road Plant Access and Manchester Road Underbridge (VP10b, VP12), and Manchester Road Footbridge (MVL3/10a) (VP14), the removal of trees and minor structural changes are visible but softened by topography and mitigation planting. Similarly, Spring Bank Lane Overbridge (MVL3/9) (VP11, VP10a), Roughton Road Overbridge (MVL3/17) (VP30-21), Wrights Mill Overbridge (MVL3/20_ (VP36) experience minor but lasting changes due to the introduction of new built elements and the loss of screening vegetation. The Mossley Cottages and Pipebridge (VP22, VP23) also fall into this category, where the inability to fully replace removed trees results in a subtle but permanent change to the view.
- 6.2.11 Very Small Adverse impacts are recorded at Heyrod Hall Storage Compound and Bridge (VP6 and VP7), Wright's Bridge (MVL3/23) (VP41), and the Wickens Bridge PRow Upgrade Works (NVP5), where the removal of trees and minor infrastructure changes are barely perceptible due to effective screening and the limited role of vegetation in the original view. Saddleworth Old Railway Tunnel Site Compound (NVP9, NVP10) and Oldham Road Overbridge (MVL3/39) (VP66) also fall into this category, where views are expected to return to near-baseline conditions, with only slight residual effects from vegetation loss.
- 6.2.12 The majority of Scheme elements result in Neutral impacts during the operational phase. These include the Printworks Office and Compound

(VP1, VP2), where the compound area is restored and the new access is screened by topography and planting. The MVL3/8 Footbridge (VP8, VP9), Manchester Road Footbridge (MVL3/10a) (VP13, VP15), and Roughtown Road Footbridge (MVL3/18) (VP32-33) return to baseline conditions following demobilisation and replanting. The Scout West and East Laydown, Ramp, and Access (VP16–VP21, NVP6), Wrights Overbridge (MVL3/23) (VP39), Heron Lane Compound (VP34-36, NVP4), Ward Lane Overbridge (MVL3/36) and Grandpa Greene's Compounds (VP59–VP63, NVP12), and MVL3/31 Uppermill Viaduct (VP52–VP57)) also experience no significant long-term change, with mitigation planting effectively restoring the visual baseline. Similarly, Armit Road Compound (VP35, VP38–VP40), Oaklands Road Satellite Compound (VP45, VP46, VP51), and New Oldham Road Footbridge and Greenfield Station Works (VP47–VP50) are returned to their original condition, with minimal residual effects. The Sam Road Carpark (VP65, VP67, NVP11, NVP12), Diggle Road OB (VP66) and Diggle Compound and Access (VP60, VP64, VP65, VP70, VP71, NVP7, NVP11) also fall into this category, where views are largely unchanged or restored through mitigation.

Appraisal of Visual Impacts

6.2.14 Table 6-3 below presents a schedule of likely visual impacts associated with the proposed development across both the construction and operational phases.

Table 6-3: Appraisal of Visual Impacts

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Printworks Office & Printworks Compound	VP 1	<p>The proposed Scheme elements works include the construction of two temporary site compounds with associated earthworks at Printworks Road, north of Stalybridge Tunnel, with upgrades to the existing road access and upgraded drainage infrastructure.</p> <p>The impacts are expected to arise from the clearance of established vegetation, scattered throughout the site, including a small, wooded area on the Printworks compound Site; and the introduction of new compound features and construction movements. However, views from the road network are likely to be brief and temporary. Views from the adjacent residence on Wakefield Road are likely to be from the facing gable end, and therefore limited to upper floors only. Other views from the residence are likely to be limited as a result of being from extreme oblique angles.</p> <p>The compound and office area is anticipated to have a significant influence on the view; therefore, it is concluded that the magnitude of the impact is Large Adverse.</p>	<p>After the construction of the Order Scheme, the compound area would be restored to its original condition, including replanting. Although trees and vegetation would be permanently removed, once the mitigation replanting is established, the views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The permanent new access would be obscured from view as a result of the topography and intervening landscape features, such as the wall on Wakefield Road and mitigation planting.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	VP 2	<p>The Order Scheme elements include the construction of two temporary site compounds with associated earthworks at Printworks Road, north of Stalybridge Tunnel, with upgrades to the existing road access and upgraded drainage infrastructure</p> <p>The impacts are expected to arise from the clearance of established vegetation, scattered throughout the site, including a small, wooded area on the Printworks compound Site; and the introduction of new compound features and construction movements. However, views are likely to be limited and softened by the extension of boundary walls and existing vegetation. During construction, the Order Scheme would have a noticeable influence on the surroundings.</p> <p>The compound and office area are anticipated to have a significant influence on the view; therefore, it is concluded that the magnitude of the impact is Large Adverse.</p>	<p>After construction of the Order Scheme, the compound area would be restored to its original condition, including replanting. Although trees and vegetation would be permanently removed, once the mitigation replanting is established, the views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The permanent new access would be barely visible from the view as a result of the topography and intervening landscape features, such as the wall on Wakefield Road and mitigation planting.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Plevins Site Compound and Replacement Parking (Egmont Street)	VP 18	<p>The Order Scheme elements include the construction of a site compound, involving the substantial demolition of existing commercial buildings, at Plevin Mossley Depot, east of the Huddersfield Narrow Canal, and establishment of a site compound in an area of previously developed land to the northeast of the Scout East Ramp Works on Egmont Street.</p> <p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that despite the removal of trees, views of the Site</p>	<p>Following the construction of the Order Scheme, there will be a permanent removal of adjacent trees; however, due to the enclosed nature of the site, views are expected to revert to a state similar to the baseline.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>during construction would be very restricted. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
	NVP 1	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that despite the removal of trees, views of the Site during construction would be very restricted. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Following the construction of the Order Scheme, there will be a permanent removal of adjacent trees; however, due to the enclosed nature of the site, views are expected to revert to a state similar to the baseline.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity along</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	NVP 3	<p>Due to the restricted views of the site, it is unlikely that the change to the existing view would be deemed more minimal, indicating that it does not significantly alter the current receptor view. However, there would likely be temporary changes</p>	<p>Following the construction of the Order Scheme, there will be a permanent removal of adjacent trees; however, due to the enclosed nature of the site, views are expected to revert to a state similar to the baseline. The change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>during the construction period along the proposed access route. Overall, it is considered that the size and scale of change are very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Therefore, the overall magnitude of impact is considered to be Neutral.</p>
Wakefield Road Compound and Manchester Road Underbridge works (MVL3/10A)	VP 10b	<p>The Order Scheme elements include upgrade works to the existing vehicular access at Wakefield Road, and the creation of a compound area north of the Springbank Lane Overbridge (MVL3/9) and west of Mossley Wastewater Treatment Works. Installation of replacement handrails and fencing at the Grade II Listed Manchester Road Underbridge (MVL3/10), and installation of drainage to the north on Lower Beestow, including localised resurfacing of PROW ref. MOS/117/710.</p> <p>Views for road users are likely to be glimpsed from sequential locations near this viewpoint. Given the extent of permanent tree removal, it is probable that the adjacent receptors' views from Spring Bank Lane and Wakefield Road would experience visual impact. However, views of the compound would likely be heavily filtered, similar to existing baseline views, but they may be more noticeable to nearby receptors.</p> <p>The Site at Manchester Road Underbridge</p>	<p>Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; after mitigation and establishment of planting views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>(MVL3/10) is almost imperceptible as it is heavily screened by vegetation and the topography, and therefore, no change would be likely perceived as a result of construction.</p> <p>Overall, it is considered that it is likely that during construction, as a result of the close receptor location to the Wakefield Plant Access, and permanent tree removal opening up views, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	
	VP 12	<p>Views for PRoW users are likely to be glimpsed from sequential locations near this viewpoint. Given the extent of permanent tree removal, it is probable that adjacent passing receptors' sequential views from Wakefield Road would experience visual impact.</p> <p>However, views of the compound would likely be heavily filtered, glimpsed and fleeting, similar to existing baseline views.</p> <p>Overall, it is considered that it is likely that during construction, as a result of the close receptor location and permanent tree removal opening up views, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; following mitigation and the establishment of restoration planting, views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
Heyrod Hall Storage Compound and Heyrod Hall	VP 6	<p>The Order Scheme elements include the reconstruction of the Grade II Listed Heyrod Hall overbridge (MVL3/7) and earthworks to create a</p>	<p>Following the construction of the Order Scheme, despite the permanent removal of adjacent trees and those along the access, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible</p>

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Overbridge Works (MVL3/7)		<p>suitable surface for an associated temporary storage site compound, as well as an upgraded access route from Printworks Road to serve the site compound. Permanent removal of trees would likely be required to facilitate access to the proposed temporary compound area and would, therefore, introduce movement and open views up within the vicinity of the proposed compound location. Adjacent residential receptors are likely to experience change through the removal of trees and the introduction of temporary working features and plant.</p> <p>Views from STA 16/20 restricted byway towards the proposed compound are limited by intervening vegetation and the topography, as the Site is elevated above the level of the footpath path location. It is likely that retaining trees, where possible, would reduce the visual impact of the Order Scheme and compound location during construction. However, during construction, as a result of the close receptor location, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the overall magnitude of the impact is Medium Adverse.</p>	<p>or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>
	VP 7	<p>It is considered that the impact on mature vegetation and trees would likely be perceived from this location; however, the opening up of views could likely be mitigated by retaining vegetation along the boundary and throughout construction through the use of solid hoarding. However, during construction, as a result of the close receptor location, the Order Scheme would</p>	<p>Following the construction of the Order Scheme, despite the permanent removal of adjacent trees and those along the access, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small adverse.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>have a noticeable visual impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	
Springbank Footbridge Overbridge Works (MVL3/8)	VP 8	<p>The Order Scheme elements include minor refurbishment and parapet extensions in the form of replacement copers at the Grade II Listed footbridge off Springbank Lane (MVL3/8). New construction features would be introduced within the view, and there would be movement and noise within the vicinity of the Order Scheme element. It is considered that the Order Scheme and temporary access would form an unobtrusive influence in the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Small Adverse.</p>	<p>After construction the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 9	<p>From this location, the views would be mid-distance and would contribute to a raised view looking down towards the Site, which includes views extending to the hills in the distance. It is considered that the introduction of construction access, movement, and plant would have a visual impact; however, views of the Site during construction are likely heavily filtered by the intervening vegetation and obscured in part by topography.</p> <p>Consequently, the Order Scheme is deemed to have a minimal visual impact, leading to the conclusion that the magnitude of the impact is considered to be Small Adverse.</p>	<p>After the construction of the Order Scheme, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	VP 10a	<p>Although the viewpoint location is in close proximity to the Site, views are constrained to the route for vehicle users. Looking from the bridge toward MVL3/8 in the south, along the rail corridor, views of the construction works would be likely. This is also the case for sequential views along Spring Bank Lane which is intended as access for works to MVL3/8 and MVL3/9. It is considered that the introduction of construction access, movement, and plant would have a visual impact; however, the local topography limits views of the MVL3/8 and MVL3/9 bridges. Nonetheless, during construction, due to the close receptor location, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the construction of the Order Scheme, views are expected to return to a state similar to the baseline. The change to the baseline view as a result of the Order Scheme is deemed an unobtrusive influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
Spring Bank Lane Overbridge (MVL3/9)	VP 9	<p>Proposed Scheme elements include the Grade II Listed Springbank Lane Overbridge (MVL3/9) bridge strengthening, parapet raising and approach wall strengthening. Along with the permanent removal of a small number of trees adjacent to the structure and access would likely be required to facilitate access and construction. Visual impacts are expected to arise from vegetation clearance, around MVL3/9 and the east access, and the introduction of new compound features. However, from this location, the views would be mid-distance, which includes views extending to the hills in the distance. Views of the Site during construction are likely heavily</p>	<p>After construction, although a small number of trees along the temporary access would be removed, the receptor views are expected to return to a state similar to the baseline as the remaining canopy closes over. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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		<p>filtered by the intervening vegetation and obscured in part by topography.</p> <p>Thus, the Order Scheme is deemed to have a minimal visual impact, leading to the conclusion that the magnitude of the impact is considered to be Small Adverse</p>	
	VP 11	<p>Although the viewpoint location is in close proximity to the Site, views are constrained looking north along the rail corridor towards MVL3/9, views of the construction works, and tree removal would be likely. This is also the case for sequential views along PRoW STA/12/20. It is considered that the impact on mature vegetation and trees would be obvious from this location, particularly along the rail corridor, and from sequential views. It is likely that during construction, as a result of the close receptor location and permanent tree removal opening up views, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; following mitigation and over time views are expected to return to a state similar to the baseline. The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity along PRoW STA/12/20.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
Manchester Road Footbridge Works (MVL3/10a)	VP 13	<p>The Order Scheme elements involve reconstruction of the Manchester Road Footbridge (MVL3/10A), which is required to facilitate OLE installations underneath the bridge. Visual impacts are expected to arise as a result of minor associated vegetation removal along the proposed access between MVL3/10 and MVL3/10a. However, from this location, the views would be mid-distance and elevated, looking down towards</p>	<p>After construction, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		the Site. As a result of this angle of view and intervening vegetation, views during construction are likely to be heavily filtered by and obscured in part by topography. Therefore, the Order Scheme is deemed likely to be an unobtrusive influence in the view, leading to the conclusion that the magnitude of the impact is Small Adverse.	
	VP 14	Views of the Manchester Road Footbridge (MVL3/10a) are likely to be heavily obscured by intervening vegetation; however, due to the proposed adjacent temporary compound and construction access, trees at the frontage of the properties would be retained, with only limited vegetation clearance around the structure of MVL3/10a. Although remaining vegetation may soften and filter the views somewhat, it is likely that the overall impact of the proposals would negatively affect the baseline situation and the nature of the view. Consequently, due to the likely significant loss of trees around the structure and adjacent to the existing rail route. Therefore, the Order Scheme is considered to have a Large Adverse magnitude of impact.	Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; following mitigation and the establishment of restoration planting, views are expected to return to a state similar to the baseline. The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity. Therefore, the overall magnitude of impact is considered to be Small Adverse.
	VP 15	Views of the Manchester Road Footbridge (MVL3/10a) are likely to be heavily filtered by intervening vegetation; however, as a result of the proposed adjacent temporary compound and construction access, trees at the frontage of the properties would be retained, with only limited	After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>vegetation clearance around the structure of MVL3/10a.</p> <p>It is likely that during construction, as a result of the close receptor location, the Order Scheme would have a noticeable visual impact; however, the likely restricted view from properties would partially mitigate the impact.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>The overall magnitude of impact is considered to be Neutral.</p>
Scout West Laydown	VP 16	<p>Views of the proposed laydown area are likely to be filtered through intervening vegetation, localised topography and built form. Visual receptors are likely to be travelling through the area, either as PRoW users or along the road route within a vehicle. Therefore, views of the Site are likely to be transient.</p> <p>It is likely that there would be woodland clearance along the western side of the rail route before the Scout southern tunnel portal, and that this would have a pronounced local visual impact upon adjacent receptors. Particularly in conjunction with the construction of the Scout West Access Ramp, as views would be potentially more open as a result of the tree clearance, the laydown area would contain new construction features, which would be a detractor, changing the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Medium Adverse.</p>	<p>After the construction of the Order Scheme, although woodland along the western side of the rail route before would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Scout West Ramp	VP 16	<p>Visual impacts are expected to arise from the removal of vegetation along the proposed Scout Tunnel West Pedestrian Access. From this location, the views would be close-up and from a vantage point at a lower elevation than the W2B intervention Site. Due to this viewing angle and the intervening vegetation, views during construction are likely to open up following the removal of trees.</p> <p>Although remaining vegetation may soften and filter the views somewhat, it is likely that the overall impact of the proposals would negatively affect the baseline situation and the nature of the view. Consequently, due to the likely significant loss of trees along the Manchester Road axis and adjacent to the existing rail route, and the high level of visual change.</p> <p>Therefore, the Order Scheme is considered to have a Large Adverse magnitude of impact.</p>	<p>After the construction of the Order Scheme, although trees and woodland would have been permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Scout West Spoil Point	VP 18	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that despite the removal of trees, views of the Site during construction would be very restricted. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		the impact is considered to be Very Small Adverse.	
Scout East Access and Scout East Carpark	VP 17	<p>The Order Scheme elements include the construction of a Road Rail Access Point with associated ramp and earthworks, including new access point onto Manchester Road in Mossley to the north of the Scout Tunnel Site Compounds Works.</p> <p>Visual impacts are expected to arise from the removal of vegetation along the proposed Scout Tunnel East Access and around the Scout Tunnel East car park area. From this location, the views would be from a medium distance and at lower elevation than the W2B intervention Site. Due to this viewing angle and the intervening vegetation, views during construction and the existing eastern tunnel portal are likely to be opened up following the removal of trees. However, the remaining vegetation would soften and filter the views, so it is therefore considered likely that the overall impact of the proposals would have a very limited negative impact on the baseline situation and the nature of the view.</p> <p>The Order Scheme is considered to have a Small Adverse magnitude of impact.</p>	<p>After construction, although trees and woodland would have been permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 18	<p>Visual impacts are expected to arise from the removal of vegetation along the proposed Scout Tunnel East Access. From this location, the views would be from a medium distance and from a vantage point below the W2B intervention Site. Due to this viewing angle and the intervening vegetation, views during construction are likely to</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>be opened up following the removal of trees. However, the remaining vegetation would soften and filter the views, so it is therefore considered likely that the overall impact of the proposals would have a very limited negative impact on the baseline situation and the nature of the view.</p> <p>The Order Scheme is considered to have a Small Adverse magnitude of impact.</p>	<p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 20	<p>The removal of trees is likely to have a permanent impact by opening up views for the visual receptors located across Manchester Road. Residential properties along Manchester Road would have unobstructed views from both ground and first-floor frontages. The impacts of tree removal and construction would be highly visible due to the location and prominence of the Site. Consequently, it is considered likely that visual effects would be noticeable during the construction period.</p> <p>The Order Scheme elements would introduce a new feature to the landscape, and the scale of change is therefore considered medium due to the loss of trees and vegetation within the view also the opening up of views to the railway line). The Order Scheme is viewed as a detractor, which would negatively impact the composition of the view. The anticipated impacts are considered temporary and could potentially be reversed with mitigation planting.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After construction, the intervention proposed access track) would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	VP 21	<p>Views of the Scout East Access would be very close and as a result of the proximity of the proposed adjacent temporary compound and construction access, permanent tree removal would be required. It is considered likely that residential receptor views immediately adjacent to the compound would experience visual effects. the Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	<p>After the construction of the Order Scheme, the intervention proposed (access track) would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Scout East Laydown	VP 19	<p>The removal of trees is likely to have a permanent impact by opening up views for the visual receptors located opposite the Site on Manchester Road. Residential properties along Manchester Road would have clear views from both ground and first-floor frontages. The impacts of tree removal and construction would be highly visible due to the location and prominence of the Site. The effects would be evident during the construction period. After construction, the land is expected to return to woodland subject to confirmation. It is likely that the proposed intervention location including the compound and associated work) would be immediately visible to adjacent visual receptors. The visual impact is expected to be significant for adjacent receptors during construction, primarily due to tree removal and land reprofiling. Topography, intervening vegetation, and structures may obstruct distant</p>	<p>Following the construction of the Order Scheme, the intervention proposed laydown would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		views. Consequently, due to the likely significant loss of trees and the high level of visual change, the Order Scheme is considered to have a Large Adverse magnitude of impact.	
	VP 20	<p>The removal of trees is likely to have a permanent impact by opening up views for the visual receptors located across Manchester Road. Residential properties along Manchester Road would have unobstructed views from both ground and first-floor frontages. The impacts of tree removal and construction would be highly visible due to the location and prominence of the Site. Consequently, it is considered likely that visual effects would be noticeable during the construction period. After construction, the land is expected to return to woodland subject to confirmation.</p> <p>The Order Scheme element would introduce a new feature to the landscape, and the scale of change is therefore considered medium due to the loss of trees and vegetation within the view also the opening up of views to the railway line. the Order Scheme is viewed as a detractor, which would negatively impact the composition of the view. The anticipated impacts are considered temporary and could potentially be reversed with mitigation planting.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After construction, the intervention proposed access track would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
Mossley Cottages, Stamford Road Bridge Works (MVL3/13)	VP 22	<p>Works proposed to divert the utilities pipe-bridge (MVL3/12a) into Stamford Road Bridge (MVL3/13), including highways excavation</p> <p>The removal of trees along the cutting adjacent to Old Brow Court would be apparent from this visual report location. Views towards Mossley Cottage would be opened up, resulting in a change in the view. This change is due to construction works in this area, alongside those on MVL3/13 and the existing Mossley station.</p> <p>The overall impact on views would be somewhat reduced by the baseline condition of other views, which are mainly road or urban. It is likely that residential receptors immediately neighbouring the compound would experience visual effects, and because of the close proximity to the compound, this would have a significant influence on their view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; following mitigation and the establishment of restoration planting, views are expected to return to a state similar to the baseline. However, it is unlikely that the trees in this location would be able to be replaced</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	VP 23	<p>The removal of trees along the cutting adjacent to Old Brow Court would be evident from this visual report location; views towards Mossley Cottage would be opened up, resulting in a change in the view. Construction works in this area, along with those on MVL3/13 and the existing Mossley station, would contribute to this change. The visual impact would be somewhat mitigated by the baseline condition of other views, which are predominantly road and urban scenery. It is considered likely that residential receptors immediately adjacent to the compound would</p>	<p>Following the construction of the Order Scheme, there would be permanent removal of adjacent trees; following mitigation and establishment of planting, views are expected to return to a state similar to the baseline. However, it is unlikely that the trees in this location would be able to be replaced</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>

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		<p>experience visual effects, and due to the close proximity to the compound, this would have a pronounced influence on their view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	
Relocated Mossley Station Works	VP 25	<p>Mossley Station is to be relocated approximately 300 metres north of the existing Mossley Station, on land which is currently vacant west of Manchester Road. The works will include station platforms, a new station building, footbridge and lift shafts, as well as temporary site compounds on either side of the relocated station site to serve construction. The works will also include a new road access layout, parking areas, a new bus stop on Manchester Road and a new pedestrian and vehicular access route between the car park of the existing Mossley Station and the relocated station, as well as associated utilities works. A new pedestrian crossing will be constructed on Manchester Road, near the station entrance.</p> <p>The view for residential receptors along Stamford Road is limited, mainly to the oblique angle and local topography. The residential receptors are located above the existing Site; therefore, views of the construction works are likely to be minimal. It is probable that even with the introduction of the construction plant and features, the change would be minor. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>However, for residential receptors along</p>	<p>Following completion of the Order Scheme, the relocated Mossley Station will be operational and visible from receptors along Manchester Road. Views of the new station infrastructure will be partially screened by the retained boundary wall, which provides a degree of visual containment at street level. The architectural design, including the selection of materials and colour palette, has been developed to ensure compatibility with the surrounding built form and landscape character, thereby helping to mitigate potential visual intrusion.</p> <p>Although views into the station are somewhat restricted, the introduction of new infrastructure will result in a perceptible change from the baseline condition. The permanent removal of adjacent trees will alter the existing vegetative structure, reducing natural screening and increasing the prominence of built elements within the view. While restoration planting is proposed as part of the mitigation strategy, it is acknowledged that the original tree cover cannot be fully reinstated due to spatial constraints and in addition, new lighting will be introduced as part of the station infrastructure. While the surrounding area is already well-lit due to its urban context, the proposed lighting will be designed to minimise glare and reduce light spill, ensuring it remains sensitive to nearby residential receptors and the surrounding landscape character. Lighting design will follow best practice guidance to limit adverse visual effects, particularly during evening and nighttime hours. The magnitude of change to the baseline view is assessed as medium, primarily due to the loss of mature vegetation, the introduction of new built form, and the addition of lighting infrastructure. the Order Scheme acts as a visual detractor, modifying the composition and character of the view. However, the potential impact is moderated by the application of high-quality design principles and integration with the existing urban fabric. The proposed development may offer a more coherent and visually acceptable outcome in the long term,</p>

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		<p>Manchester Road, views of the proposed compound and construction area would be immediately available, though partially screened from ground floor views. Views of access, movement, plant and construction would form a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Very Large Adverse.</p>	<p>particularly following the establishment of mitigation planting. Therefore, the overall magnitude of visual impact is Medium Adverse.</p>
	VP 26	<p>The view for road receptors is limited, mainly to the road corridor and local topography. Therefore, views of the construction works, and vegetation removal are likely to be minimal. It is probable that even with the introduction of the construction plant and movement, the change would be perceptible to receptors. The Order Scheme elements would introduce a new feature to the landscape, and the scale of change is therefore considered medium due to the loss of trees and vegetation within the view, as well as the addition of the new station. The Order Scheme is viewed as a detractor, which would negatively impact the composition of the view.</p> <p>However, for residential receptors along Manchester Road, views of the proposed compound and construction area would be immediately available, though partially screened from ground floor views. Views of access, movement, plant and construction would form a major detractor, creating a new focus that has a defining negative influence on the view.</p>	<p>Following completion of the Order Scheme, the relocated Mossley Station will be operational and visible from receptors along Manchester Road. Views of the new station infrastructure will be partially screened by the retained boundary wall, which provides a degree of visual containment at street level. The architectural design, including the selection of materials and colour palette, has been developed to reflect the local vernacular and reduce visual prominence within the surrounding townscape.</p> <p>Although views into the station are somewhat restricted, the introduction of new infrastructure will result in a perceptible change from the baseline condition. The permanent removal of adjacent trees will alter the existing vegetative structure, reducing natural screening and increasing the visibility of built elements. While restoration planting is proposed as part of the mitigation strategy, it is acknowledged that the original tree cover cannot be fully reinstated due to spatial and operational constraints. Consequently, the relocated station is anticipated to become a new and permanent feature within the local view. Residential receptors along Manchester Road will experience varying degrees of visibility. Ground floor views from properties opposite the Site are expected to be largely screened by the existing boundary wall, with visibility generally limited to the upper floors. Views of the proposed compound and construction site may be partially visible above the wall during the construction phase. In addition, new lighting will be introduced as part of the station infrastructure. While the surrounding area is already well-lit due to its urban context, the proposed lighting will be designed to minimise glare and reduce light spill, ensuring it remains sensitive to nearby residential receptors and</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.	the surrounding landscape character. Lighting design will follow best practice guidance to limit adverse visual effects, particularly during evening and nighttime hours. The magnitude of change to the baseline view is assessed as medium, primarily due to the loss of mature vegetation and the introduction of new built form. The Order Scheme is considered to act as a visual detractor, altering the composition and character of the view. However, the impact is moderated by the application of high-quality design principles and the integration of the station into the existing built environment. The proposed development may result in a more coherent and visually acceptable outcome over time, particularly following the establishment of mitigation planting. Therefore, the overall magnitude of visual impact is considered to be Medium Adverse.
	VP 27	<p>The view for road receptors is limited, mainly to the road corridor and local topography. Therefore, views of the construction works are likely to be minimal. It is probable that even with the introduction of the construction plant and movement, the change would be minor. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely to be no direct change to the existing view or a change that is so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be neutral.</p>
	VP 29	The views of the construction site will be directly adjacent to the receptor location. Due to the proximity of the proposed temporary compound and construction access, it is likely that the receptor views immediately next to the compound will experience visual effects. However, retaining vegetation along Archer Street will help minimise the visual impact of the construction to sequential views along the Public Right of Way (PRoW).	<p>Following construction of the Order Scheme, the permanent removal of adjacent trees will result in a notable alteration to the existing vegetative structure. While restoration planting is proposed as part of the mitigation strategy, it is unlikely that the original tree cover in this location can be fully reinstated due to spatial and operational limitations. As a result, the relocated Mossley Station is expected to become a new and permanent feature within the local view.</p> <p>Retained vegetation will continue to provide some degree of visual filtering, particularly for receptors along the adjacent Public Right of Way (PRoW) and Manchester Road. However, the introduction of new built form will alter the</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>Overall, the scale of change, caused by the removal of existing trees and the introduction of new features such as construction compounds, plant equipment, access routes, and movement of existing trees, alters the composition of the view. This change is considered detrimental; however, the impact is mitigated by the retention of some trees.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>composition and character of sequential views along these routes. The degree of visual change is particularly influenced by the loss of mature trees, which currently contribute to the screening and landscape character of the area. In addition, new lighting will be introduced as part of the station infrastructure. While the surrounding area is already well-lit due to its urban context, the proposed lighting will be designed to minimise glare and reduce light spill, ensuring it remains sensitive to nearby residential receptors and the surrounding landscape character. Lighting design will follow best practice guidance to limit adverse visual effects, particularly during evening and nighttime hours.</p> <p>In addition, new lighting will be introduced as part of the station infrastructure. While the scale of change is assessed as medium, reflecting both the extent of vegetation loss and the introduction of the relocated station infrastructure, the Order Scheme is considered to act as a visual detractor, modifying the baseline view and reducing the perceived naturalness of the setting. While the design seeks to integrate the new station into the existing built form, the degree of integration is limited, resulting in a slightly negative influence on the baseline condition.</p> <p>Therefore, the overall magnitude of visual impact is considered to be Medium.</p>
Roughtown Road Overbridge Works (MVL3/17) including New Earth Street Site Compound	VP 30	<p>The Order Scheme elements works include the establishment of a site compound on the western side of MVL3/16 New Earth Street Footbridge to support construction in the area, and works to raise the parapets to 1.5 metres at the Grade II Listed Roughtown Road overbridge (MVL3/17). Views of the construction and Site would be very close, and as a result of the proximity of the proposed adjacent temporary compound and construction access, permanent tree removal would be required.</p> <p>It is considered likely that receptor views immediately adjacent to the compound would experience visual effects. The Order Scheme</p>	<p>Following construction, there would be a permanent removal of adjacent trees; following mitigation and the establishment of restoration planting, views are expected to return to a state similar to the baseline. The change to the baseline view caused by the removal of trees and proposed works to MVL 3/17 is regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the mitigation planting and that the bridge was present at baseline and that it would remain following construction despite changes to its structure following the works).</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	
	VP 31	<p>Views of the construction and Site would be very close, and as a result of the proximity of the proposed adjacent temporary works and construction access, some minor permanent vegetation removal would be required.</p> <p>It is considered likely that the receptor views are immediately adjacent to the compound. Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment of planting, views are expected to return to a state similar to the baseline. However, it is likely that the relocated station would become a new feature within the view. The change to the baseline view caused by the introduction of the Order Scheme is regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the local topography obstructing views and the significance of the Order Scheme within the overall panorama.</p> <p>Therefore, the overall magnitude of impact of works to MVL3/17 is considered to be Small Adverse. However, when considered along with the compound area. The Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p>	<p>Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment of planting views are expected to return to a state similar to the baseline. The change to the baseline view caused by the removal of trees and proposed works to MVL 3/17 is regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the mitigation planting and that the bridge was present at baseline and that it would remain following construction despite changes to its structure following the works).</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>

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		Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse .	
Roughtown Road Footbridge Works (MVL3/18)	VP 32	<p>The Order Scheme elements works proposed include the construction of the footbridge off Roughtown Road (MVL3/18), located 70 metres to the north of Roughtown Road overbridge (MVL3/17).</p> <p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After construction, although trees and vegetation would be permanently removed, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 33	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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		location or sequential views in the vicinity. Therefore, the overall magnitude of impact is considered to be Small Adverse.	
Stockport Road Level Crossing and PRow Diversion	VP 34	<p>The Stockport Road level crossing located to the west of Heron Lane is proposed to be closed, with the existing footpath and PRow to be diverted to the north via the Heron Lane underbridge MVL3/19.</p> <p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The permanent route is on the eastern side of the railway, set below the embankment.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 35	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The permanent route is on the eastern side of the railway route, set below the</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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		<p>embankment.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 36	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The permanent route is on the eastern side of the railway route, set below the embankment.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	NVP 4	<p>The residential receptors most likely to experience a change in their views are located on Vale View to the east of the Site. The elevated position of the Site makes it visible from residential frontages,</p>	<p>After the construction of the Order Scheme, the compound and construction plant would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>with views only partially filtered by intervening vegetation. There is likely to be a visual impact on residential receptors along Vale View facing the Site.</p> <p>There would likely be visual impact from the introduction of new incongruous features within the predominantly pastoral areas. Along with the temporary loss of fields, there would be permanent tree loss, which is a key landscape element within the river valley.</p> <p>It is considered likely that residential receptors immediately adjacent to the compound would experience visual effects, and due to the close proximity to the compound, this would have a pronounced influence on their view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Heron Lane Compound	VP 35	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The permanent route is on the eastern side of the railway route, set below the embankment.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.	
	VP36	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The permanent route is on the eastern side of the railway route, set below the embankment.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity along</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP37 (A)	<p>Views of the construction and Site would be very close and as a result of the proximity of the proposed adjacent temporary compound and construction access, permanent tree removal would be required.</p> <p>It is considered likely that receptor views immediately adjacent to the compound would experience visual effects. the Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	<p>After the construction of the Order Scheme, the compound and construction plant would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	NVP 4	<p>The residential receptors most likely to experience a change in their views are located on Vale View to the east of the Site. The elevated position of the Site makes it visible from residential frontages, with views only partially filtered by intervening vegetation. There is likely to be a visual impact on residential receptors along Vale View facing the Site.</p> <p>There would likely be visual impact from the introduction of new incongruous features within the predominantly pastoral areas. Along with the temporary loss of fields, there would be permanent tree loss, which is a key landscape element within the river valley.</p> <p>The Order Scheme elements would introduce a new feature to the landscape, and the scale of change is therefore considered medium due to the loss of trees and vegetation within the view also the addition of the new station). the Order Scheme is viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After construction, the compound and construction plant would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Wrights Mill Overbridge Works (MVL3/20)	VP 36	<p>The proposed works for the Order Scheme element includes the reconstruction of the Grade II Listed Wright Mill overbridge (MVL3/20) to the east of the Midge Hill farm buildings. The Wright Mill Overbridge Reconstruction requires a satellite site compound adjacent to the structure, minor permanent tree removal would be required.</p> <p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of</p>	<p>Following construction, there would be permanent removal of adjacent trees; following mitigation and the establishment of restoration planting, views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view as a result of the introduction of the Order Scheme is deemed as an unobtrusive influence in the view, indicating that it does not significantly alter receptor views in this location or sequential views in the vicinity along</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>the Site within the visual panorama, means that views of the Site during construction would be very restricted. The construction compound (Heron Lane) would be located on the eastern side of the railway route, set below the embankment. The construction works and elements are viewed as a detractor, which would negatively impact the composition of the view. The anticipated impacts are considered temporary and could potentially be reversed with mitigation planting.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	
	VP 37	<p>Views of the construction and Site would be very close, and as a result of the proximity of the proposed adjacent temporary compound and construction access, minor permanent tree removal would be required.</p> <p>It is considered likely that receptor views immediately adjacent to the compound would experience visual effects. The Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	<p>After the construction of the Order Scheme, the compound and construction plant would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Wright's Bridge Overbridge Works (MVL3/23)	VP 39	<p>Demolition of the Grade II Listed Wrights overbridge (MVL3/23) which carries a Public Right of Way between Low Grove Lane and Mossley Road PROW to be diverted under the TWAO powers. Views of the Site are limited by topography and intervening vegetation; this, along</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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		<p>with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	The overall magnitude of impact is considered to be Neutral.
	VP 40	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Neutral.</p>
	VP 41	<p>Permanent removal of trees would likely be required to facilitate access to the proposed temporary compound area and would, therefore,</p>	<p>Following the construction of the Order Scheme, despite the permanent removal of adjacent trees, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible</p>

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		<p>introduce movement and open views up within the vicinity of the proposed compound location. Adjacent residential receptors are likely to experience change through the removal of trees and the introduction of temporary working features and plant.</p> <p>Views from MVL 3/23 towards the proposed compound are limited by intervening vegetation and the topography, as the Site is elevated above the level of the footpath location. It is likely that retaining trees, where possible, would reduce the visual impact of the Order Scheme and compound location during construction. However, during construction, as a result of the close receptor location, the Order Scheme would have a noticeable visual impact.</p> <p>Therefore, it is concluded that the overall magnitude of the impact is Medium Adverse.</p>	<p>influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>
Diversion of PRow between MVL3/22 and MVL3/23	VP 39	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>Therefore, views of the construction works are likely to be minimal. It is probable that even with the introduction of the construction plant and features, the change would be minor. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		Therefore, the overall magnitude of impact is considered to be Small Adverse.	
	VP 40	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>Likely changes to views from works to reconstruct the bridge Grade II listed structure and Diversion of PRow between MVL3/22 and MVL3/23. The PRow is a PRow Regional trail. Vegetation clearance is required to enable construction. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 41	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>Likely changes to views from works to reconstruct the bridge Grade II listed structure and Diversion of PRow between MVL3/22 and MVL3/23. The PRow is a PRow Regional trail. Vegetation clearance is required to enable construction.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. The change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>Views of the construction and Site would be very close, and as a result of the proximity of the MVL3/23- bridge.</p> <p>It is considered likely that receptor views immediately adjacent to the compound would experience visual effects. the Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	
Royal George Underbridge Works (MVL3/25)	VP 45	<p>Reconstruction of the Grade II Listed Royal George Underbridge (MVL3/25) at Oaklands Road and establishment of a temporary site compound utilising the existing parking area for the Friezland Church Hall. MVL3/25 Royal George Underbridge is partially visible from this location; however, it is likely that due to works and the introduction of construction plant, the construction works would become a prominent visual change for road users. The view is constrained mainly to the road corridor, which would intensify the visual change to the driver's view.</p> <p>It is considered likely that road users immediately adjacent to MVL3/25 and the compound would experience visual effects, and as a result of the near distance to the compound, this would form a pronounced influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>After the construction of the Order Scheme, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	VP 51	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Neutral.</p>
Armit Road Compound	VP 35	<p>The Order Scheme elements include the construction of a site compound located away from NR land at Armit Road, and associated earthworks. Minimal permanent tree removal would be required.</p> <p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p>	<p>After construction, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.	
	VP 38	<p>Views of the construction and Site would be very close, and as a result of the proximity of the proposed adjacent temporary compound and construction access, minimal permanent tree removal would be required.</p> <p>It is considered likely that receptor views immediately adjacent to the compound would experience visual effects. The Order Scheme forms a major detractor, creating a new focus that has a defining negative influence on the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Large Adverse.</p>	<p>After the construction of the Order Scheme, the compound and construction plant would have been removed, and although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 39	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		the impact is considered to be Very Small Adverse.	
	VP 40	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Oaklands Road Compound – Parking and limited storage, including Oaklands Road Plant Access	VP 45	<p>The Order Scheme works proposed include earthworks, de-vegetation and resurfacing to establish a larger site compound area at Oaklands Road, including the widening of an existing vehicular access as well as the creation of a new second vehicular access from Oaklands Road. This site compound will be located to the north of the George Street Underbridge and south of the Shaw Hall Bank Road Footway the 'Oaklands Road Site Compound Works'. Views of the Site are limited by topography, the intervening rail route, and vegetation; there would likely be some removal of trees, though this would have a low impact due to the small visual change that would be observed from this viewpoint, and views of the</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
	VP 46	<p>Views of the site are limited by topography, the road corridor, and vegetation; trees and vegetation would likely be removed. However, in general, views of the site during construction would be very restricted. Although due to the proximity, there would be visibility of construction traffic, movement, and the compound through the trees. The construction works and elements are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After construction, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a condition similar to the baseline. Construction materials and plants would be removed along with temporary features and hardstanding. The anticipated impacts are considered temporary and could potentially be reversed through mitigation planting. Therefore, the change to the existing view is regarded as minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 51	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
<p>New Oldham Road Footbridge (MVL3/27B), Greenfield Station Platform 2 Secondary Means of Escape Works, and Oldham Road Overbridge (MVL3/28) Reconstruction</p>	<p>VP 47</p>	<p>Reconstruction of the Grade II Listed Oldham Road overbridge (MVL3/28) adjacent to Greenfield Station with a reinforced concrete portal structure and approach containment, and widening to the low mileage side to improve the highways alignment and provide additional footway width. Construction of a new Oldham Road footbridge (MVL3/28A) adjacent to the existing Oldham Road overbridge (MVL3/28) and Greenfield Station, and a new secondary means of escape staircase from Greenfield Station Platform 2 to the proposed new footbridge</p> <p>Views of the Site are limited by topography and vegetation; there would likely be some removal of trees, though this would have a low impact due to the small visual change that would be observed from this viewpoint. Views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.	
	VP 48	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 49	<p>Views of the Site are limited by topography and vegetation; there would likely be some removal of trees, though this would have a low impact due to the small visual change that would be observed from this viewpoint, and views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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		the impact is considered to be Very Small Adverse.	
	VP 50	<p>Views of the Site are limited by topography and vegetation; there would likely be some removal of trees, though this would have a low impact due to the small visual change that would be observed from this viewpoint, and views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
PRoW Upgrade Works (MVL3/29)	NVP 5	<p>Works proposed to upgrade the footpath between Oldham Road and Ladcastle Road, passing under MVL3/29 Wickens Underbridge, to provide an alternative footpath route following the closure of Moorgate Halt Level Crossing under the TWAO powers, as well as a site compound to the north west of Wickens Underbridge to support the works in the area.</p> <p>Visual impacts are expected to arise as a result of associated vegetation removal adjacent to the existing PRoW 244 SADD, which runs through the site. However, from this location, the views would be mid-distance and elevated, looking down towards the Site. As a result of this angle of view and intervening vegetation, views during</p>	<p>After the completion of the Order Scheme, following demobilisation, the receptor views are expected to revert to a state similar to the baseline. Replanting would occur along the existing footprint to replace the trees lost; upon establishment, views would again resemble the baseline.</p> <p>The scale of change is considered very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is very small and adverse.</p>

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		<p>construction are likely to be partially screened in part by topography.</p> <p>Therefore, the Order Scheme is deemed likely to be an unobtrusive influence in the view, leading to the conclusion that the magnitude of the impact is considered to be Small Adverse.</p>	
Lineside Fencing Access from Oldham Road	NVP 5	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Uppermill Viaduct Works (MVL3/31)	VP 52	<p>Works to the Grade II Listed Uppermill Viaduct (MVL3/31) including spandrel strengthening, installation of GRP handrails, and OLE portal attachments on the piers, as well as the establishment of temporary site compounds and access routes at the base of the viaduct. Creation of a temporary site compound with access works at the former Uppermill Station.</p> <p>Views of the site are limited by topography and intervening vegetation; therefore, views of the</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>structural works during construction would be very restricted. However, given the prominence of the structure and the works, the construction works and elements are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	
	VP 53	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>Therefore, views of the construction works are likely to be minimal. It is probable that even with the introduction of the construction plant and features, the change would be minor. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>After construction, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 54	<p>Views of the Site are limited by topography and intervening vegetation; therefore, views of the structural works during construction would be very restricted. The construction access would be located on the eastern side of the road route, adjacent to the road so that it would be clearly visible.</p> <p>The construction works and access are viewed as</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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		<p>a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 55	<p>Views of the Site are limited by topography and intervening vegetation; therefore, views of the structural works during construction would be very restricted. The construction access would be located on the eastern side of the road route, adjacent to the road so that it would be clearly visible.</p> <p>The construction works and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 56	<p>Views of the Site are limited by topography and intervening vegetation; therefore, views of the structural works during construction would be very restricted. The construction access would be located on the eastern side of the road route, adjacent to the road, so that it would be clearly visible.</p> <p>The construction works and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 57	<p>Views of the Site are limited by topography and vegetation; there would likely be some removal of</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor</p>

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		<p>trees, though this would have a low impact due to the small visual change that would be observed from this viewpoint, and views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Saddleworth Old Railway Tunnel Site compound (Butterhouse Lane)	NVP 9	<p>The Order Scheme elements element include the creation of a temporary site compound area at the former Butterhouse Tunnel to the south of Diggle. The introduction of the compound at the Former Butterhouse Tunnel would also include the clearance of vegetation from the site. As well as the introduction of new construction, plant, access, and movement. Given the site location and prominence within the view, these changes are likely to be highly visible to receptors along the PRoW and from their sequential views. The compound and vegetation removal would create a new, incongruous feature within the view. The construction works and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following construction, despite the permanent removal of adjacent trees, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>

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	NVP 10	<p>The compound at the Former Butterhouse Tunnel would include the clearance of vegetation from the site. As well as introducing new construction, plant, access, and movement. Given the site location and prominence of the trees within the view, these changes are likely to be highly visible to receptors along the PRow and from their sequential views.</p> <p>The compound and vegetation removal would create a new, incongruous feature within the view. The construction works and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the construction of the Order Scheme, despite the permanent removal of adjacent trees, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>
Ward Lane Overbridge and Compound Works (MVL3/36)	VP 59	<p>The works proposed include reconstruction of Ward Lane overbridge (MVL3/36) located north of the Ravenstone Drive footbridge MVL3/35). A temporary utilities bridge is required during the reconstruction of Ward Lane Overbridge (MVL3/36), adjacent to the bridge alongside an associated site compound.</p> <p>Views of the Site are limited by topography and vegetation; there would likely be minor removal of trees, though this would have a low impact due to the small visual change observed from this viewpoint, and views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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		<p>contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
	VP 60	<p>Views of the Site are limited by topography and vegetation; there would likely be minor removal of trees, though this would have a low impact due to the small visual change observed from this viewpoint, and views of the Site during construction would be very restricted. The scale of change is considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 61	<p>It is considered likely that receptors along the PRoW and canal would experience visual effects, partly due to the proximity to the compound. The compound would significantly influence the view and detract from the towpath and canal aesthetic. Construction movement and plant would be visible. There would be very minor permanent tree removal adjacent to the MVL3/36.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>The compound would be removed after construction, and the area would be returned to its previous configuration. Where trees have been removed, these would be replaced; however, given the limited tree removal, the impact from the permanent loss of trees is unlikely to affect the view in the long term, as the trees are a minor component.</p> <p>Therefore, the change to the existing view is considered minimal, indicating that it does not significantly alter the current receptor view. The overall magnitude of impact is considered to be Neutral.</p>

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	NVP 7	<p>Views of the Site are limited by topography and intervening vegetation; this, along with the size of the Site within the visual panorama, means that views of the Site during construction would be very restricted.</p> <p>The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>After the construction of the Order Scheme, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Grandpa Greene's 1 Site Compound	VP 59	<p>The view for residential receptors is limited, mainly to the oblique angle and local topography. The residential receptors are located above the existing Site. Therefore, views of the construction works are likely to be minimal. It is probable that the change would be minor even with the introduction of the construction plant and features. Only minor tree removal is proposed within this area, around the existing bridge structure. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely to be no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
	VP 60	Views of the construction works are likely to be limited due to vegetation and built form; only minor tree removal is proposed within this area, around the existing bridge structure. and therefore, views of the construction works are expected to be minimal. It is probable that even with the introduction of construction plant and features, the change would be minor. The size and scale of the change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline. Therefore, the overall magnitude of impact is considered to be Small Adverse.	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Grandpa Greene's 2 Ward Lane (MVL3/36) - Compound	VP 59	<p>The view for residential receptors is limited, mainly to the oblique angle and local topography. The residential receptors are located above the existing Site. Therefore, views of the construction works are likely to be minimal. It is probable that the change would be minor even with the introduction of the construction plant and features. The size and scale of change are considered very low due to the barely perceptible negative extent of alterations within the view compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely to be no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 60	Large-scale permanent tree removal has been proposed within this area, likely opening up views of Grandpa Green's 2 Site. Receptors would likely experience visual changes from the baseline through the introduction of construction plans, construction movement, and fencing. The	<p>Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment, views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view caused by the removal of trees and proposed works are regarded as an unobtrusive influence, indicating that it does not</p>

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		<p>proximity of the receptors indicates that visual mitigation for PRoW/Canal users would be unlikely.</p> <p>The compound would form a pronounced influence on the view and detract from the towpath and canal aesthetic. The construction movement and plant would be visible. There would be minor permanent tree removal adjacent to the MVL3/36.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>significantly alter receptor views in this area, due to the mitigation planting and that the bridge was present at baseline and that it would remain following construction despite changes to its structure following the works).</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	VP 62	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. Road users may catch no more than glimpses along the road in sequential views.</p> <p>Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view. The overall magnitude of impact is considered to be Neutral.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 63	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. Road users may catch no more than glimpses along the road in sequential views.</p> <p>Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view. The</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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		overall magnitude of impact is considered to be Neutral.	
	NVP 12	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. PRow users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Diggle compound	VP 59	<p>The Order Scheme elements element include the establishment of temporary site compounds in Diggle to serve construction. This includes an existing parking area at Sam Road, with earthworks to provide an access to the railway line, and the expansion of an existing site compound area on the opposite side of the railway from the parking area.</p> <p>Large-scale permanent tree removal has been proposed within the site is likely to open up views of Diggle Compound. Receptors would likely experience visual changes from the baseline through the introduction of construction plans, construction movement, and fencing. However,</p>	<p>After construction, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>the visual restriction would limit the impact on views for receptors. Tree removal generally would only be perceived above the landform and through gaps in vegetation.</p> <p>The construction works and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	
	VP 60	<p>Large-scale permanent tree removal has been proposed within the Diggle compound and Grandpa Green's 2 Site. Receptors would likely experience visual changes from the baseline through the introduction of construction plans, construction movement, and fencing. The location of the Diggle site beyond Grandpa Greene's 2 and the rail corridor means that the intervening features would somewhat mitigate the impact. However, it is considered overall that the compound would form a pronounced influence on the view and detract from the towpath and canal aesthetic. The construction movement and plant would be visible.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Large Adverse.</p>	<p>Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment, views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view caused by the removal of trees and proposed works are regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the mitigation planting.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	VP 62	<p>The receptor view is likely to undergo a significant visual impact. The works proposed required extensive tree removal, and this has the potential to open up views to other adjacent visual receptors, particularly those within the valley route corridor. Vegetation clearance could open up</p>	<p>Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment of planting views are expected to return to a state similar to the baseline.</p> <p>The change to the baseline view caused by the removal of trees and proposed works are regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the mitigation planting.</p>

Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>views of the hitherto screened railway and infrastructure. Construction movement should be considered regarding indirect effects. The construction works, tree removal, and access are viewed as a detractor, which negatively impacts the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	VP 63	<p>The receptor view is likely to undergo a significant visual impact. The works proposed required extensive tree removal, and this has the potential to open up views to other adjacent visual receptors, particularly those within the valley route corridor. Vegetation clearance could open up views of the hitherto screened railway and infrastructure. Construction movement should be considered regarding indirect effects.</p> <p>The construction works, tree removal and access are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the construction of the Order Scheme, there would be a permanent removal of adjacent trees; after mitigation and establishment of planting views are expected to return to a state similar to the baseline. The change to the baseline view caused by the removal of trees and proposed works are regarded as an unobtrusive influence, indicating that it does not significantly alter receptor views in this area, due to the mitigation planting.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>
	VP 64	<p>Views of the construction works are likely to be limited due to vegetation and built form; tree removal is indicated for this area, though its overall impact on this view is considered low, and therefore, views of the construction works are expected to be minimal. It is probable that even with the introduction of construction plant and features, the change would be minor. The size</p>	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>and scale of the change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	
	VP 65	<p>Views of the construction works are likely to be limited due to vegetation and built form; tree removal is indicated for this area, though its overall impact on this view is considered low, and therefore, views of the construction works are expected to be minimal. It is probable that even with the introduction of construction plant and features, the change would be minor. The size and scale of the change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 66	<p>Removing trees would likely be necessary to facilitate access and construction, and new features would be introduced within the view. There would also be movement and noise near the Order Scheme element. Elements. The magnitude of change is somewhat mitigated by the distance of the receptor from the site, the local topography, and the intervening vegetation. However, retaining trees where possible at the location would reduce the visual impact of the Order Scheme during construction.</p>	<p>Following construction, despite the permanent removal of adjacent trees, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		It is considered that the Order Scheme and temporary access would form an unobtrusive influence in the view; therefore, it is concluded that the magnitude of the impact is considered to be Small Adverse.	
	NVP 7	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. PRow users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	NVP 11	Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. Road users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
	NVP 12	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. PRoW users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Sam Road Carpark	VP 65	<p>The proposed scheme element compound would be partially visible to residents in the immediate vicinity, due to tree and vegetation removal and the introduction of incongruous features such as fencing and construction equipment. This would lead to a permanent visual and landscape change, as the removal of mature vegetation and trees may open up views of the railways to adjacent residential receptors. Visitors to Standedge Tunnel</p>	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>are also likely to be impacted. Tree removal must be followed by careful replanting to reduce vegetation loss and tree cover loss. The impact is somewhat lessened by the existing compound and construction features already on site. Still, it is likely to have a cumulative local impact that worsens the visual quality of the area.</p> <p>It is considered that the Order Scheme and temporary access would form an unobtrusive influence in the view; therefore, it is concluded that the magnitude of the impact is considered to be Small Adverse.</p>	
	VP 67	<p>Views of the site are limited by topography, the road corridor, and vegetation; trees and vegetation would likely be removed. However, in general, views of the site during construction would be very restricted. Although due to the proximity, there would be visibility of construction traffic, movement, and the compound through the trees. The construction works and elements are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a condition similar to the baseline. Construction materials and plants would be removed along with temporary features and hardstanding. The anticipated impacts are temporary and could be reversed through mitigation planting. Therefore, the change to the existing view is considered minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	NVP 11	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. Road users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	
	NVP 12	<p>Views of the construction area are almost completely obscured, and the visual impact is likely to be barely perceptible due to the local topography and intervening vegetation. PRow users may catch no more than glimpses along the route in sequential views, and the tree removal would be partially visible. The size and scale of change are considered to be very low due to the barely perceptible negative impact of the loss and alteration of features within the view, the change to the composition of the view, the degree of contrast or integration of the proposal with the baseline situation, and the nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is considered to be Very Small Adverse.</p>	<p>Following the construction, it is unlikely that change would be more than barely perceptible to visual receptors within this location. This is a result of the constrained view and the impact of the change on the views. There is likely no direct change to the existing view or a change so inconsequential that it does not alter the existing receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Diggle Road Overbridge Works (MVL3/39)	VP 64	The Order Scheme element proposals include the reconstruction of span 1 on the Diggle Road overbridge (MVL3/39) on Station Road in Diggle, approximately 90 metres south of Standedge Tunnel, and concrete saddling to the masonry arch to strengthen the canal tunnel structure	After the construction of the Order Scheme, although trees and vegetation would be permanently removed, once mitigation replanting is established, the receptor views are expected to return to a condition similar to the baseline. Construction materials and plants would be removed along with temporary features and hardstanding. The anticipated impacts are temporary and could be reversed through mitigation planting. Therefore, the change to the existing view is

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>(MVL3/39A) for construction traffic. Replacement of the existing Bywash underbridge (MVL3/39B), located adjacent to the Standedge Tunnel western portal, with a box culvert system.</p> <p>Views of the site are limited by topography, the road corridor, and vegetation; trees and vegetation would likely be removed. However, in general, views of the site during construction would be very restricted. Although due to the proximity, there would be visibility of construction traffic, movement, and the compound through the trees. The construction works and elements are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>considered minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 66	<p>Views of the site are limited by topography, the road corridor, and vegetation; trees and vegetation would likely be removed. However, in general, views of the site during construction would be very restricted. Although due to the proximity, there would be visibility of construction traffic, movement, and the compound through the trees. The construction works and elements are viewed as a detractor, which would negatively impact the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>Following the Order Scheme's construction, despite the permanent removal of adjacent trees, views are expected to return to a state similar to the baseline. The change to the baseline view is deemed negligible or barely perceptible influence in the view, indicating that it does not significantly alter the current receptor view.</p> <p>Therefore, the overall magnitude of impact is considered to be Very Small Adverse.</p>
	VP 67	<p>Views of the construction works are likely to be limited due to vegetation and built form; tree removal is indicated for this area, though its</p>	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>overall impact on this view is considered low, and therefore, views of the construction works are expected to be minimal. It is probable that even with the introduction of construction plant and features, the change would be minor. The size and scale of the change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 70	<p>Views of the construction works are likely to be limited due to vegetation and built form; tree removal is indicated for this area, though its overall impact on this view is considered low, and therefore, views of the construction works are expected to be minimal. It is probable that even with the introduction of construction plant and features, the change would be minor. The size and scale of the change are considered very low due to the barely perceptible negative extent of alterations within the view when compared to the baseline.</p> <p>Therefore, the overall magnitude of impact is considered to be Small Adverse.</p>	<p>After the construction of the Order Scheme, receptor views are expected to return to a state similar to the baseline. Construction materials and plant would be removed along with temporary features and hardstanding. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>
Diggle Access and Diversion	VP 70	<p>Construction of a new access road and associated earthworks to provide a temporary diversion to the northeast of Standedge Tunnel's western portal. No tree or vegetation removal has been proposed as part of the Order Scheme element works.</p>	<p>After the construction of the Order Scheme, despite some vegetation being removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>The route is proposed along the existing routes of Harrop Court Road and Boat Lane, along with a new section which joins the two existing routes. This viewpoint location receptors would likely have a partial but clear view of the proposed access. In particular, the section which links the Harrop Court Road and Boat Lane. The route follows existing field patterns, likely reducing the visual impact; however, the access route would form a new visual feature in the landscape. The impact on the view is likely adverse; however, the Order Scheme would form a small part of the overall panoramic view. It is considered that the degree of integration of the proposals would have a slightly negative influence on the baseline situation and nature of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Medium Adverse.</p>	<p>The overall magnitude of impact is considered to be Neutral.</p>
	VP 71	<p>The route is proposed along the existing routes of Harrop Court Road and Boat Lane, along with a new section which joins the two existing routes. This viewpoint location receptors would likely have a partial but clear view of the proposed access. In particular, the section which links the Harrop Court Road and Boat Lane. The route follows existing field patterns, likely reducing the visual impact; however, the access route would form a new visual feature in the landscape. The impact on the view is likely to be adverse, and the geographical extent of change is considered high due to the near-distance proximity of the receptor. It is considered that the Order Scheme forms a</p>	<p>After the construction of the Order Scheme, despite some vegetation being removed, once mitigation replanting is established, the receptor views are expected to return to a state similar to the baseline. Therefore, the change to the existing view is deemed minimal, indicating that it does not significantly alter the current receptor view.</p> <p>The overall magnitude of impact is considered to be Neutral.</p>

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Scheme elements	View-point Ref.	Magnitude of Impact (Construction)	Magnitude of Impact (Operation)
		<p>notable detractor, changing the composition of the view.</p> <p>Therefore, it is concluded that the magnitude of the impact is Large Adverse.</p>	

7. MITIGATION AND CONSIDERATION OF CONTROL MEASURES

Mitigation Overview

- 7.1.1 Landscape mitigation is primarily concerned with mitigating the likely impacts of the Proposed Scheme on landscape and visual receptors. Measures to mitigate non-significant adverse effects on landscape and visual receptors have been included where appropriate to minimise the overall impact of the Proposed Scheme. Landscape mitigation also concerns integrating the Proposed Scheme into the surrounding landscape and, where possible, enhancing biodiversity.
- 7.1.2 Substantial optioneering has been carried out to identify suitable designs for all relevant works elements of the Order Scheme, considering local planning policies and published landscape character assessments, to minimise visual and landscape impacts, including reducing the loss of trees and woodland through the mitigation hierarchy. Additionally, embedded mitigation has been incorporated into the final designs (see Figures 7.3.1 to 7.3.20 of Volume 2 of this Report [NR14]), which will help preserve the existing landscape character and visual amenity where possible.
- 7.1.3 Further mitigation will be achieved through the LEMP for the elements of the Order Scheme that require planning permission. The management of Landscape and Visual Amenity is appropriately protected, including a requirement that a LEMP must be submitted to and approved by the relevant LPAs, as per a planning condition included in the Request for Deemed Planning Permission [NR12].
- 7.1.4 A final and detailed landscaping plan will be included as part of the written LEMP submission. The Principal Contractor will implement the approved LEMP as part of the overall detailed design.
- 7.1.5 The LEMP will detail both hard and soft landscaping elements, specifying locations for landscaping to compensate for the loss of mature vegetation, provide habitat connectivity, and seamlessly integrate the Order Scheme elements into the surrounding landscape. It will also outline the aims and objectives of the Biodiversity Strategy and will be secured through a planning condition included in the Request for Deemed Planning [NR12].
- 7.1.6 Works will be also conducted in compliance with Network Rail's Environmental Minimum Requirements document (NR/L2/ENV/015, Volume 3, Appendix 1A of this Report [NR14]).

Embedded Mitigation (Construction)

- 7.1.7 Embedded mitigation measures applied to mitigate impacts during the construction phase include:

- The construction programme would be kept to the minimum practicable time to reduce the duration of any landscape and visual impacts;
- Areas would not be cleared for construction until as close as possible to the works commencing;
- As far as practicable, construction plant and materials storage areas would be appropriately sited to minimise their landscape and visual impact;
- Construction sites would be kept tidy (e.g. free of litter and debris);
- Work during hours of darkness would be avoided as far as practicable, and where necessary, directed lighting would be used to minimise light pollution/glare. Lighting levels would be kept to the minimum necessary for security and safety;
- The construction would be managed such that the loss of any existing woodland, trees, shrubs and hedgerows, including within proposed construction compounds, is minimised;
- Root Protection Areas (RPAs) would be identified for trees being retained. Where this is not possible, the details of each tree would be required to determine an appropriate course of action.
- All existing trees and shrubs not affected by the construction of the permanent works would be fenced off with a suitable type of temporary fencing in accordance with BS5837: Trees in Relation to Design, Demolition and Construction. Fencing would extend to the drip line of the tree canopies (unless otherwise agreed by an arboricultural advisor) and would be erected prior to any construction activities in that area and shall remain for the entire period of construction in that area.
- Topsoiling, reseeding and planting would be undertaken as soon as practicable after sections of work are complete

Embedded Mitigation (Operation)

7.1.8 Embedded mitigation measures applied to mitigate impacts during operation would include:

- Mitigation tree, hedge, and shrub planting would be provided to replace lost vegetation, as specified in the LEMP;
- Replacement tree planting would be provided to align with the focus on no net loss;
- Species-rich and amenity grassland would cover areas of bare earth created during construction and integrate the Proposed Scheme into the landscape;

- Planting proposals would use predominantly native species present in the surrounding landscape in order to aid the integration of the Proposed Scheme into the landscape character, and
- Feathered and Light Standard trees would be incorporated into woodland planted mixes to ensure variance in height, contributing to a more natural aesthetic and a greater degree of screening whilst planting is established.

Additional Mitigation

- 7.1.9 Additional mitigation measures applied to mitigate impacts during operation would include:
- Increasing the variety of trees and shrubs in adjacent tree belts to enhance resilience against pests, diseases, and climate change.
 - Establishing native mixed broadleaf woodlands to improve visual amenity and landscape.
 - Ensuring the implementation, maintenance, and ongoing management of the mitigation measures to maintain their effectiveness over time.
- 7.1.10 These strategies aim to minimise adverse effects on the landscape and views, while promoting biodiversity where possible in the area.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Policy Summary

- 8.1.1 The Order Scheme aligns closely with key planning and environmental policies at national, regional, and local levels. Nationally, it supports the NPPF's goals of sustainable development by promoting high-quality design (Chapter 12) and enhancing natural environments (Chapter 15). Regionally, the Order Scheme reflects the Places for Everyone policies by integrating green infrastructure (JP-Strat13, JP-G2). Despite the loss of mature woodland and TPO trees as part of the Order Scheme, there are several areas where mature woodland has been avoided in design (refer to Volume 1, Chapter 14 of this Report [NR14]. Furthermore, Network Rail is committed to achieving 10% Biodiversity Net Gain as part of the Transpennine Route Upgrade which will include restoring and enhancing woodland. Therefore, the Order Scheme reflects the protecting and enhancing trees and woodlands (JP-G7), and ensuring sustainable, climate-resilient development (JP-P1) policies as part of Places for Everyone.
- 8.1.2 Locally, it aligns with Oldham and Tameside's policies by safeguarding natural and built heritage (Policies 1.10, 1.11), respecting local distinctiveness (Policy PO9), and protecting designated open spaces (Policy 22). As before, despite tree loss across the Order Scheme Network Rail is committed to 10% Net Gain across the Order Scheme, including restoring areas where vegetation has been lost. Additionally, no designated open space will be permanently removed as a result of the Order Scheme.
- 8.1.3 Permanent Scheme elements including new Mossley station, upgrading at Greenfield station and structural improvements to overbridges and underbridges which enhance public realm quality are all in line with the National Planning Policy Framework (NPPF) Chapter 12, Places for Everyone (PfE) Policy JP-P1, and local policies Oldham PO9 and Tameside 1.11.
- 8.1.4 Temporary compounds and laydown areas at locations such as Scout West and Diggle will be managed with environmental safeguards, supporting NPPF Chapter 15, PfE JP-G7, and local policies protecting OPOL and biodiversity (Oldham Policy 22 and Tameside 1.10).
- 8.1.5 The Green Belt designation covering certain Order Scheme elements is seen as not affecting the overall openness or function of the Green Belt, as these elements are relatively small interventions along an existing rail route.

8.2 Visual Impact Conclusion

- 8.2.1 Following completion of the Order Scheme, the majority of visual impacts are assessed as Neutral, with views expected to return to a condition similar to

the baseline due to the removal of temporary construction features, with the establishment of mitigation planting taking place in the longer term (10 + years). These include most compounds, access routes, and bridge works, where residual effects are minimal or imperceptible.

- 8.2.2 Very Small Adverse impacts remain in a few locations, such as at Heyrod Hall, Wright's Bridge, and the Uppermill Tunnel area, where permanent vegetation loss results in barely perceptible changes. Small Adverse impacts are more widespread and typically occur where permanent tree removal or minor infrastructure remains visible, such as at the Plevins Site, Wakefield Road Access, and several overbridges.
- 8.2.3 The most notable residual impacts are at the relocated Mossley Station, where the introduction of new infrastructure, lighting, and the loss of mature vegetation result in a Medium Adverse impact. Despite high-quality design and mitigation, the station becomes a new and permanent feature in the view, altering the local landscape character for receptors along Manchester Road and adjacent PRowS.

8.3 Landscape Impact Conclusion

- 8.3.1 The proposed Scheme will result in short-term, localised, and reversible landscape impacts during the construction phase. These are primarily associated with vegetation clearance and the presence of temporary infrastructure. However, due to the temporary nature, limited spatial extent, and mitigation measures, the residual impacts on landscape character are considered to be:
- Negligible to minor adverse during construction
 - Neutral to negligible during operation
- 8.3.2 No significant residual landscape impacts are anticipated. The Order Scheme is considered to be well-integrated within the existing landscape framework, with no long-term harm to the character, quality, or function of the identified Landscape Character Areas and Landscape Character Types.