THE ENVIRONMENT PARTNERSHIP

PORT WARRINGTON AND ARPLEY MEADOWS

LANDSCAPE AND VISUAL APPRAISAL REPORT

TEP
[redacted]
Tel: [redacted]
Email: [redacted]
www.tep.uk.com

Offices in Warrington, Market Harborough, Gateshead, London and Cornwall

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Author	Charlotte Hayden/Ross Allan
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1.0 Introduction

1.1 An assessment of the likely effects of the potential development on the landscape character and visual amenity on the Port Warrington and Arpley Meadows Site has been undertaken by The Environment Partnership (TEP) Limited.

1.2 Landscape effects derive from changes in the physical landscape which may give rise to changes in its important characteristics and thus its character, and how this is experienced. Visual effects relate to the changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes, and to the overall effects with respect to visual amenity.

1.3 This report presents the results of a Landscape and Visual Appraisal (LVA) which has been undertaken in accordance with The Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3) (Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 2013).

1.4 GLVIA3 emphasises the distinction between landscape effects and visual effects and this Landscape Character and Visual Amenity assessment clearly distinguishes between the assessment of landscape effects, dealing with changes to the landscape as a resource, and the assessment of visual effects, dealing with changes in views and visual amenity.

1.5 This report describes the baseline environment of the Site and wider areas that may be affected by the proposed development. It goes on to describe the method of assessment for identifying likely environmental effects and concludes with the results of the assessment.

Site Location and Description

1.6 The Site is on the south west edge of Warrington, at land known as Port Warrington, Moore Nature Reserve and Arpley Landfill (refer to Figure 1).

1.7 To the south east of the Site, Port Warrington presently comprises two large existing warehouse buildings along the edge of the Manchester Ship Canal. The western and central areas of the Site are occupied by Moore Nature Reserve, a Local Wildlife Site (LWS), much of which comprises mature trees and lakes. The Nature Reserve was established in 1991.

1.8 Arpley Landfill is in the northern part of the Site, the extent of which forms the northern Site boundary with the River Mersey. The western extents of the landfill have been decommissioned and restored through the planting of woodland, however the eastern extents are still being worked.

1.9 The Site is accessible from Moore Lane which is connected to the A56 Chester Road via Runcorn Road. Moore Lane crosses the Manchester Ship Canal on the Grade II listed Moore Lane Swing Bridge at the Site's southern entrance, after which Moore Lane turns into Lapwing Lane, a track which extends north through the Nature Reserve and loops round to the west outside the Site and then back on itself through the south west part of the Site to meet the swing bridge.

1.10 The landfill is accessible from Birchwood Lane which extends east from the swing bridge past the existing Port Warrington Site and then on an unmade track which cuts north across the Nature Reserve. There is also an access road to the landfill beyond the site boundary to the north east, beginning at the south of Forrest Way.

2.0 Legislative Framework

2.1 This LVA assumes that the land would be removed from Green Belt and does not consider the planning case for the Site being removed from Green Belt which is presented elsewhere.

2.2 Planning policies related to landscape and to views are considered below.

National Planning Policy

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied at a local level in development plans and how developers should address them. The Framework places great emphasis on plans and developments contributing to sustainable development.

2.4 The sub-topics beneath the goal of Delivering Sustainable Development that are most relevant to landscape and views are:

- Section 12: Achieving well-designed places; and
- Section 15: Conserving and enhancing the natural environment.

NPPF Section 12: Achieving well-designed places

2.5 Section 12 recognises the importance of good design as '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve*'.

2.6 Paragraph 124 states that good design is a key aspect of sustainable development.

2.7 Under paragraph 127, planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

NPPF Section 15: Conserving and Enhancing the Natural Environment

2.8 Paragraph 170 of Section 15 states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Paragraph 170 indicates that plans should distinguish between the hierarchy of international, national and locally designated sites and allocate land with the least environmental or amenity value, where consistent with other policies in the Framework.

2.9 Paragraph 172 of the NPPF notes that great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.

2.10 Paragraph 180 of Section 15 states that planning polices and decisions should limit the impact of light pollution from artificial light on local amenity.

National Planning Practice Guidance

2.11 The NPPF is accompanied by Planning Practice Guidance (PPG) available online. Those elements of PPG addressing matters in the scope of this Landscape and Visual Appraisal and relevant to the proposed development are detailed below, and the guidance has been taken into account when designing and assessing the proposed development.

Design

2.12 PPG emphasises the importance of good quality design as an integral part of sustainable development. PPG on design advises on the key points to take into account on design, which include:

- Ensuring development can deliver a wide range of planning objectives;
- Enhance the quality of buildings and spaces, by considering, amongst other things, form and function; efficiency and effectiveness and their impact on well-being; and
- Address the need for different uses sympathetically.

Natural Environment

2.13 PPG reinforces the NPPF's commitment to recognising the intrinsic character and beauty of the countryside and supports the use of landscape character assessment as a tool for understanding local distinctiveness and the use of Natural England's guidance on landscape character assessment.

Open Space, Sports and Recreation facilities, Public Rights of Way and Local Green Space

PPG provides support for Public Rights of Way (PRoWs) as important components of sustainable transport links, seeking protection and enhancement where possible.

Local Planning Policy

2.14 The Warrington Local Plan Core strategy (adopted July 2014) identifies Port Warrington as a Strategic Opportunity under Policy CS11. It has policy CS5 protecting the Green Belt although as noted earlier, this appraisal assumes that the development site would have been removed from the Green Belt. The Core Strategy contains policies broadly relevant to landscape and views. A summary of these policies is presented below.

Policy CS 1: Overall Spatial Strategy - Delivering Sustainable Development

2.15 This policy states that development proposals that are sustainable will be welcomed and approved without delay. It explains that to be sustainable development must accord with national and local planning policy, take into account other material considerations and have regard to a number of other matters. Amongst these, the following are relevant to this appraisal:

- *the priority afforded to the protection of the Green Belt and the character of the countryside;*
- *the need to safeguard environmental standards, public safety, and residential amenity;*
- *the delivery of high standards of design and construction, that have regard to local distinctiveness and energy efficiency*

Policy CS6 Strategic Green Links

2.16 This policy relates to Policy QE3 detailed below and states that the Council will work with partners to develop and adopt a strategic approach to the care and management of the borough's Green Infrastructure. Reference is made to Strategic Green Links which connect the borough to the wider sub-region, including the Sankey Valley Park and St Helens Canal, parts of which are close to the Site; the Trans Pennine Trail; and the policy also references the potential significant country park in the Arpley area when restoration of landfill is complete.

Policy QE3 Green Infrastructure

2.17 This policy states that the Council will work with partners to develop and adopt an integrated approach to provision, care and management of green infrastructure. This joint working and the assessment of applications will be focused on the following:

- *protecting existing provision and the functions this performs;*
- *increasing the functionality of existing and planned provision especially where this helps to mitigate the causes of and addresses the impacts of climate change;*
- *improving the quality of existing provision, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;*
- *protecting and improving access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system;*
- *securing new provision in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council.*

Policy QE5 Biodiversity and Geodiversity

2.18 Features of biodiversity and geodiversity interest can contribute to landscape character and may feature in views, although they generally are assessed on the qualities for which they are identified. This policy looks to protect and where possible enhance sites of recognised nature conservation and geological value. Moore Nature Reserve Local Wildlife Site is identified in the policy as a site to which this applies.

Policy QE7 Ensuring a High Quality Place

2.19 This policy states that *'The Council will look positively upon proposals that are designed to:*

- *be sustainable, durable, adaptable and energy efficient;*
- *create inclusive, accessible and safe environments;*

- *function well in relation to existing patterns of movement and activity;*
- *reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape;*
- *harmonise with the scale, proportions and materials of adjacent and / or existing buildings;*
- *maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside;*
- *use the density and mix of development to optimise the potential of the site without damaging the character of the area; and*
- *be visually attractive as a result of good architecture and the inclusion of appropriate public space*.'

Policy QE8 Historic Environment

2.20 As with biodiversity and geodiversity above, features of historic interest can contribute to landscape character and may appear in views. This policy sets out that the fabric and setting of heritage assets are to be appropriately protected and enhanced. The buildings, structures and sites included on the Council's local list to which this policy applies include Moore Lane Swing Bridge.

Supplementary Planning Document Design and Construction

2.21 The Council produced the above supplementary guidance in 2010 with a small review regarding charges for providing bins. It provides guidance on design in a range of circumstances and has a section on Landscape Design.

Emerging Policy

Warrington Proposed Submission Version Local Plan (2017-2037)

2.22 Warrington Borough Council published a submission version of their emerging Local Plan in March 2019. Consultation ran until 17 June 2019.

2.23 The Site falls within the Warrington Waterfront allocation within the emerging Local Plan, under Policy MD1 - *Warrington Waterfront*. The whole allocation includes a new urban quarter delivering approximately 2,000 homes, a major employment area and a new country park at Arpley Meadows.

2.24 Policy MD1 states that '*in order to facilitate development, the southern section of the allocation site, comprising the 2 employment sites, will be removed from the Green Belt.*' In reference to this assessment, Policy MD1 advises that development within this allocation must achieve the following:

- *'Development at the western and southern extent of the site will be required to respect the Green Belt boundary and contribute to maintaining the separation between Warrington and Widnes and Warrington and Runcorn;*
- *Maintaining a direct pedestrian access between Moore Lane and the proposed Country Park to enable residents from Moore to access the Country Park;*
- *Development will be required to preserve and enhance the setting of heritage assets within the proximity of the site; and*

- *In accordance with the Waterfront Heritage Impact Assessment, specific mitigation is required for the following designated heritage assets in proximity to the site:*
  - *Bank Quay Transporter Bridge – requirement for screening buffer and potential restriction on heights of development within setting;*
  - *Moor Lane Bridge – requirement for screening buffer and potential restriction on heights of development within setting; and*
  - *Monks Siding Signal Bridge – requirement for screening buffer and potential restriction on heights of development within setting.*'

2.25 Other policies within the emerging Local Plan which are relevant to this assessment include:

- Policy GB1 - Green Belt
- Policy DC2 - Historic Environment
- Policy DC3 - Green Infrastructure

Emerging Evidence Base

Warrington Waterfront: Port Warrington, Warrington Commercial Park and Moore Nature Reserve and Country Park Development Framework (March 2019)

2.26 A working draft of the Warrington Waterfront Development Framework was published as part of the evidence base for the emerging Local Plan in March 2019.

2.27 Paragraphs 4.21 and 4.22 reference landscape and views. It is stated that the *'Site is within a largely working industrial landscape, with views to and from the proposed Western Link road. The Site falls within the River Flood Plain Character Area (Type 5A - River Mersey / Bollin), within which there is the mounded landfill site, existing bridge crossings and the Manchester Ship Canal; these features exhibit varying levels of sensitivity.'*

2.28 Paragraph 4.22 states that *'the Site is fairly contained, with the landfill site helping to effectively screen the majority of views from the north and north east. The woodland along the western side of the landfill also helps to screen views, though there are several viewpoints into the Site from nearby elevated positions.'*

2.29 Section 5 of the Development Framework outlines principles for development. Principle 1 advises that existing landscape assets will be retained and enhanced including mature trees and woodland, hedgerows and Public Rights of Way.

Warrington Green Belt Assessment (2016)

2.30 The Site is in Green Belt and comprises six Green Belt parcels as shown in Appendix F of the Green Belt Assessment. The four northern parcels (WR68, WR69, WR71 and WR70) are assessed as having a strong contribution to the Green Belt, and the two southern parcels bordering the Manchester Ship Canal are assessed as having a weak contribution to the Green Belt (WR67 and WR72).

3.0 Method

3.1 The landscape and visual assessment method has been used to provide an assessment of effects on landscape character and on views as a result of the Proposed Development on completion.

3.2 The method for the landscape and visual appraisal is based on the guidance contained in GLVIA3 (Ref 10.1). Paragraph 1.20 of GLVIA3 (LI and IEMA, 2013, p.10) (Ref 10.1) explains that the guidance '*concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.*'

3.3 GLIVA3 advises that 'appraisal' typically does not include considering the likely significance of effects (paragraph 3.2, p26) although this has been included in this report to assist judgements. The method of assessment has involved desk study of published landscape character assessments and site visits to establish the landscape and visual baseline. Consideration of the Proposed Illustrative Development Framework Zonal Plan (Drawing Reference B10173-AEW- XX -XX DR-0110) and descriptions of the likely form of development has been used to inform professional judgement on the likely landscape and visual effects and their significance.

3.4 Reference has been made to the future baseline as explained in Section 4.0.

3.5 The method applied is described in greater detail in Appendix A.

4.0 Landscape Baseline

4.1 The landscape character of the Site and its surroundings is described in the following paragraphs at regional and local scale. This section identifies and summarises the relevant national and local Landscape Character Assessments and concludes with a landscape baseline summary drawn from site survey work and describing the existing baseline of the Site.

4.2 The published baseline information is extracted from the following guidance:

- National Character Area 60: 'Mersey Valley'
- Warrington Landscape Character Assessment (2007): Landscape Character Type 5: Flood Plain

Landscape character assessments

National Character Area 60: Mersey Valley

4.3 The Site is in the centre of the National Character Area (NCA) 60 Mersey Valley. The NCA is described as a wide, low lying river valley landscape focusing on the River Mersey, its estuary and associated tributaries and waterways. This varied area is bounded by the mosslands near the Manchester Conurbation NCA 55 in the east and the wide Mersey Estuary in the west. Here, intertidal mudflats and sandflats and salt marsh border the Merseyside Conurbation NCA 58, with which NCA 60 shares a similar ecological character due to both being situated within the River Mersey basin.

4.4 The River Mersey, which starts in the Manchester Conurbation NCA 55, is a defining element of the NCA, having created the valley landform. The River Mersey, which flows from east to west, forms a central, low lying area through NCA 60 which also acts as a corridor for movement of wildlife. Throughout the area the river is heavily controlled with high levee banks and course straightening. As the River Mersey passes through Howley Weir in Warrington it becomes tidal. The Mersey Estuary to the west of the NCA, which widens between Warrington and Runcorn, supports many marine, subtidal and terrestrial maritime species. The Mersey Estuary Special Protection Area (SPA) and Ramsar site intersects with NCA 60.

4.5 The character of the NCA has influenced high density urban and industrial development along the banks of the Mersey. As a result of this dense development, landfill developments have appeared in the landscape. Interspersed with the urban development is high quality farmland. Two substantial bands of farmland follow the slopes of the River Mersey, although often fragmented by urban and industrial developments.

4.6 Open and elevated land as well as the Mersey Estuary offer expansive views. The west of the NCA is characterised by the estuary area with mudflats, sandflats, saltmarshes and low exposed cliffs creating an almost flat landscape with broad panoramic views. The rising and falling of the tide means the nature of the views is always changing.

4.7 The NCA contains extensive transport infrastructure, sharing many major communication routes with the Merseyside Conurbation NCA 58. Dominant features of the landscape include motorway and mainline railway networks, with major east-west and north-south roads crossing this NCA including the M6, M56 and M62. The NCA also has a number of recreational trails such as the Trans Pennine Trail, Sandstone Trail and the Mersey Way.

4.8 The key characteristics of NCA 60 described in Natural England's National Character Assessment include:

- *'The low lying landscape follows the broad linear valley of the River Mersey which flows from east to west and is joined by associated tributaries;*
- *The Mersey Estuary is a defining feature of the landscape, with large expanses of intertidal mudflats/sand flats and low exposed cliffs, which sustain internationally significant bird populations;*
- *There are a number of significant waterways such as the Manchester Ship Canal, which links the estuary to the heart of Manchester. Other canals also pass through this NCA including the Bridgewater Canal, the Shropshire Union Canal and the Leeds and Liverpool Canal;*
- *Large expanses of flat, high quality farmland occur between developments. Dairy farming occurs alongside arable farming to the south of the River Mersey, with primarily arable farming to the north of the valley;*
- *A regular field pattern, defined by intermittent hedgerows;*
- *Trees and woodlands are associated mainly with settlements with occasional isolated woodland blocks. In recent years new community woodlands have been planted;*
- *Diverse wetland habitats remain including estuarine mudflats, sandflats and fringing salt marshes in the west, remnants of semi-natural mosslands and basin peats in the east, with the broad river valley in between;*
- *Densely populated urban and suburban areas, with major towns located predominantly at river crossings, such as Runcorn, Widnes and Warrington;*
- *Dense communication network; motorways, roads, railways and canals run east to west with a high prominence of power lines; and*
- *Large scale and highly visible industrial development including chemical works and oil refineries. Vast industrial developments at Runcorn dominate many views.'*

4.9 There are four Statements of Environmental Opportunity identified for NCA 60. The first relates to the conservation and enhancement of the River Mersey and its tributaries; the second refers to the coexistence of the environmental resource and green space with new developments and the historic landscape; the third refers to the management and enhancement of farmland landscapes; and the fourth seeks to manage and restore mosslands and wetlands as well as biodiversity protection.

North West Landscape Character Framework (2009)

4.10 Regional landscape character is described in the North West Landscape Character Framework (NWLCF) (2009) which was produced as part of a project commissioned by Natural England in combination with a range of stakeholders across the north west of England. The outputs include a map and associated database that describes the variation in landscape at a regional scale.

4.11 Regional Landscape Character Area (RLCA) 'Mersey Valley', and Regional Landscape Character Type (RLCT) 'Marine Levels' are both relevant to the Site.

Mersey Valley RLCA

4.12 The Site falls within the Mersey Estuary RLCA. The NWLCF provides the following description:

4.13 'This area comprises the broad and distinctive river valley of the River Mersey and its tributaries. It includes open, flat, large scale farmland, some derived from improved/drained mossland, which supports mixed agriculture with little woodland cover. Major communications routes, prominent industrial infrastructure - chemical industries and the Fiddlers Ferry power station and the towns of Runcorn, Warrington, Halton and Widnes are defining elements.'

Marine Levels RLCT

4.14 The Site lies within the Marine Levels LCA, bordering the urban area of Warrington to the north and the Estate Farmlands LVA to the south. The Marine Levels LCA is described as a *'low lying flat, open and pastoral landscape. Ditches/hedgerows enclose fields. Low woodland cover and settlement pattern create settled remote character*.'

4.15 Key features of the LCA relevant to this assessment include:

- *'Broad tracts of low lying land with a flat topography;*
- *Drainage ditches and small watercourses;*
- *A pastoral landscape with some rough, at times poorly drained, pasture often associated with gorse scrub/rush with pockets of arable cultivation;*
- *Limited tree over comprising small copses, hedgerow trees, and birch scrub often associated with the edges of the mosslands;*
- *A tranquil landscape due to the rural character.*
- *Human made features e.g. roads, settlement & vertical elements (pylons) locally reduce tranquillity;*
- *Views are often long and expansive in this landscape due to the land form and the limited tree cover;*
- *An open landscape but settlement & human factors e.g. roads, create a perception of human activity and consequently a comfortable landscape;*
- *The majority of fields defined by drainage ditches with occasional of hedgerows which tend to be low & clipped. There is some post and wire fencing; and*
- *Dispersed pattern of farmsteads associated with late enclosure and some linear villages of greater antiquity located on slightly raised land.'*

Warrington Landscape Character Assessment (2007) (WLCA)

4.16 In 2007 Warrington Borough Council undertook a landscape character assessment of land in the borough. The document identified distinctive landscape character types (LCT) and landscape character areas (LCA). A landscape character type covers a number of individual landscape character areas which share similar patterns of geology, landform, soils, vegetation, land use, settlement and field pattern. Landscape character areas each have a unique identity.

Landscape Character Type 5: Flood Plain

4.17 The Borough contains three main flood plain areas associated with the River Mersey, the River Glaze and Sankey Brook. These flood plains form linear corridors of flat, alluvial land which have either been extensively developed or to a lesser extent, remain as permanent grassland pasture. Most of the water courses are artificially constrained by artificial banks and levees, sheet piles and walling and in the case of the River Mersey, by sections of canalisation forming parts of the Manchester Ship Canal. Both the flood plain of the River Mersey and the Sankey Brook have been subject to navigational improvements, landfill operations and large-scale industrial developments. Multiple large areas within the River Mersey Floodplain have also been used for landfill and dredging deposition. Many of these areas have now matured to form 'wild' areas of natural regeneration and native planting, particularly attractive to wildlife. River meadows used for grazing are also a key feature of this landscape. Settlement within this character area is limited because of the inherent flood risk. The exception to this is the Mersey flood plain where the town of Warrington has expanded in many places right up to the river itself.

Area 5.A: River Mersey/Bollin (West) Character Area

4.18 The River Mersey and its broad floodplain which divides the Borough into roughly two halves, forms a major part of the landscape character. In comparison to other landscape areas in the Borough, this landscape is extremely diverse. The Manchester Ship Canal, a key landscape characteristic, runs in close association with the River Mersey and the River Bollin flood plain merges with the Mersey floodplain from the east. The Mersey flood plain has been heavily developed for both residential and industrial uses, particularly in the areas of Martinscroft, Woolston, Padgate, Orford, Westy, Latchford, Wilderspool and Sankey Bridges. All of these areas are highlighted by the Environment Agency as Areas of High Risk of Flooding. The heavy development alongside the river has partly resulted in the lack of visual importance of the river, which is normally screened from views.

4.19 As landfill is a major use of this character area, the resulting high mounds create a contrasting landform to the flat flood meadows, though some have now undergone woodland planting. At the quiet areas of meadowland in Moss Side and Arpley, nature reserves have been established restoring wild flowers alongside the management and introduction of wetlands. Notable features regarding communications links are the Acton Grange Viaduct and the swing bridges over the Manchester Ship Canal at Wilderspool, Stockton Heath and Latchford, and high level bridges at Latchford and Warburton. The Eyes and Thelwall Eye which have a rich diversity of flora and fauna are designated sites of Special Scientific Interest (SSSI). A site of Biological Interest (SBI) has been designated on land to the west of Moor Lane between the Runcorn and Latchford Canal and the Manchester Ship Canal

4.20 The key characteristics of the character area are:

- The River Mersey and River Bollin
- The Manchester Ship Canal
- Mounded landfill sites
- Slurry and dredging lagoons
- Importance for nature conservation
- Dominance of floodplain crossings (road and rail bridges)
- Residual floodplain meadows
- Widespread residential and industrial development on the floodplain
- Artificial levee and channel constraints to the river
- Lack of visual importance of the river (normally screened from views)
- The Mersey Way recreational footpath.

4.21 The Site also abuts Landscape Character Type 6: Intertidal areas and mudflats along the northern boundary of Arpley Landfill. There are no shared characteristics between the character areas.

4.22 The WLCA describes the sensitivity of the character area as follows:

4.23 *'The flood plain in general has been extensively developed and altered without consideration to its landscape sensitivity. Much of its character is now heavily influenced by industry and communication links. A small number of residual flood meadows, however, remain at Moss Side, opposite Fiddlers Ferry, Paddington Meadows and along the River Bollin floodplain between Heatley and Warburton*.

4.24 *'The Moss Side and Paddington Meadows sites have been recognised for their wildlife and habitat importance and now form nature reserves. The Moss Side site is a quiet, little advertised, area of farmland now managed in particular for bird life and in association with the adjoining intertidal areas of the River Mersey. Wildflower meadows have also been introduced. The area would be sensitive to wildlife disturbance if visitor numbers substantially increased or if more active recreational pursuits were introduced. At Paddington Meadows, the nature reserve faces more immediate pressures of use, disturbance and vandalism from the adjoining housing estates at Bruche, Fairfield and Paddington*.

4.25 *'Landfill sites are particularly prone to creating a visual intrusion of the flat floodplain landscape, even following restoration planting on completed areas. This is particularly the case to the north and south of the Mersey at Arpley and further east at the Rixton landfill site'*.

4.26 The key elements of landscape sensitivity are summarised as:

- Important areas of wildlife and habitat are sensitive to disturbance and vandalism
- Low, flat floodplain sensitive to high mounded landform
- Continued development of building sin the flood plain

Landscape Character of the Site and Study Area

4.27 This description is based on site visits undertaken in March 2018 and August 2019. Figure 1 shows the Site and its context and Figure 2 shows the locations of Representative Viewpoints. The Representative Viewpoints are shown in the Visual Assessment Tables in Appendix B and on Figures 3.1 to 3.13 showing viewpoint photographs in winter and summer. Some Representative Viewpoints are referenced in the description below to illustrate aspects of landscape character.

4.28 The landscape of the Site comprises a varied mix of land uses. The topography of the southern parts of the Site is predominantly flat. The Arpley Landfill in the north of the Site has introduced slopes and elevation which contrast with the natural topography, as described in the Warrington Landscape Character Assessment reviewed above.

4.29 To the south, adjacent to the Manchester Ship Canal which forms the southern boundary of the Site, there are two large warehouse sheds comprising Port Warrington logistics buildings. These are approximately 10m and 13m high, accessed via Moore Lane and the Grade II Listed Moore Lane Swing Bridge which lies to the west of the Site.

4.30 To the south east of the Site, the boundary is formed and contained by the West Coast Main Line railway, which is on an elevated and tree-lined embankment along the south east boundary, and connects to Warrington in the north east (refer to Representative Viewpoint 6 in Appendix B).

Landscape Photograph 1 - Existing buildings at Port Warrington

Landscape Photograph 2 - View along the tree lined Lapwing Lane in Moore Nature Reserve looking toward the swing bridge across the Manchester Ship Canal at the site entrance

4.31 North of the existing development at Port Warrington, there is a large, well-wooded swathe of land, known as Moore Nature Reserve, which is designated as a Local Wildlife Site (LWS). Five lakes in the Nature Reserve form large open areas within the Site and reflect its historic use as a sand quarry (refer to Representative Viewpoint 1 in Appendix B).

Landscape Photograph 3 - View along footpath in Moore Nature Reserve showing mix of woodland and grassland between two of the lakes

4.32 Wetland and wet woodland are found in other parts of the Nature Reserve, partly associated with the alignment of the disused Runcorn and Latchford Canal, which broadly defines the northern extent of the Nature Reserve to the east and west of Arpley landfill mound (see Figure 1).

Landscape Photograph 4 - Wetland area within Moore Nature Reserve along the line of the disused Runcorn and Latchford Canal

4.33 To the north of the Site, the Arpley Landfill forms a noticeable element in the landscape, being higher than the generally flat surroundings. The western extents of the landfill have ceased use and have been restored through the planting of woodland, while the eastern extents are currently being worked, evidenced through the lack of vegetation and ongoing activity present on this area of the Site.

Landscape Photograph 5 - View looking across restored land at Arpley Landfill in the northern part of the site

4.34 The entrance to Arpley Landfill is in the extreme northeast of the Site, off Forrest Way with its bridge crossing the River Mersey. There is built form in this area with an area of disturbed land to the south of the access to the landfill. This area has been worked in the past and has some waterbodies and scrub, with some having colonised land on which a 'herringbone' pattern of groundworks has been installed

4.35 The land surrounding the Site comprises a varied context. To the immediate north of the Site and effectively forming the northern boundary is the River Mersey, along which the Trans-Pennine Trail is oriented. Beyond the river to the north, land use is varied, comprising a sewage treatment works, Fiddlers Ferry Power Station, further industrial land uses and the southern residential edge of Warrington (Penketh and Sankey Bridges).

4.36 Land to the west of the Site generally is flat and open, although areas of more recent woodland planting are present (refer to Representative Viewpoint 3 in Appendix B), which reflect the ongoing work of the Forestry Commission undertaking planting at Norton Marshes.

4.37 Land to the south of the Site is predominantly agricultural, although urban influences are still close by. The topography rises gently towards the A56 Chester Road to the south, and then more steeply toward the residential suburbs of Hillcliffe and High Warren enabling views across the broad Mersey Valley where vegetation and built form allow (refer to Representative Viewpoint 13 in Appendix B).

Future Baseline Environment

4.38 A description of the current baseline environment is provided above. It is also appropriate to consider anticipated changes in the landscape around the Site.

4.39 The following developments have been considered to comprise the future baseline.

Flo-Mix Development, Moore

4.40 On 18th October 2018, Flo Mix UK was granted planning permission for '*560sqm light industrial building (use class B2) and erection of 2 silos on a vacant plot at adjacent to the intersection of Birchwood Lane and, Moore Lane, Moore, Warrington' (*Application reference*:* 2018/32760). The building would be approximately 15m high and the two silos approximately 12m high.

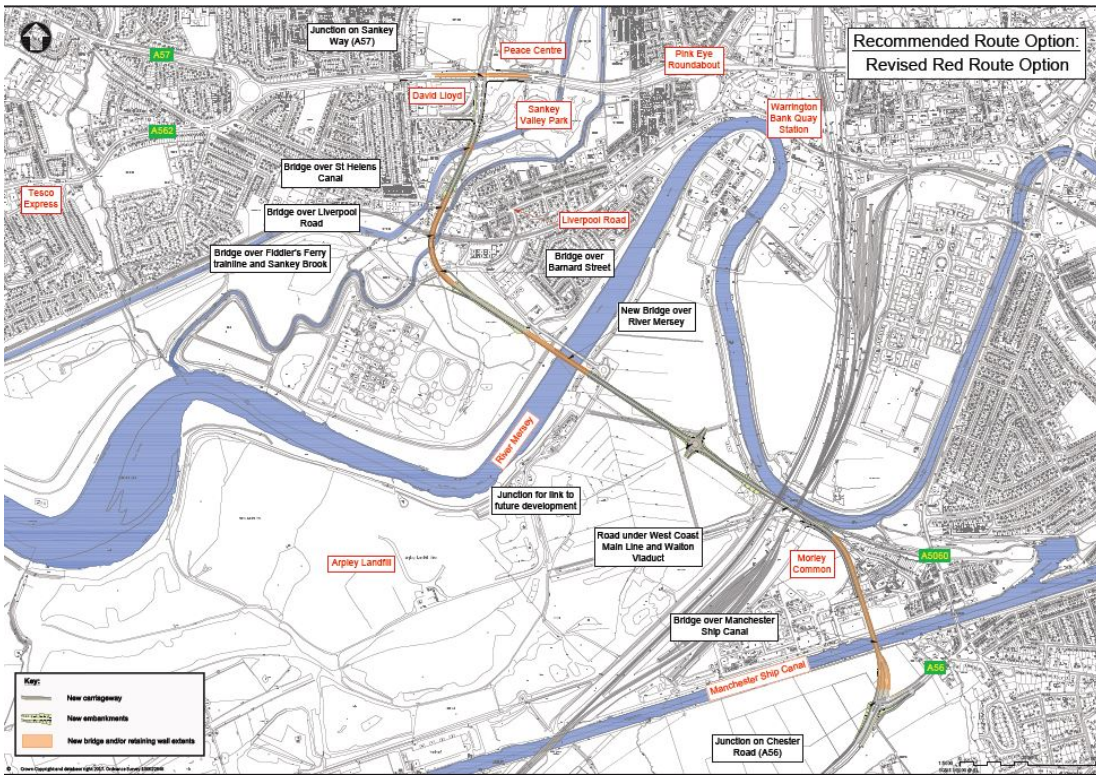
4.41 This development will introduce further built form adjacent the existing large Port Warrington logistics building, close to Moore Nature Reserve. The Site is previously developed land although presently has no buildings or structures. The development will not have a large effect on existing landscape character but will reinforce the existing aspect of built form along the north side of the Manchester Ship Canal close to the nature reserve.

Ospitium 2 Limited

4.42 Ospitium 2 Limited submitted a request for a screening opinion (reference 2018/33236) to Warrington Borough Council in July 2018. The request relates to land adjacent to the north eastern part of the Site to the north of Mersey Path and to the west of Slutchers Lane between the railway line and the River Mersey. Ospitium 2 are seeking to develop the land for 1,628 units of housing and two public parks.

Warrington Western Link Road

Warrington Borough Council is seeking funding for a new link road extending in a north-west direction between the A56 Chester Road and the A57 Sankey Way (see inset 1 below).

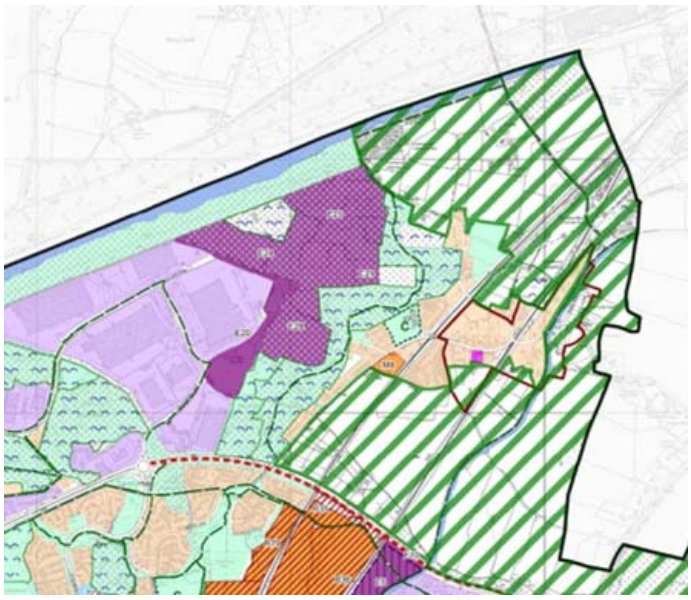


Inset 1: Warrington Western Link Road Red Route (https://www.warrington.gov.uk/info/201248/warrington_waterfront/2134/warrington_western_link)

4.43 The Western Link Road is shown on the Proposed Illustrative Development Framework Zonal Plan used to appraise the likely effects of the development. As shown it will cross the River Mersey close and parallel to the existing Forrest Way crossing and would continue on a northwest-southeast alignment to pass beneath the railway lines before heading in a more southerly direction to cross the Manchester Ship Canal via a fixed, high-level bridge. The road will be embanked for much of its route to the northeast of the Site and will introduce further built development in that area with traffic movements, noise and anticipated street lighting.

Housing Allocations at Moore, Halton

4.44 Land allocations for employment in the Halton Borough Draft Local Plan may result in the introduction of development on farmland to the west of the village of Moore. The draft employment allocations (purple shaded areas) are shown at Inset 2 below. The Draft Local Plan also indicates that land to the south and north of Moore is Green Belt (green hatched area) with land to the west being a Local Wildlife Site (light green).

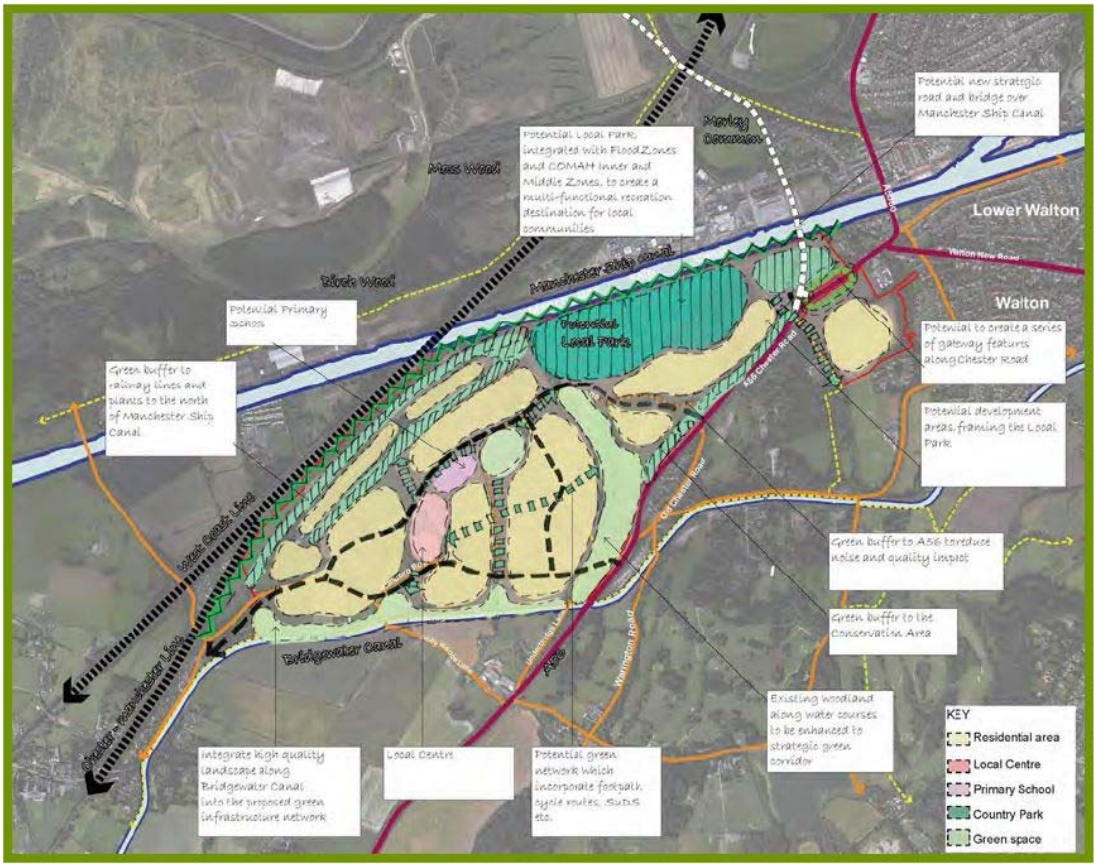


Inset 2: Extract from Halton Policies Map showing allocations southwest of the Site (https://www3.halton.gov.uk/Pages/planning/policyguidance/pdf/newdalp/policiesmap.pdf)

4.45 The Draft Local Plan includes proposed housing allocations (orange shading and brown hatched area) extending south of Moore. If these residential and employment allocations are developed then they would increase the urban fringe character of the local landscape, although proposed retained Green Belt would ensure that there remains an undeveloped eastern and northern edge to Halton.

Housing Allocation for South West Urban Extension, Warrington

4.46 The emerging Warrington Borough Local Plan includes a proposed housing allocation, known as the South West Urban Extension, which covers an area of farmland west of Higher Walton between the A56 Chester Road and the West Coast Main Line railway shown at Inset 3 below.



Inset 3: Warrington Preferred Development Option South West Urban Extension (https://www.warrington.gov.uk/info/201368/local-plan-2017/2274/local-plan-review)

4.47 Housing development on this proposed allocation would extend the settlement edge of Warrington further to the south west, which would increase the urban fringe character of the local landscape. There are substantial landscape buffers to the edges and green infrastructure proposed within the development. There would be a greater number of residents with potential views of the proposed development where the intervening railway embankment and associated vegetation does not screen views.

Other Landscape Influences

4.48 Landscapes may change due to human influences such as land management practice and natural processes such as tree and vegetation growth and ash dieback disease. These are acknowledged but there is great uncertainty regarding whether, and how, these would affect landscape and visual amenity in the area around the Site. The future baseline is not able to consider the detail of these possible changes.

Summary of Future Baseline

4.49 It is anticipated that greater built development will be apparent, albeit that residential development in Warrington's South West Urban Extension is planned to incorporate landscape buffers and green infrastructure which will assist in screening and filtering views and soften edges of built form. It is likely that similar landscape buffers will be incorporated in new built development at Moore. The analysis of future projects and plans indicates that the future landscape and visual baseline within the Site's context to the south would be subject to greater urban and urban edge influences.

Landscape Value

4.50 When considering the likely landscape effects of the proposed development, a judgement must be made as to the value of the landscape and its susceptibility to the change being considered. These in turn enable a judgement to be made on the sensitivity of the landscape. As described earlier in this report, the Site comprises a mix of uses and activities which influence the landscape and the landscapes exhibit different levels of value and susceptibility to change.

4.51 There are no national designations relating to landscape value in Warrington Borough or in any neighbouring planning authority districts. The adopted Core Strategy does not propose local designations recognising areas of particular or distinctive landscape value in the Borough and there are no proposals for designations in the Preferred Development Option - Consultation (July 2017). The Core Strategy notes in its Spatial Portrait that Warrington has ‘a varied landscape character’ although it does not refer to any distinctive landscapes in the Borough. Adopted Core Strategy Policy QE7 refers to looking positively on proposals designed to reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape and also which maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside. It does not highlight specific areas or locales where there is exceptional landscape value in the Borough.

4.52 The NPPF refers at paragraph 170 to valued landscapes although it does not give a definition. A number of planning appeal and court cases have considered what may comprise a valued landscape, notably the Ouseley case (Stroud DC v Gladman CO/4082/2014) and there is consensus that a valued landscape in the context of the NPPF would be one which has demonstrable physical attributes which take it beyond mere countryside.

4.53 The proposed development site and surrounding land do not demonstrate physical attributes which make it distinguished from other parts of the urban fringe or edge countryside. In particular, they have many of the features characteristic of the National Character Area described earlier including:

- *'The low lying landscape follows the broad linear valley of the River Mersey...;*
- *…significant waterways such as the Manchester Ship Canal…;*
- *Trees and woodlands are associated mainly with settlements with occasional isolated woodland blocks. In recent years new community woodlands have been planted;*

- *Diverse wetland habitats remain…;*
- *Densely populated urban and suburban areas, with major towns located predominantly at river crossings, such as Runcorn, Widnes and Warrington;*
- *Dense communication network; motorways, roads, railways and canals run east to west with a high prominence of power lines; and*
- *Large scale and highly visible industrial development…*

4.54 In the context of the NPPF, the development site is not a valued landscape and does not lie within or comprise part of a valued landscape.

4.55 To the south of the Site, the existing Port Warrington logistics buildings, between the existing rail line and the southern extents of the Moore Nature Reserve, reflect a working industrial landscape of low or community value (i.e. it may be appreciated by those using and working in it). Similarly, the landscape of the currently active landfill at Arpley in the north east of the Site, which is still being worked, denotes an industrial use which is assessed as having no greater than community value.

4.56 The completed and planted landfill has a distinctly man-made character, as noted in the Warrington Landscape Character Assessment and growth and establishment of trees are still developing. This area has community landscape value, likely to be appreciated by relatively few people who experience it, particularly along its edges.

4.57 In considering the landscape value of the Nature Reserve within the Site, this is informed by a range of factors (as advised at Box 5.1 in GLVIA3) such as rarity, tranquillity, recreation value and conservation interest. In assessing this part of the Site considering these factors, the appraisal of value considers the level of access and use by the public through the comprehensive network of formal and informal footpaths through the Site, the conservation interest associated with the LWS designation, along with the levels of tranquillity noted throughout the Nature Reserve (as a result of limited road access and distance from adjacent residential and industrial development). It has a Local designation and a car park indicating that it is used by greater numbers of people than the immediately local working and residential community. It is promoted online by Warrington Borough Council with reference to a walk of approximately 2.9km (https://www.warrington.gov.uk/info/201080/streets-and-transport/1712/moore-nature-reserve-from-chester-road).

4.58 The Warrington Landscape Character Assessment describes that there are other areas which have similar aspects of character in the local landscape character area W5a in which the nature reserve lies. Moore Nature Reserve has Local landscape value.

4.59 The majority of the Site comprises landscape of Community value with Moore Nature Reserve (comprising approximately 30% of the Site) being of Local value.

Wider Landscape

The wider landscape beyond the Site similarly has no designations relating to landscape value and the Warrington Landscape Character Assessment does not identify or remark on special or distinctive features within it which do not appear elsewhere in the Borough. There are cultural heritage features nearby and in the wider landscape such as Grade II Listed Moore Lane Bridge and Grade II* Listed Bank Quay Transporter Bridge that make a small contribution to overall landscape character and value. Overall the wider landscape is of Local Value.

5.0 Baseline Views

5.1 This visual baseline has been prepared in accordance with the guidance contained in GLVIA3 (LI and IEMA, 2013: pp98-112) and the visual influence of the land has been determined through a combination of topographic analysis and field evaluation of existing features affecting visibility such as built form and trees, hedgerows and vegetation that would filter and screen views of any Proposed Development. This analysis has determined the potential visibility of the land and identified potential visual receptors.

Visual context

5.2 The descriptions below refer to Representative Viewpoints shown in the Visual Assessment Tables (VATs) at Appendix B and on Figures 3.1 to 3.13. The viewpoint locations are shown on Figure 2.

5.3 The proposed development site sits on low lying land in the basin of the River Mersey. The Site is fairly contained, with the raised ground of the Arpley landfill (up to 35m Above Ordnance Datum (AOD)) screening the majority of views looking towards the Site from the north and north east, where the land is predominantly flat. Woodland of varying ages surrounds the western side of the landfill and screens views from Penketh, approximately 0.65km north-west of the Site (see Representative Viewpoint 11 in Appendix B). However there are some open views of the north east part of the Site from the Trans Pennine Trail and settlement edge near Sankey Bridges (see Representative Viewpoint 10 in Appendix B and Figure 3.10).

5.4 Existing woodland also screens views for the nearby residents on the low-lying expanses of farmland, accessed from Lapwing Lane to the west of the Site (see Representative Viewpoint 3 in Appendix B and Figure 3.3).

5.5 Within the Site, the majority of the western and central areas are occupied by mature woodland and scattered trees, between the lakes, which form the Moore Nature Reserve. This dense vegetation within the Site means that views are restricted to being localised and short distance with longer views across the lakes (see Representative Viewpoint 1 in Appendix B and Figure 3.1).

5.6 As previously described, the West Coast Main Line railway on a tree-lined embankment defines the south east boundary of the Site, and screens views from this direction (see Representative Viewpoint 7 and Representative Viewpoint 12 in Appendix B and Figures 3.7 and 3.12).

5.7 To the south of the Site and the Ship Canal, farmland gently rises to the south to approximately 20m AOD in the village of Moore (approximately 1km south east of the Site). There are some open and filtered views toward the Site from the land between the Manchester Ship Canal and the West Coast Main Line railway (see Representative Viewpoint 2 and Representative Viewpoint 4 in Appendix B and Figures 3.2 and 3.4).

5.8 Further to the south and south east within the village centre views towards the Site are screened by the West Coast Main Line railway, which is flanked by mature tree cover and elevated in part. Similarly there are no views toward the Site from the Bridgewater Canal (and Cheshire Ring Canal Walk along it), as the canal is set low and intervening dwellings and vegetation obscure views to the north and north west (see Representative Viewpoint 8 in Appendix B and Figure 3.8).

5.9 Approximately 0.5km to the south east of Moore, the land rises further to approximately 50m AOD towards the A56 Chester Road and here there are some elevated and open views looking down toward the Site and the rooflines of existing buildings at Port Warrington (see Representative Viewpoint 9 in Appendix B and Figure 3.9).

5.10 The highest point of the study area is at Fox Covert Cemetery, rising to 95m AOD at approximately 2km east of the Site, allowing long distance views over the broad Mersey Valley and Warrington. However views toward the Site are by limited by extensive intervening tree cover on lower ground around Higher Walton, and tree cover associated with the West Coast Main Line railway (see Representative Viewpoint 13 in Appendix B and Figure 3.13).

Visual receptors

5.11 Both public and private receptors have views towards the Site. Public receptors include long distance footpaths and public rights of way, passengers on the West Coast Main Line railway, users of local roads and the canal network.

5.12 Private receptors refer to residential, commercial and industrial properties close to the study area which are anticipated to have views towards the Site. There are no residential properties within the Site boundary. The urban areas of Warrington are to the north and east of the Site whilst Keckwick and Daresbury lie to the south west. There are also scattered dwellings and farmsteads within the farmland of the Green Belt. The sensitivity of these visual receptors depends upon the location of the viewpoint, the expectations and activity of the receptor and the importance of the view.

5.13 The following representative viewpoints form the basis of the Visual Appraisal.

Table 1: Representative Viewpoints

Representative Viewpoint		Visual Receptors Represented
1	Footpath at northern edge of the western part of Moore Nature Reserve	Future open space users on lower ground at boundary of Arpley Meadows Country Park.
2	Moss Lane adjacent to Promenade Park	Residents at Promenade Park and users of Moss Lane.
3	Lapwing Lane near Moss Side Farm	PRoW users on Lapwing Lane and residents of two storey houses on Lapwing Lane.

Representative Viewpoint		Visual Receptors Represented
4	Moore Lane to the south of the Manchester Ship Canal	Users of Moore Lane between the ship canal and railway line and nearby residences east and west of Moore Lane. Also representative of view from northern section of the PRoW which extends south of Moore Lane at this point, and a small number of two storey houses on Moss Lane, near Moore Rugby Union Football Club.
5	Restored mound in Arpley Landfill site	Future open space users on high ground in Arpley Meadows Country Park.
6	Moore Nature Reserve (off Birchwood Lane)	Visitors to Moore Nature Reserve and PRoW users along the nearby section of Birchwood Lane; rail passengers on the West Coast Main Line.
7	Mill Lane near Grange Green Manor	Users of Mill Lane and section of Runcorn Road close to the junction with Mill Lane, users of the PRoW which extends southeast from the lane, and nearby residents at and near Grange Green Manor.
8	Holly Hedge Lane on Acton Grange Bridge crossing the Bridgewater Canal	Users of Holly Hedge Lane at Acton Grange Bridge and to the north of the canal, road users on sections of Runcorn Road to the east and west of the Holly Hedge Lane junction and nearby residents to the north and south of the canal.
9	Hobb Lane close to the A56 Chester Road	Users of the southeast section of Hobb Lane on higher ground, nearby residences along the lane and the short sections of PRoW (including a short section of the Mersey Valley Trail Long Distance Route) on higher ground on the southeast side of the A56 Chester Road.
10	Forrest Way, south of Sankey Bridges	Road users on southern section of Forrest Way. Also representative of view from section of Trans Pennine Trail (including on Forrest Way crossing the river), and nearby residences and businesses on the northwest side of the river.

Representative Viewpoint		Visual Receptors Represented
11	The Ferry Tavern Public House on Station Road	Workers and customers at the Ferry Tavern Public House on Station Road (a PRoW). Also representative of views from the nearby section of the Trans Pennine Trail, nearby moorings, Station House residences and PRoWs on the north side of the disused St Helens Canal and Riverside Trading Estate, and more distant views from residences at the edge of Penketh.
12	The A56 Chester Road at Lower Walton	Road users on the A56 Chester Road, users of PRoW extending south toward Walton Lea Walled Garden and adjacent residences. Also representative of views from some nearby residences at the edges of Lower and Higher Walton.
13	Fox Covert Cemetery	Visitors to Fox Covert Cemetery on elevated ground and nearby PRoW (part of the Mersey Valley Trail), and nearby residences.

5.14 Descriptions of existing views are set out in the Visual Assessment Tables (VATs) presented in Appendix B.

6.0 Outline Description of Development

6.1 The development on the 280 hectares Site as shown on the Proposed Illustrative Development Framework Zonal Plan (Drawing Reference B10173-AEW- XX -XX DR-109) would comprise two main components: built form and green spaces (green infrastructure). The built form would comprise Port Warrington and Arpley Hub. The largest part of the green space would be the Country Park with additional open space areas. The breakdown by area is shown in Table 2 below.

Table 2: Development Components

Components		Approximate Site Area (ha)		Approximate Site Area (%)	
Built Form	Port Warrington	76	102	27	36
	Arpley Hub	26		9	
Green Infrastructure	Country Park	140	178	50	64
	Additional Open Space	38		14	
Totals		280		100	

6.2 The built form for Port Warrington would consist of logistics buildings, likely a mix of warehouses and other commercial buildings. The existing Port Warrington uses, including the Flo Mix development for which planning permission has been granted recently, would remain adjacent the Manchester Ship Canal. The Acton Grange berth will be retained and offer wharfage to the new development from the existing Port Warrington development. A rail spur may be extended from existing line and sidings east of the Site sidings. Further warehouses and port-related development would extend west behind a landscape buffer along the Manchester Ship Canal. Buildings would vary in height from approximately 10 to approximately 23m.

6.3 Built form for Port Warrington would be in development plots which would extend north over the western extent of the present Moore Nature Reserve. The development plots would be accessed from the proposed Western Link Road which would connect to the existing roads giving access to this area from Forrest Way. Lapwing Lane would be upgraded to give access to development plots.

6.4 There would be further commercial development in the Arpley Hub to the northeast of the Site on the disturbed area of land east of the landfill presently still being worked. Some port-related uses may be included on this land.

6.5 The two largest lakes which are part of the existing Moore Nature Reserve would be retained along with the existing woodland and vegetation between them north of Birchwood Lane and east of Lapwing Road and the easternmost part of the reserve, northwest of the railway line and south of the line of the former Runcorn and Latchford Canal). This easternmost part of the reserve also has a large lake and smaller water bodies linked by woodland and scrub.

6.6 Approximately 43% of the existing Moore Nature Reserve would be retained. This retained open space would be supplemented by further planting to that already in place on the former Arpley landfill to create a substantial Country Park with woodlands, open spaces and large water bodies.

6.7 The Country Park development would involve creation through planting, excavation and landscape works of landscape elements which would be lost to the Port Warrington development, notably woodlands, scrub and water bodies.

6.8 Measures have been incorporated within the development proposals to minimise landscape and visual effects. The extent of built development and hardstanding and routeing access roads should allow for the retention of existing trees at their boundaries, with particular attention paid to mature and valued trees. This is to ensure that mature vegetation provides visual screening and a buffer between the proposed development and retained parts of Moore Nature Reserve and future Arpley Meadows Country Park.

6.9 Where there is a lack of existing tree cover at the boundaries of the proposed built development adjoining public open space, and footpaths within and adjacent to the Site, landscape corridors including woodland and tree planting would be incorporated into the development proposals to ensure buffering and screening in the long-term.

6.10 Woodland planting in the central and eastern parts of the future Country Park would provide further screening of the Port Warrington development proposals in views from the north and north-east over time, as well as buffering the future Country Park from the proposed Arpley Hub development in the northeast part of the Site and the proposed new link road beyond.

6.11 The retained parts of Moore Nature Reserve would be carefully managed to sustain and maximise nature conservation value with attention also paid to the landscape benefits of woodland, scrub and trees along boundaries to assist screening of existing and new built development.

6.12 The management of retained parts of Moore Nature Reserve and the works to the Country Park will be implemented through a strategy informed by the Preliminary Ecological Appraisal and Biodiversity Offsetting Suitability Appraisal undertaken for the Site. The management and implementation works will be focused on biodiversity benefits but will result in landscape and visual mitigation, primarily through planting and woodland management.

6.13 A landscape buffer has been incorporated along the southern edge of the Manchester Ship Canal which would soften the southern edge of the new Port Warrington logistics development extending west from the existing Port Warrington development and the consented Flo Mix development. This will providing filtering and screening of this edge in views looking north across the Manchester Ship Canal into the Site.

6.14 The development will require lighting and there will be light introduced along the Western Link Road. Lighting would be installed with appropriate measures to avoid or reduce glare and excessive spillage, by design in accordance with Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

7.0 Appraisal of Likely Effects on Landscape

Susceptibility to Change

7.1 Landscape sensitivity is judged by considering landscape value and susceptibility to change, as described in the method set out in Appendix A. Landscape value was established when describing the baseline in Section 4. Susceptibility to change is not an 'absolute' judgement than can be applied but relates to a specific change being considered.

7.2 The changes that would occur if the proposed development takes place are the construction and subsequent use of port-related warehouses and ancillary development and the establishment of a country park. The built form would comprise buildings of large footprints with an urban and industrial character. The country park would comprise planting, footpaths and cycleways and installation of related equipment such as benches and picnic tables, possibly together with equipment such as outdoor fitness features (Trim Trail).

7.3 The majority of the built form would be installed on part of the present Moore Nature Reserve. This presently comprises lakes with trees and shrubs and emergent and edge vegetation, linked by footpaths and with bird hides and occasional information panels. Moore Nature Reserve has a High susceptibility to the change proposed because it is very different from its existing character and would alter it substantially.

7.4 Built form comprising Arpley Hub also would be constructed on land to the northeast of the part of the landfill site presently being worked. This land has a disturbed and unsettled character as it has the appearance of previously developed land with disturbed ground and apparent drainage or methane release works installed in a 'herringbone' pattern partly marked by scrub. There is existing built form including silos, plant and stacks immediately to its north and west. This area has a Low susceptibility to change comprising the introduction of built form.

7.5 The part of Moore Nature Reserve to be retained would be subject to management and enhancement to sustain and enhance biodiversity. There would be some further built form to the west and northeast, although there is existing built form nearby at present. It has Low susceptibility to the change proposed.

7.6 The Country Park would comprise land which is the former Arpley landfill which has been subject to restoration and has groups of trees and shrubs establishing on it. The proposals for this land are consistent with its general landscape character and it has a Low susceptibility to that change.

Landscape Sensitivity

7.7 The part of Moore Nature Reserve on which Port Warrington built form would be constructed has a Local landscape value and a High susceptibility to the change proposed. These combine to result in **medium** landscape sensitivity.

7.8 The north eastern parcel which is proposed to have built development comprising the Arpley Hub has Community value and Low susceptibility to the change proposed, resulting in **low** landscape sensitivity.

7.9 The part of Moore Nature Reserve to be retained is of Local landscape value and has low susceptibility to the change proposed. These combine to result in **low** landscape sensitivity.

7.10 The former landfill, and the part presently being worked, has Community value and Low susceptibility to the change proposed. These combine to result in **low** landscape sensitivity.

7.11 The wider landscape has no greater than Local Value and is of Low susceptibility to changes comprised in the proposals for the Site. It has **low** landscape sensitivity.

Magnitude of Effects

7.12 The different aspects of the proposals would have different effects. The introduction of large-scale built development on part of Moore Nature Reserve would comprise a **high adverse** magnitude of effect. There would be a very substantial change to the character of the land from an area of wetland, water bodies and woodland with recreation opportunities focused on experiencing the natural environment to built development with port-related and commercial activities. This would comprise a major alteration to key features or characteristics in the existing landscape albeit that the elements introduced would not be totally uncharacteristic in the immediate locale.

7.13 The retained part of Moore Nature Reserve would have parts of its immediate setting changes with greater built development. This would be apparent on its western boundary and its north eastern boundary. However the setting of the reserve is presently influenced by the existing built form of the current Port Warrington development and the majority of existing boundaries will not change in character. There would a **low adverse** magnitude of effect.

7.14 The introduction of built development on the northeast of the Site would comprise a **low adverse** magnitude of effect. This parcel of land has a disturbed character with built form of various types close to it and development would introduce features already present in the landscape.

7.15 The construction of the Country Park on the former landfill site, linking to the retained parts of Moore Nature Reserve and land to the south of the proposed 'Arpley Hub' would introduce planting and related works to establish and enhance the restoration which has taken place to date. These works comprise the introduction of features that are already present in the landscape and represent **low beneficial** magnitude of effect.

7.16 The proposed development is not anticipated to be visible from many locations beyond the immediate boundaries of the Site and will have little influence on the wider landscape. The new buildings will introduce built form into two areas in which there are presently no large structures and these will have effects of introducing some further urban influences in the wider landscape. The future baseline includes further residential development at Moore and in the Warrington South West Urban Extension. Much of the Site will have planting, landscape works and management introduced of low beneficial magnitude. Overall, taking account of the new built form including some structures up to approximately 23m high, there would a low adverse effect on the wider landscape at worst.

Significance of Effects on Landscape

7.17 The anticipated significance of anticipated effects on the landscape has been considered in accordance with the method set out in Appendix A.

7.18 The greatest significance of effect would occur in the part of the current Moore Nature Reserve on which the distribution and commercial development for Port Warrington would occur. The magnitude of effect would be **high adverse** on a landscape of **moderate** sensitivity and an effect of **major adverse** significance on that part of the Site. The change would be at complete variance with the landform, scale and pattern of the present nature reserve landscape.

7.19 Effects on the retained parts of Moore Nature Reserve would be of **low adverse** significance. There would be a **low adverse** magnitude effect on an area of recognised landscape character of community value with **medium** sensitivity.

7.20 The significance of effect on the northeast part of the Site would be the result of a **low adverse** magnitude of effect on a landscape of **low** sensitivity. This would be an effect of **low adverse** significance.

7.21 There would be an effect of **low beneficial** magnitude on the landscape of the former landfill which is of **low** sensitivity. This would result in an effect of **low beneficial** significance.

7.22 The effects of major adverse significance would occur in the part of Moore Nature Reserve which would be developed (48ha), comprising approximately 17% of the Site. Effects of low adverse significance would be experienced on approximately 22% of the Site comprising the retained parts of Moore Nature Reserve (36ha) and the proposed Arpley Hub (26ha). Effects of low beneficial significance are anticipated to occur on the majority of the Site (approximately 61%) comprising the retained parts of Moore Nature Reserve, the Country Park and other open space.

8.0 Appraisal of Likely Effects on Views

8.1 Viewpoints representing a range of likely visual receptors were identified in Section 5.0 of this appraisal and are shown at Figure 2. Information on each viewpoint, the existing view and the anticipated effects on views during operation of the proposals are described in Visual Assessment Tables presented at Appendix B.

Method of Appraising Visual Effects

8.2 The method of assessing significance of effects on views takes into account the sensitivity of the receptor; the value of the view; and the anticipated magnitude of effect. The method is summarised below with greater detail presented in Appendix A.

Visual Receptor Sensitivity

8.3 As described for landscape in Section 7.0, sensitivity is determined by considering the susceptibility to change of the receptor and the value of the view.

Visual Receptor Susceptibility to Change

8.4 A visual receptor's susceptibility to change does not relate to an individual person's personal taste or preference but is mainly a function of the occupation or activity of persons experiencing the view at different locations and the extent to which their attention or interest is focused on views or visual amenity being experienced.

8.5 Visual receptors likely to be most susceptible to change are:

- residents at home;
- people, whether residents or visitors, who are engaged in outdoor recreation, including use of Public Rights of Way, whose attention or interest is likely to be focused on the landscape and on particular views;
- visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience; and
- communities where views contribute to the landscape setting enjoyed by residents in the area.

8.6 Visual receptors likely to be less susceptible to change in views include:

- people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and
- people at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life (although there may on occasion be cases where views are an important contributor to the setting and to the quality of working life).

Value of the View

8.7 The judgement of the value of a view is subjective. The range of values which may apply ranges from International to Local Value and Community Value. Local Value generally relates to views from walks, cycle routes, or public open spaces publicised at a local or borough level, in recognition of their recreational use and the value likely to be attached to views experienced by visitors from the local area. Views of Community value are public or private views which are valued by residents and workers within the community, but for which there is no particular indication of a higher value.

8.8 Receptor sensitivity considers the susceptibility to change of the visual receptor and the value of the view, judging this as High, Moderate or Low. The highest sensitivity results from receptors with a high susceptibility to change in a view of the highest values.

Magnitude of Effect

8.9 The magnitude of effect on a view considers a range of aspects including the extent of view affected; the distance between the visual receptor and the proposed development; and the angle of view. This appraisal has considered anticipated views during operation of the development. It is anticipated that landscape works, including setting out the Country Park and other open space, would be undertaken at an early stage and that built development would take place in phases over a number of years. The magnitude of effect may be High, Moderate, Low or Negligible.

Significance of Effect

8.10 As for effects on landscape, significance of effects on views considers sensitivity of the receptor and magnitude of anticipated effects. Effects may be considered as of Major, Moderate. Low or Negligible significance with reference to typical criteria as set out in Table 11 of Appendix A.

8.11 A 'reasonable worst case' is set out for the judgement of effect on identified visual receptors. The detailed assessments of anticipated effects on receptors' views are presented for the Representative Viewpoints in Appendix B

Summary of Anticipated Visual Effects

8.12 As would be anticipated for the nature of the built form comprising part of the development, effects of major adverse significance are anticipated on views from some viewpoints within or very close to the site. Representative Viewpoint 1 is from a hide overlooking a lake off Lapwing Lane which would become part of the large built form of Port Warrington. Users of Lapwing Lane would experience these effects. Effects on views of major adverse significance are also anticipated for users of the section of the Trans Pennine Trail at and very close to Forrest Way and the proposed Arpley Hub, although the existing view and the experience of those users would experience substantial change from the Warrington Western Link Road alone. Effects of lower significance would arise on receptors other than users of the Trans Pennine Trail considered at this viewpoint.

8.13 Effects of major adverse significance are anticipated on the views from the park homes on the southern edge of Promenade Park in Halton which presently overlook the Ship Canal to undeveloped land on which port-related buildings would appear. The southern edge of the Site would have a landscape buffer which would supplement existing trees and scrub on the northern bank of the waterway although the buildings would appear beyond and above trees across the majority of the existing view.

8.14 Receptors of existing views within the Site at other locations, including on the high ground in Arpley Meadows and in parts of the retained Moore Nature Reserve would experience effects on views of moderate adverse significance. This would be where a moderate proportion of the view would include a change to large built form although other aspects of the view would remain similar.

8.15 The view of users of the Public Right of Way and view from houses on Lapwing Lane would experience a moderate to minor significance of effect from change in the view. Trees on property boundaries and trees on the partly restored landfill screen and filter views and there will be greater numbers of trees planted as establishment of the Country Park which will mitigate effects.

8.16 From many of the viewpoints considered (Representative Viewpoints 7, 8, 9, 11, 12 and 13) effects on receptors' views of minor adverse or negligible significance are anticipated. This is consistent with the relative enclosure of the parts of the Site to contain built form, the relatively low numbers of receptors of high sensitivity and the local value of existing views.

8.17 Where effects of major adverse significance are anticipated on views from residential properties, it may give rise to concern that it would unacceptably affect residential amenity. This issue has been considered in planning appeals relate to wind farms close to residential properties with the consideration of effect on residential amenity commonly referred to as the '*Lavender test*' after the surname of a Planning Inspector in one of the cases. For the avoidance of doubt, no potential effects have been identified on views from residential properties that would give rise to unacceptable residential amenity.

9.0 Compliance with Planning Policy on Landscape and Views

9.1 The review presented in Section 2.0 of this appraisal identified planning policy relevant to landscape and views. Table 3 below summarises the policy objectives and how the proposed development addresses aspects of policy.

9.2 The table demonstrates that generally there is good compliance with national and local planning policy relevant to landscape and views. It is acknowledged that the functional characteristics of port logistics and commercial buildings can restrict opportunities for architectural innovation and distinction. Nonetheless, good quality design can be achieved in the proposals, suited to function and responding appropriately to the local environment.

9.3 The design of the Country Park and other open spaces will respond very positively to local landscape character.

Table 3: Proposal Responses to Planning Policy on Landscape and Views

Policy	Summary of Relevant Objective	Proposal Response
NPPF Section 12: Achieving well-designed places	Creation of high quality buildings and spaces; ensuring good design; ensuring developments are sympathetic to local character and history including built environment and landscape setting	The proposals have considered local character and major adverse effects on character are anticipated on a small proportion of the overall site with beneficial effects on the largest part of the site. Good design including high quality buildings and spaces can be achieved in the development.
NPPF Section 15: Conserving and Enhancing the Natural Environment	The planning system should protect and enhance valued landscapes. Planning decisions should limit the impact of light pollution on local amenity.	The Site does not comprise a valued landscape with reference to the NPPF. The proposals will limit light pollution in its design to avoid unacceptable effects on local amenity.
National Planning Practice Guidance: *Design*	Ensure development can deliver a wide range of planning objectives , enhance the quality of buildings and spaces, considering form and function, efficiency and effectiveness and impact on well-being; address the need for different uses sympathetically	See response to NPPF Section 12 above.
National Planning Practice Guidance: *Natural Environment*	Support for the use of landscape character assessment to understand local distinctiveness	This appraisal has considered reviewed published assessments and undertaken landscape character appraisal which has informed the landscape approach to the proposals.

Policy	Summary of Relevant Objective	Proposal Response
Local Plan Policy CS1: Delivering Sustainable Development	Priority afforded to the character of the countryside; the need to safeguard environmental standards and residential amenity; delivery of high standards of design and construction that have regard to local distinctiveness.	The proposal design has been informed by landscape character appraisal and the greatest effects on character will occur on a small proportion of the Site. The proposal can deliver high standards of design and construction which respond to local character. Residential amenity in respect of views will be safeguarded.
Local Plan Policy CS6: Strategic Green Links	A strategic approach to the care and management of the borough's Green Infrastructure and Strategic Green Links which connect the borough to the wider sub-region, including the Sankey Valley Park and St Helens Canal the Trans Pennine Trail; and the Arpley area when restoration of landfill is complete.	The proposal incorporates Green Infrastructure and Green Links through retained parts of Moore Nature Reserve and the Country Park at Arpley. These link and bring potential to develop further links to Sankey Valley Park and the St Helens Canal, including part of the Trans Pennine Trail.
Local Plan Policy QE3: Green Infrastructure	Protect existing Green Infrastructure provision and the functions this performs; increase the functionality of existing and planned provision especially where this helps to mitigate the causes of and addresses the impacts of climate change; improve the quality of existing provision, to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity; protect and improve access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system; securing new provision in order to cater for anticipated increases in demand arising from development.	Loss of existing Green Infrastructure in part of Moore Nature Reserve will be offset by protection through management of retained parts of the Nature Reserve and enhanced by substantial provision in the Country Park. Connections and links will be provided as set out in the response to CS6 above. Much of the Green Infrastructure will be implemented via a strategy informed by the Preliminary Ecological Appraisal and Biodiversity Offsetting Suitability Appraisal. (Effects on biodiversity are considered in those documents.)

Policy	Summary of Relevant Objective	Proposal Response
Local Plan Policy QE5: Biodiversity and Geodiversity	Protect and where possible enhance sites of recognised nature conservation value such as Moore Nature Reserve. (Features of biodiversity interest can contribute to landscape character and may feature in views.)	See response to QE3 above.
Local Plan Policy QE7: Ensuring a High Quality Place	Support for proposals that are well-designed, reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape; harmonise with the scale, proportions and materials of adjacent and/or existing buildings; maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside; use the density and mix of development to optimise the potential of the site without damaging the character of the area; and be visually attractive as a result of good architecture and appropriate public space.	See responses to NPPF Section 12 and Local Plan Policy CS1 above.
Local Plan Policy QE8: Historic Environment	The fabric and setting of heritage assets are to be appropriately protected and enhanced. (Features of historic interest can contribute to landscape character and may appear in views.)	The Grade II listed Moore Swing Bridge will be retained and remain contributing to landscape character and appearing in views. (Effects on the setting of heritage assets are considered in the historic environment assessment.)
Supplementary Planning Document Design and Construction	There is guidance from Warrington Borough Council on design in a range of circumstances with a section on Landscape Design.	Detailed proposals would take account of and address specific guidance related to different land uses and functions.

10.0 Conclusions

10.1 The landscape and visual appraisal has considered the anticipated effects on landscape character and on views from the proposed Port Warrington and Arpley Meadows development as described.

10.2 Landscape at and around the Site has a modified character typical of the industrial landscape of the Mersey valley. The pattern of land use has led to a mosaic of existing industrial and residential development, former industrial sites under new uses and partially restored and former industrial sites restored to farmland or nature conservation. Within this mosaic of land uses there is a proportion of farmland that increases with increasing distance from the main industrial and residential areas. This transition from urban to suburban to industrial to rural is characteristic of the landscape over a wide area in the fringes of Warrington.

10.3 Dense industrial areas form nuclei of development characterised by large buildings which tend to be present on land of fairly level topography. Undulations in topography, small ridges and hills interspersed with woodland create a mix of industrial and residential development set in a well-established green infrastructure that separates areas of development reducing the mass and density of built form.

10.4 Most of the Site is of Community value with parts of it being of Local value, as is the surrounding landscape.

10.5 The proposed development would fit the prevailing pattern of development that has utilised previously developed land while using other land for recreation and nature conservation. Part of the development comprises large built form in areas which presently are undeveloped, although affected to some extent by existing or previous development. The proposed development would affect a small proportion of existing green infrastructure that provides the setting to existing development at the Site and in the surrounding area. The proposed development would also add to existing green infrastructure through the creation of a new Country Park at Arpley Meadows and considerable amounts of new shrub and woodland planting.

10.6 Effects of major adverse significance are anticipated on part of the existing Moor Nature Reserve where large buildings would be constructed. This comprises approximately 22% of the Site. There would be adverse effects of moderate adverse significance on other areas of the Site and effects of low beneficial significance on the largest part of the Site comprising the proposed Country Park.

10.7 While the proposed development would add new built form into the landscape and would redevelop some land on the Site that is already developed, it would not substantially change the wider pattern of land use or alter landscape character to a degree that is considered to change the key characteristics and qualities of national, regional and local landscape character types and areas.

10.8

10.9 In terms of effects on views and visual amenity, the proposed development would introduce large buildings and gantry cranes into existing views across the landscape. It would also introduce shipping movement into views. The effects of greatest adverse significance on views would occur to receptors on parts of the Site and very close to its southwestern and north eastern boundaries where large new built form would be constructed. Buildings would occupy a large proportion of the field of view resulting in substantial change to the composition of views.

10.10 In medium and longer distance views the proposed development would be noticeable in combination with large scale built form, transport infrastructure, energy development and transmission lines on lattice pylons. All of these are part of the baseline environment and influence the composition and quality of views. Existing green infrastructure plays an important part in breaking up or fragmenting views of development in this largely level or undulating landscape. This characteristic mosaic of built form interspersed with vegetation gives the fringes of Warrington a well-wooded appearance that would not change as a result of the proposed development. The proposed development would not result in the perception of settlements merging either in short range or long distance elevated views due to the predominantly level well wooded landscape which fragments areas of built form. The proposed Country Park, the River Mersey and the Manchester Ship Canal would separate the proposed development from existing and proposed development with trees, woodland and intervening layers of vegetation fragmenting and filtering views.

10.11 The majority of receptors in the wider landscape would experience effects on views of minor or negligible significance and it is likely that other proposed developments would have a greater, although limited, influence on views and visual amenity in the wider area.

10.12 The proposals would be able to respond positively to national and local planning policy related to landscape and views including design and in particular due to the provision of new Green Infrastructure and management of retained Green Infrastructure.

APPENDIX A: Method

APPENDIX A – LANDSCAPE AND VISUAL APPRAISAL METHOD

A.1 The following method has been used to provide an appraisal of effects on landscape character and on views, as a result of the proposed development its operation.

A.2 The method for the landscape and visual appraisal is based on the guidance contained in the 'Guidelines for Landscape and Visual Impact Assessment - Third Edition', Landscape Institute/Institute of Environmental Management and Assessment, 2013 (GLVIA3). Paragraph 1.20 of GLVIA3 explains that the guidance:

"concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."

Landscape Assessment Method

Scope of the Landscape Assessment

A.3 In accordance with paragraph 5.2 of GLVIA3 *"Scoping should…identify the area of landscape that needs to be covered in assessing landscape effects. This should be agreed with the competent authority, but it should also be recognised that it may change as the work progresses, for example as a result of fieldwork, or changes to the proposal. The study area should include the site itself and the full extent of the wider landscape around it which the proposed development may influence in a significant manner. This will usually be based on the extent of Landscape Character Areas likely to be significantly affected either directly or indirectly. However, it may also be based on the extent of the area from which the development is potentially visible, defined as the Zone of Theoretical Visibility, or a combination of the two."*

A.4 The physical scope of this landscape appraisal has been informed by consideration of the following:

- Published Landscape Character Areas and landscape designations;
- the approximate extent of visibility for the proposed development; and
- field survey.

A.5 The study area within which landscape effects have been considered is indicated by the Representative Viewpoints shown at Figure 2. The extent of area studied has been guided principally by the potential visibility of the proposed development in the surrounding landscape.

Establishing the Landscape Baseline

Desk Based Assessment

A.6 A review of relevant information, guidance and planning policy relating to the proposed development and the landscape (and views) has been undertaken including:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance;
- Local Plan policies and guidance;
- Published Landscape Character Assessments;

- Published walking and cycling routes;
- Ordnance Survey mapping and aerial photography available for reference online.

Site Assessment

A.7 Desk study and field survey work was undertaken by TEP in Chartered Landscape Architects to gather landscape baseline information to inform and assess the proposed development.

A.8 Site appraisal of landscape character and of the proposed development has involved visits to the area by car and on foot. In accordance with GLVIA3 Paragraph 5.15 fieldwork has been used to check the applicability of published character assessments within the study area, identifying variations in character at a more detailed scale. The landscape within the study area has been experienced, and landscape characteristics and features recorded from publicly accessible locations with reference to the latest guidance provided in Natural England's 'An Approach to Landscape Character Assessment' (October 2014).

Reporting on the Baseline Situation

A.9 Following desk based and site appraisal the landscape baseline has been described and supported with illustrations where necessary.

A.10 National and local level published landscape character assessments have been used as the basis for establishing the baseline environment for the landscape appraisal. In accordance with GLVIA3 Paragraphs 5.15 and 5.16, these existing assessments have been reviewed and have been supplemented with more detailed survey of the site itself and immediate surroundings, noting any differences or refinements when compared to the key characteristics of the published assessments.

A.11 The landscape appraisal has noted ecological and historic environment designations and the extent to which these influence landscape although the appraisal does not consider effects on biodiversity or heritage assets.

A.12 GLVIA3 paragraph 5.33 states that *"individual elements and aesthetic and perceptual aspects of the landscape"* should be identified and described, with a particular emphasis on any key characteristics that contribute to the distinctive character of the landscape. GLVIA3 paragraph 5.33 also states *that "the condition of the landscape, including the condition of elements or features such as buildings, hedgerows or woodland"* should be identified.

Landscape Value

A.13 As part of establishing the baseline situation the value of the landscape potentially affected is evaluated. This is in accordance with paragraph 5.44 of GLVIA3. Landscape value is also referred to below as part of the method for 'Assessing the Significance of Landscape Effects'.

A.14 Highly valued landscapes typically are identified by national level designations such as National Parks and AONB. Landscapes of local value may be identified by designations in the local planning process such as Areas of Great Landscape Value and Special Landscape Areas, although Planning Policy Statement 7 (now superseded and replaced by the NPPF) advised against local designations and advocated a 'criteria-based' approach to landscape protection and enhancement (now advised in the NPPF at paragraph 113).

A.15 Undesignated landscapes and features are also valued. Paragraph 5.19 of GLVIA3 identifies that following a review of existing landscape designations *"the value attached to*

undesignated landscapes also needs to be carefully considered and individual elements of the landscape – such as trees, buildings or hedgerows – may also have value."

A.16 GLVIA3 also states in Box 5.1 under paragraph 5.28, those factors that can help in the identification of valued landscapes include;

- landscape quality (condition);
- scenic quality;
- rarity;
- representativeness;
- conservation interest;
- recreation value;
- perceptual aspects; and
- associations.

A.17 These factors have been considered when determining landscape value. Local landscape character assessments have also been reviewed to inform judgements made on landscape value.

A.18 Paragraph 5.19 of GLVIA3 states that "*landscapes or their component parts may be valued at the community, local, national or international levels*." This word-scale is used to define the level of landscape value in the baseline assessment. Table 1 provides typical criteria for judgements on landscape value.

Table 1 - Landscape Value

Landscape Value	Typical Example
International	Land within a World Heritage Site where the scenic qualities of the particular landscape in question contributes to the designation. A landscape closely associated with an artist or writer of international renown (for example, Monet's garden at Giverny).
National	Land within a National Park or AONB where the scenic qualities of the particular landscape in question are consistent with the designation. A landscape closely associated with an artist or writer of national renown (many such landscapes are also designated a National Park or AONB, for example Constable's connections with the Dedham Vale AONB or Wordsworth's connections with the Lake District National Park).
Regional	A landscape which has a scenic quality and rarity, or recreational or tourist offer, which results in its renown at a regional or county-level.
Local	A landscape which has scenic quality and rarity, or a recreational or tourist offer, which results in its renown at a borough or district-level. A landscape with a local plan designation which relates to landscape quality, or a local plan designation which relates to a conservation interest (historic or wildlife) where the landscape contributes to the designation.

Landscape Value	Typical Example
Community	Landscapes which are valued by residents and workers within the community, but for which there is no particular indication of a higher value.

Predicting and Describing Landscape Effects

A.19 Once the landscape baseline has been established, baseline information is combined with an understanding of the components of the development proposed that would potentially be introduced into the landscape, to identify and describe the landscape effects.

A.20 The description of landscape effects has been presented as appropriate for this assessment. The type of landscape effects predicted as a result of the proposed development have been direct, permanent and positive (or beneficial) and negative (or adverse). These are discussed further below.

Assessing the Significance of Landscape Effects

A.21 Although GLVIA3 advises that appraisal and assessments should not state significance unless an Environmental Impact Assessment (EIA) is being undertaken to accompany a planning application, these judgements have been made in this appraisal to assist understanding of possible effects. The following method for the judging likely significance of effects of the proposed development on the landscape is in accordance with the guidelines at paragraph 5.38 to 5.52 of GLVIA3. Appraising the significance of identified landscape effects requires an assessment of the sensitivity of the landscape affected (its susceptibility to change and value), and consideration of the magnitude of the effect (size or scale, geographical extent, nature of the effect (adverse or beneficial), and its duration and reversibility on the landscape). In this appraisal, effects are considered to be permanent and enduring as it relates to operation of the development as described.

Landscape Sensitivity

A.22 In accordance with paragraph 5.39 of GLVIA3, landscape sensitivity sequentially combines judgements of the landscape's susceptibility to change to the type of development proposed (i.e. the degree to which the landscape can accommodate the proposed change without suffering detrimental effects on its character), and the value attached to the landscape.

Susceptibility to Change

A.23 The susceptibility of a landscape to change is dependent on the characteristics of the receiving landscape and the type and nature of the development proposed. Landscape character types or areas have varying sensitivity to the types of development they are able to accommodate. In accordance with paragraph 5.42 of GLVIA3, the judgement of susceptibility is tailored to the development proposed, and is considered as part of the assessment of effects, and is not recorded as part of the landscape baseline.

A.24 The judgement on the susceptibility of a landscape to the change proposed is recorded as high, medium or low. The susceptibility of the landscape to the proposed development has been assigned to the landscape in the project study area, where one or more of the following typical criteria in **Table 2 (**below) applies.

Table 2 - Susceptibility to Change

Susceptibility to Change	Typical Criteria
High	• there are no existing buildings in the landscape; • there is limited or no screening by trees, woodland, hedgerow, landform, and or built form; or • the landscape cannot accommodate the operation (and construction) of the proposed development without suffering substantial detrimental effects on its character.
Medium	• there are some buildings in the landscape; • there is some screening provided by trees, woodland, hedgerow, landform, and or built form; or • the landscape generally is able to accommodate the operation (and construction) of the proposed development without suffering substantial detrimental effects on its character.
Low	• there is already built development present in the landscape; • there is screening by trees, woodland, hedgerow, landform, and or built form; or • the landscape is able to accommodate the operation (and construction) of the proposed development without suffering detrimental effects on its character.

Value of the Landscape

A.25 As stated and discussed above, the value of the landscape potentially affected by a development proposal is evaluated when establishing the landscape baseline.

Landscape Sensitivity

A.26 As identified above landscape sensitivity considers the landscape's susceptibility to change to the development proposed, and the value attached to the landscape potentially affected. The judgement of landscape sensitivity has been assigned to the landscape within the study area, with consideration to the typical criteria identified in Table 3 below.

Table 3 - Landscape Sensitivity

Landscape Sensitivity	Typical Criteria
High	The landscape has a high susceptibility to change and has regional, national or international value; or The landscape has a medium susceptibility to change and has national or international value.

Medium	The landscape has a high susceptibility to change and has community or local value; or The landscape has a medium susceptibility to change and has local or regional value; or The landscape has a low susceptibility to change and has national or international value.
Low	The landscape has a medium susceptibility to change and has community value; or The landscape has a low susceptibility to change and has community, local or regional value.

A.27 Consideration also has been given to paragraph 5.46 of GLVIA3, where it states that there can be complex relationships between the value of a landscape and the landscape's susceptibility to change, which are noted as being especially important when considering change within or close to designated landscapes. GLVIA3 provides the following examples:

- *"an internationally, nationally or locally valued landscape does not automatically, or by definition, have high susceptibility to all types of change;*
- *it is possible for an internationally, nationally or locally important landscape to have relatively low susceptibility to change resulting from the particular type of development in question, by virtue of both the characteristics of the landscape and the nature of the proposal;*
- *the particular type of change or development proposed may not compromise the specific basis for the value attached to the landscape."*

A.28 In accordance with paragraph 5.42 of GLVIA3, landscape sensitivity is considered as part of the assessment of effects, where the judgements on susceptibility to change are identified.

Magnitude of Effect

A.29 In accordance with paragraphs 5.48 to 5.52 of GLVIA3 the magnitude of effect on the landscape is considered with regard to the size or scale of change in the landscape likely to be experienced as a result of a development; the geographical extent of the area influenced; and the duration and reversibility of the effect, as detailed in GLVIA3.

A.30 More weight usually is given to effects that are greater in scale and long-term in duration. In assessing the duration of the effect, consideration is given to the effectiveness of mitigation, particularly where planting is proposed as part of the works which would change the scale of the landscape effect. The following aspects are taken into consideration in determining the magnitude of effects on landscape character.

Size or Scale

A.31 Determining the size or scale of landscape effect takes account of the loss or the addition of features in the landscape and the changes anticipated in its composition as a result of the proposed development. Changes in composition have the potential to affect aesthetic or perceptual aspects of the landscape. Consideration is also given to whether the predicted landscape effect changes the key characteristics of the landscape that influences the distinctive character of the landscape.

Geographical Extent

A.32 The geographical area over which the size or scale of landscape effects will extend also forms part of the magnitude of effect judgement. Within a landscape study area particular landscape effects might be experienced at the site level (i.e. within the proposed development site), at the level of the immediate setting of the site; within the landscape type or character area within which the proposed development is; and also at a larger scale where the proposed development would influence several landscape types or character areas.

Duration and Reversibility of Landscape Effects

A.33 These are separate but linked considerations. Duration has been judged based on the development in operation with its parts comprising permanent features in the landscape.

Direct and Indirect Effects

A.34 An example of an indirect effect would be altering drainage, which could result in landscape effects as a result of changes to vegetation downstream. Other examples given in GLVIA3 relate to the requirements for associated development, such as the upgrade of utilities. In this appraisal, no indirect effects have been considered because the design is not sufficiently advanced. It is not anticipated that there would be substantial indirect effects.

Magnitude of Effect

A.35 The magnitude of effect considers the scale of change (i.e. whether it is high, moderate, low or negligible); its nature (adverse, beneficial or neutral); and its duration (short, medium or long-term) and its reversibility. As stated earlier, it has been assumed that the development would be permanent.

A.36 **Table 4** below describes the magnitude criteria for the landscape appraisal, which can be adverse or beneficial.

Table 4 - Criteria for the Assessment of the Magnitude of Effect on Landscape Character

Magnitude of Effect	Typical Criteria
High	Major alteration to key features or characteristics in the existing landscape and, or the introduction of elements considered totally uncharacteristic. Typically this would be where there would be a great scale of change to the character of the landscape for the long or medium-term.
Moderate	Partial alteration to key features or characteristics of the existing landscape and, or the introduction of prominent elements. Typically this would be where there would be a notable scale of change to the character of the landscape for the medium and long- term; or where there would be a great scale of change on the landscape for the short-term.

Magnitude of Effect	Typical Criteria
Low	Minor alteration to key features and characteristics of the existing landscape and, or the introduction of features which may already be present in the landscape. Typically this would be where there is a notable or low scale of change to the character of the landscape for the short-term; or where there would be a low scale of change on the landscape in the medium or long-term.
Negligible	A very minor alteration to key features or characteristics of the existing landscape. Typically this would be where in the short, medium or long-term the scale of change on landscape character would be barely perceptible.

Judging the Overall Significance of Landscape Effects

A.37 GLVIA3 paragraph 5.53 states that:

"to draw final conclusions about significance the separate judgements about the sensitivity of the landscape receptors and the magnitude of the landscape effects need to be combined, to allow a final judgement about whether each different effect is significant or not."

A.38 Although the appraisal is not part of EIA, the separate magnitude and sensitivity judgements have been combined to reach an overall level of, or degree of effect. This accords with the guidance provided in the GLVIA3 Statement of Clarification 1/13. In this appraisal, the overall level or degree of effect is referred to as the 'significance of effect'.

A.39 The assessment of the significance of the effect of the proposed development on the landscape is not an absolute scale. GLVIA3 paragraph 3.23 states that the assessment of significance *"is an evidence-based process combined with professional judgement"*, and that the basis of these judgements *"is transparent and understandable, so that the underlying assumptions and reasoning can be understood by others."*

A.40 Paragraph 5.56 of GLVIA3 states that it is reasonable to say that the effects of the greatest significance are likely to be those which would result in *"major loss or irreversible negative (adverse) effects, over an extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes."*

A.41 At the other end of the spectrum effects that could be determined as being less significant would relate to *"reversible negative (adverse) effects of short duration over a restricted area, on elements and/or aesthetic and perceptual aspects that contribute to but are not key characteristics of the character of landscapes of community value."*

A.42 The significance of effect on landscape character is determined through the sequential combination of judgements on the landscape sensitivity and magnitude of effect. The significance of effect on landscape character can be beneficial (enhance the landscape) or adverse (at odds with or harmful to the landscape's key features or character) consider the typical criteria presented in **Table 5** below.

A.43 The typical criteria do not represent every scenario which may be encountered. There always will be an element of professional judgement needed, which must be applied on a

case-by-case basis. Generally each of the typical criteria in the table below, would not on their own result in the level of significance of effect judgement attributed to it. Rather the overall significance of effect judgement is more likely to be based on a combination of factors, which influence the magnitude of effect and landscape sensitivity.

Table 5 - Significance of Landscape Effects

Significance	Typical Criteria
Major adverse	An effect of major adverse significance is generally recorded where a high adverse magnitude of effect occurs to a high or medium sensitivity landscape receptor. For example, when the proposed development would: • be at complete variance with the landform, scale and pattern of the landscape; • would permanently degrade, diminish or destroy the integrity of valued characteristic features and/or their setting; or • would substantially damage a high quality part of a landscape of regional or greater value.
Moderate adverse	An effect of moderate adverse significance is generally recorded where a moderate adverse magnitude of effect is experienced by a landscape receptor of high or medium sensitivity. For example, when the proposed development would: • be at considerable variance with the landform, scale and pattern of the landscape; • would degrade, diminish or destroy the integrity of some characteristic features and/or their setting; or • would cause damage to the character of a landscape of local or greater value.
Minor adverse	An effect of minor adverse significance generally relates to a low adverse magnitude of effect on the landscape. For example, when the proposed development would: • result in short-term landscape effects; • not quite fit into the landform, scale and pattern of the landscape; or • have an adverse effect on an area of recognised landscape character (of community or greater value).
Negligible	An effect of negligible significance is recorded where a negligible magnitude of effect occurs. For example, when the proposed development would: • be in keeping with the scale, landform and pattern of the existing landscape; or • maintain the existing landscape quality.

Significance	Typical Criteria
Minor beneficial	An effect of minor beneficial significance generally relates to a low beneficial magnitude of effect on the landscape. For example, when the proposed development would: • fit with the scale, landform and pattern of the landscape; or • have a beneficial effect on an area of recognised landscape character (of community value or above), for example through the restoration of a characteristic feature partially lost through other land uses.
Moderate beneficial	An effect of moderate beneficial significance is generally recorded where a moderate beneficial magnitude of effect is experienced by a landscape receptor of high or medium sensitivity. For example, when the proposed development would: • fit well with the existing scale, landform and pattern of the landscape; or • improve the quality of a landscape of local or greater value, for example through the removal of damage caused to landscape features and or their setting by previous or existing land uses.
Major beneficial	An effect of major beneficial significance generally is recorded where a high beneficial magnitude of effect occurs to a high or medium sensitivity landscape receptor. For example, when the proposed development would: • completely fit with the existing scale, landform and pattern of the landscape; • enhance and redefine the landscape character in a beneficial manner; or • substantially repair or restore a high quality part of a valued landscape (typically regional or greater value), which was badly damaged or degraded through previous or existing land uses.

Visual Assessment Method

Scope of the Visual Assessment

A.44 In accordance with paragraph 6.2 of GLVIA3 *"scoping should identify the area that needs to be covered in assessing visual effects, the range of people who may be affected by these effects and the related viewpoints in the study area that will need to be examined."*

A.45 The physical scope of this visual appraisal has been informed by the following:

- desk-based analysis of OS mapping and aerial photography; and
- field survey work to verify extent of visibility.

A.46 Land from where there may potentially be a view of the proposed development has been identified from desk-based analysis and at the outset in accordance with paragraph 6.6 of GLVIA3. During the subsequent site visit the approximate extent of visibility of the site and

proposed development has been determined from publicly accessible locations as indicated by the Representative Viewpoints used as shown at Figure 2.

A.47 The visual receptors included in the visual appraisal. These include a combination of:

- public viewpoints, including public rights of way (PRoW) and roads, where there are views experienced by motorists and any passengers, cyclists and pedestrians; and
- private viewpoints, including residential properties and places where people work.

Establishing the Visual Baseline

Desk Based Assessment

A.48 A review of relevant information, guidance and planning policy relating to the proposed development and the views has been undertaken including:

- NPPF;
- Local Plan policies and guidance;
- Published Landscape Character Assessments;
- Published walking and cycling routes;
- Designated heritage assets;
- Ecological designations; and
- Ordnance Survey mapping and aerial photography.

Site Assessment

A.49 Desk study and field survey work was undertaken gather landscape and visual baseline information to inform and assess the proposed development. Site appraisal of the proposed development involved visits to the area by car and on foot. Where the views from private properties have been considered, the appraisal has been carried out from the nearest publicly accessible viewpoint.

Reporting on the Baseline Situation

A.50 Following desk based and site appraisals, the nature of existing views within the study area has been described as part of the baseline reporting. In addition, the baseline views have been described for the public and private visual receptors in the Visual Assessment Tables, which are provided at Appendix B.

Predicting and Describing Visual Effects

A.51 In accordance with paragraphs 6.26 to 6.29 of GLVIA3 preparation of the visual baseline is followed by the systematic identification of likely effects on potential visual receptors. Site survey notes and desk based assessment are used to consider the different sources of visual effects alongside visual receptors that would be affected. This assists with the initial identification of likely significant effects for further study. In order to assist in the description and comparison of the effects on views, site survey notes typically include information on:

- the nature of the view of the proposed development with consideration of the angle of the view (direct or oblique); proportion of filtering or screening by vegetation, landform or built form; topography (looking down to, level or up to);
- the proportion or extent of the view affected by the proposed development;
- the distance of the receptor or viewpoint from the proposed development;
- description of the baseline view and the value attached to the view; and

- degree of change from the baseline view including scale and proximity, distance and extent of view affected, creation of a new visual focus in the view, introduction of new man-made objects, alteration of visual scale, and change to the degree of visual enclosure.

A.52 An informed professional judgement is then made as to whether the visual effects are beneficial or adverse (or in some cases negligible or no change) in their consequences for views and visual amenity. This is based on a judgement about whether the change will affect the quality of the view given the nature of existing views.

Assessing the Significance of Visual Effects

A.53 The following method for the appraisal of the likely significant visual effects of the proposed development is in accordance with the guidelines at paragraph 6.30 to 6.45 of GLVIA3, and considers receptor sensitivity (determined by susceptibility to change and value of the view), the magnitude of the effect (size or scale; geographical extent; adverse or beneficial nature of the effect and its duration and reversibility) resulting from the proposed change to the view and the overall significance of the effect.

Receptor Sensitivity

A.54 Visual receptors are people who potentially would have a view of the proposed development. The sensitivity of a visual receptor depends on the susceptibility of the visual receptor to change and the value of the view.

Susceptibility to Change

A.55 The susceptibility of different visual receptors to potential changes in views and visual amenity is mainly a function of:

- the occupation or activity of people experiencing the view at particular locations; and
- the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.

A.56 The land use planning system considers that public views are of greater value than views from private property. This visual appraisal considers the effects on both public views and private views and does not distinguish between their values.

A.57 In accordance with paragraph 6.33 of GLVIA3 the visual receptors most susceptible to change generally are likely to include:

- residents at home;
- people, whether residents or visitors, who are engaged in outdoor recreation, including use of PRoW, whose attention or interest is likely to be focused on the landscape and on particular views;
- visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience; and
- communities where views contribute to the landscape setting enjoyed by residents in the area.

A.58 Travellers on roads, rail or other transport routes tend to fall into an intermediate category of medium susceptibility to change. Where travel involves recognised scenic routes such as rural lanes and tourist routes, awareness of views is likely to be higher. Where travel involves main roads or motorways awareness of views is likely to be lower.

A.59 In accordance with paragraph 6.34 of GLVIA3 visual receptors likely to be less sensitive to change include:

- people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and
- people at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working

life (although there may on occasion be cases where views are an important contributor to the setting and to the quality of working life).

A.60 In visual appraisal, lower storey views from residential properties are generally considered to be of greater susceptibility to change than upper storey views, as these are the rooms in which residents spend more time experiencing the view. There are exceptions to this as some residences have living rooms on upper storeys and this is taken into consideration if evident.

A.61 In accordance with paragraph 6.35 of GLVIA3 *"each project needs to consider the nature of the groups of people who will be affected and the extent to which their attention is likely to be focused on views and visual amenity. Judgements about the susceptibility of visual receptors to change should be recorded on a scale (for example high, medium or low) but the basis for this must be clear, and linked back to evidence from the baseline study".*

A.62 For this appraisal Susceptibility to Change generally has been assigned to visual receptors as shown in Table 7 below.

Table 7 - Susceptibility to Change

Receptor	Susceptibility to Change
Residential properties (Lower storeys and gardens)	High
Residential properties (Upper storeys)	Medium
Users of PRoW and other recreation routes	High
Public Open Space/visitor attractions where surroundings are important to the experience	High
Visitors to burial grounds (church grounds or cemeteries)	Medium
Workers in their work place where setting not important to quality of working life	Low
Workers on the land and in other situations where setting is important	Medium
Motorists and passengers on main roads (Motorways, A roads or B roads which are not part of a recognised scenic tourist route),	Low-Medium
Motorists, passengers, walkers and cyclists on rural lanes and tourist routes	Medium-High
Rail Passengers	Medium

Value of the View

A.63 Judgements about the value attached to the views experienced is considered in the context of the value placed on a scene, alternatives available and the relative scenic quality of a view. Most views are appreciated by the person experiencing them as they are preferable to not having a view and they provide some interest. The judgement of the value of a view is subjective and in accordance with paragraph 6.37 of GLVIA3 takes account of:

- recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations; and
- indicators of the value attached to views by visitors, for example through reference to a view in a guidebook or on a tourist map, provision of facilities for their enjoyment (such as parking places, sign boards and interpretative material) and references to them in

literature and art that indicates a highly valued view, which often can be experienced by many people.

A.64 In this appraisal views have been ascribed a value using the scale set and typical examples set out in the **Table 8** below.

Table 8 – Value of View

Value of View	Typical Example
International	Public views experienced from a World Heritage Site, in recognition of the value likely to be placed on views, including by tourists.
National	Public views experienced from a National Park or AONB, in recognition of the scenic quality of views and the value likely to be placed on views, including by tourists, within a nationally designated landscape. The views from national footpaths and cycle routes, in recognition of their wider recreational use (at a national level) and the value likely to be attached to views by visitors.
Regional	Views from walks, cycle routes or public open spaces publicised at a county or regional level, in recognition of their wider recreational use and the value likely to be attached to views by visitors from the county or wider region.
Local	Views from walks, cycle routes, or public open spaces publicised at a local or borough level, in recognition of their recreational use and the value likely to be attached to views experienced by visitors from the local area. Public views from or within a local plan designation relating to landscape quality or a conservation interest (such as a Conservation Area or Local Nature Reserve).
Community	Public or private views which are valued by residents and workers within the community, but for which there is no particular indication of a higher value.

Receptor Sensitivity

A.65 As identified above, the sensitivity of visual receptors depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity is assigned to receptors in accordance with **Table 9** below.

Table 9 - Receptor Sensitivity

Receptor Sensitivity	Typical Criteria
High	The receptor view has a high susceptibility to change and has international, national, or regional; or The receptor view has a medium susceptibility to change and has international or national value.

Medium	The receptor view has a high susceptibility to change and has community or local value; or The receptor view has a medium susceptibility to change and has community, local or regional value. The receptor view has a low susceptibility to change and has international or national value.
Low	The receptor view has a low susceptibility to change and has community, local or regional value.

Magnitude of Effect

A.66 In accordance with paragraphs 6.38 to 6.41 of GLVIA3, the magnitude of effect evaluates the visual effects identified in terms of the size or scale of each component of a development; the geographical extent of the area influenced; and its duration and reversibility (here assumed to be permanent). The assessment of magnitude also refers to the nature of the effect (adverse or beneficial). More weight usually is given to effects that are greater in scale and long-term in duration. In assessing the duration of the effect, consideration is given to the effectiveness of mitigation, particularly where planting is proposed as part of the works which would change the scale of visual effect. The following aspects have been taken into consideration in determining the magnitude of visual effects on a receptor.

Size or Scale

A.67 The scale of change from the present views experienced is considered with respect to the loss or addition of features in the view and changes in its composition, including the proportion of view occupied by the proposed development. For example the introduction of a new housing development into a view where housing is already present is more likely to result in a lower scale of change than the introduction of housing into a view where there is no housing development present.

A.68 The assessment of size or scale also takes account of the degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements, for example in terms of form, scale, colour and texture.

A.69 Consideration also is given to the relative amount of time over which views of the proposed development would be experienced on each occasion, for example along a short length of a PRoW, and whether views would be full, partial or glimpsed. Any filtering or screening of a view by vegetation, landform or built form as the filtering or screening of even part of a development can reduce the scale of change on the view.

Geographical Extent

A.70 The geographical extent of visual effects varies with different viewpoints and reflects the following.

- The angle of view, with changes to direct views generally considered to be of greater importance than changes in oblique views.
- The distance between the receptor and the proposed development.
- The height of the visual receptor compared to the height of the proposed development (affecting whether the proposed development would be looked down to, looked up to or whether it would be viewed on a level).
- The extent of the area over which the changes would be visible.

Duration and Reversibility of Landscape Effects

A.71 The appraisal has been judged on the proposed development being a permanent ongoing presence.

Direct and Indirect Effects

A.72 In this visual assessment, as for landscape earlier, 'direct' effects have been considered only although it is not anticipated that there would be substantial 'indirect' effects.

A.73 Table 10 below describes the magnitude criteria for visual assessment, which can be adverse or beneficial.

Table 10 - Criteria for Assessment of Magnitude of Effect on Views

Magnitude of Effect	Typical Criteria
High	Major alteration to the existing view and or the introduction of elements considered totally uncharacteristic in the view. Typically this would be where a development would be seen in close proximity with a large proportion of the view affected with little or no filtering and there would be a great scale of change from the present situation for the long or medium-term.
Moderate	Partial alteration to the existing view and or the introduction of prominent elements in the view. Typically this would be where a development would be seen in views for the long or medium-term where a moderate proportion of the view is affected. There may be some screening, which would minimise the scale of change from the present situation. This would also be where a development would be seen in close proximity with a large proportion of the view affected for the short-term.
Low	Low alteration to the existing view and or the introduction of features, which may already be present in views. Typically this would be where a moderate or small proportion of the view would be affected for the short-term or the development would be visible for the long-term in distant views; where only a small proportion of the view is affected in the medium-term or long-term; where the medium-term or long-term effect is reduced due to a high degree of filtering and or screening or where there is a low scale of change from the existing view.
Negligible	Very low alteration to the existing view. Typically this would be where, in the short, medium or long-term, a development would be barely perceptible within a long distance panoramic view and or where a very small proportion of the view is affected. The scale of change from the existing view would be barely perceptible.

Judging the Overall Significance of Visual Effects

A.74 In accordance with paragraph 6.42 of *GLVIA3 "to draw final conclusions about significance the separate judgements about the sensitivity of the visual receptors and the magnitude of the visual effects need to be combined, to allow a final judgement about whether each different effect is significant or not". "Significance of visual effects is not absolute and can only be defined in relation to each development and its specific location."*

A.75 Although the appraisal is not part of an EIA to accompany a planning application, the separate magnitude and sensitivity judgements have been combined to reach an overall level of, or degree of effect. This accords with the guidance provided in the GLVIA3 Statement of Clarification 1/13. In this appraisal, the overall level or degree of effect is referred to as the 'significance of effect'.

A.76 Large-scale changes which introduce new, discordant or intrusive elements into the view of a sensitive receptor are considered to be more likely to be more significant than small changes or changes involving features already present in the view or changes in the views of less sensitive receptors. Changes in views from recognised and important viewpoints, such as scheduled monuments or outdoor tourist attractions, or from important amenity routes, such as long distance footpaths or national cycle routes, are likely to be most significant.

A.77 The significance of effect on views is determined through the sequential combination of judgements on visual receptor sensitivity and the magnitude of effect. The significance of visual effects can be either adverse or beneficial or be recorded as 'no effect'. The significance of visual effects considers the typical criteria shown in **Table 11** below.

Table 11 - Significance of Visual Effects

Significance	Typical Criteria
Major	An effect of major significance generally is recorded where a high magnitude of effect occurs to a high or medium sensitivity receptor. For example where an unobstructed view of development would represent a large part of the view from a recreational footpath where views are presently open and of high scenic quality.
Moderate	An effect of moderate significance generally is recorded where a moderate magnitude of effect is experienced by a receptor of high or medium sensitivity. For example where part of a development is visible in a view from a private property for the long or medium-term, but where it does not comprise the whole view; or where an unobstructed view of development is visible for the short-term.
Minor	An effect of minor significance generally relates to a low magnitude of effect experienced by a receptor of high, medium or low sensitivity. A minor significance of effect often relates to a change in a view for the short-term; to a change in a distant view or a change in only a small part of a view, possibly because the view is already screened to a large extent.
Negligible	An effect of negligible significance is where the change to a view will be barely perceptible from the view presently experienced by a receptor of high, medium or low sensitivity.

Limitations to the Landscape and Visual Assessment

A.78 The site appraisals were considered in early Spring and as photographs indicate there was no leaf cover. Consideration has been given to the varying degree of screening and or filtering of views by vegetation that will apply in summer and winter.

A.79 As previously described, where the views from private properties have been considered, the visual appraisal has been carried out from the nearest publicly accessible viewpoint.

APPENDIX B: Visual Assessment Tables

Representative Viewpoint 1

Photograph details:	Date and time: 21/03/18 at 12:13	Weather: Dry and sunny	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Publicly accessible route along Lapwing Lane (currently within Moore Nature Reserve)	High	Local	**Medium**	Lapwing Lane is flanked by trees, which filter views east and west into land in Moore Nature Reserve. The representative viewpoint above shows the view from a bird hide accessed directly off Lapwing Lane, which provides open views across the waterbody in Moore Nature Reserve, to the west of Lapwing Lane. Views beyond are curtailed by woodland to the periphery of the lake. The summer baseline view is shown on Figure 3.1. It shows that vegetation appears denser when in leaf channelling views towards distant trees on the horizon.	**Winter - High adverse** A large adverse magnitude of effect on views from this part of the Moore Nature Reserve would arise due to its very close proximity to proposed development. The retention of some existing tree cover and additional mitigation planting to the edges of built development along Lapwing Lane would have very limited reduction of adverse effects on this view. **Summer – High adverse** In summer when vegetation is in leaf views would be softened to a degree. However, the Proposed Development would be in very close proximity to people using Lapwing Lane and additional mitigation planting would result in a very limited reduction in adverse effects on views.	**Winter and summer - Major adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
West	0m (in the Site)	20m

Representative Viewpoint 2

Photograph details:	Date and time: 21/03/18 at 16:34	Weather: Dry and overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Residents at Promenade Park and users of Moss Lane	High (residents) and medium-high (lane users)	Community	**Medium**	There is an open view looking north from single storey park home residences at the northern edge of Promenade Park and from Moss Lane across the Manchester Ship Canal and toward self-seeded trees and scrub on rising ground on the northern bank. The combination of rising landform and vegetation screens views of Moore Nature Reserve further north, with a low voltage overhead electricity line on wood poles and the upper part of the stack and cooling towers at Fiddlers Ferry visible above. Some vegetation on the southern bank of the ship canal and in front gardens provides partial screening or filtering of the view in places. The park homes further south are on rising ground, but views looking north are partly screened by intervening properties. The summer baseline view shown on Figure 3.2 indicates that with vegetation in leaf there is a slight thickening of the tree belt to the north of the Manchester Ship Canal. **Future Baseline** Proposed employment allocations identified in Halton Draft Local Plan to the southwest mean that general views of these receptors would be slightly more enclosed to the southwest. However this view to the north across the Manchester Ship Canal would remain as existing.	**Winter - High adverse** During operation there would be large warehouse buildings (up to 23m in height) to the immediate north of the ship canal, replacing existing predominantly open views across the ship canal and toward vegetation on the northern bank. The buildings would screen views of associated hardstanding loading areas, which would be to the immediate north, although there would be views of car parking areas between buildings. There would be mitigation planting in landscape buffers to the site boundary, supplementing existing trees asn scrub. The foreground would remain the Manchester Ship Canal however there would be views of the proposed Port Warrington development beyond and above the landscape buffer across the majority of the view. Overall a large proportion of the would be affected and the magnitude of effect during operation would be high adverse. **Summer – High adverse** The denser appearance of vegetation in summer would result in a very limited reduction in effect although not sufficient to reduce the overall magnitude of effect.	**Winter and summer - Major adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
North	70m	100m

Representative Viewpoint 3

Photograph details:	Date and time: 21/03/18 at 13:33	Weather: Dry and overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
PRoW users on Lapwing Lane and residents of two storey houses on Lapwing Lane	High (PRoW users) and high and medium (residents)	Community	**Medium**	In general existing views from the PRoW along Lapwing Lane looking east and south-east are curtailed by hedgerow vegetation along the track side, and establishing trees within the Forestry Commission's Moss Side site that lies between Lapwing Lane and Moore Nature Reserve. The view to the north-east is of the establishing tree cover on higher ground in the former Arpley landfill site, and the view to the west and north-west is more open, extending across flat farmland and towards Fiddlers Ferry Power Station. Mature vegetation to the property curtilages of Moss Side Farm and Upper Moss Side Farm restricts views from both lower and upper storey windows looking east. The detached two storey house to the south-west of Moss Side Farm has open and direct views looking east and south-east into the Forestry Commission site. The short row of two storey houses on Moss Side Lane have relatively open but oblique views looking east. Figure 3.3 shows the view in summer. The density of vegetation and skyline appear similar to that in the winter view.	**Winter - Medium to low adverse** Views toward the proposed development would be partly screened by establishing woodland within the Forestry Commission site and mature trees retained along the route of the disused Runcorn and Latchford Canal. However the proposed height of buildings (up to 23m) and proximity of proposed buildings at the western extent of the site would mean that there would be views of the upper part of buildings above intervening vegetation. A small to moderate proportion of the view would be affected from parts of the PRoW along Lapwing Lane. These views would also be experienced by a small number of residents in direct or oblique views, which from upper storey windows in particular would be open. Overall the proposed development would result in an adverse magnitude of effect on views during operation, which would range from low to medium adverse. **Summer – Medium to low adverse** There would be no discernible reduction in effect when vegetation is in leaf.	**Winter and summer - Moderate to minor adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
East and south-east	150m	360m

Representative Viewpoint 4

Photograph details:	Date and time: 21/03/18 at 16:45	Weather: Dry and overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Users of Moore Lane between the ship canal and railway line and nearby residences east and west of Moore Lane. Also representative of view from northern section of the PRoW which extends south of Moore Lane at this point, and a small number of two storey houses on Moss Lane, near Moore Rugby Union Football Club.	Medium-high	Community	**Medium**	Mature trees surrounding the lake on the south side of the Manchester Ship Canal and to the east of Moore Lane, and vegetation around farmsteads provides filtering and screening of views toward the site to the north. From the section of Moore Lane between the ship canal and the elevated bridge crossing over the railway line, from the northern extent of the PRoW and from the residences east of Moore Lane the rooflines of the existing Port Warrington buildings are visible in partly filtered and glimpsed open views. From this section of Moore Lane and the northern section of the PRoW, views to the north-west include the cooling towers and chimney stack at Fiddlers Ferry Power Station, which is visible above intervening vegetation on the north side of the ship canal and associated with Moore Nature Reserve. From viewpoints further south and toward the railway line, intervening topography, together with built form and vegetation screens ground-level views (preventing views from the PRoW further to the south). However it is anticipated that there are upper storey views looking north toward the site from a small number of storey houses on Moss Lane, near Moore Rugby Union Football Club. The summer view shown on Figuure 3.4 inidcates that when vegetation is in leaf views are more contained particularly by the tree belt and hedge to the south of the large pond that lies to the east of Moore Lane at the Moor lane Swing Bridge. In addition vegetation around Belhouse Farm buildings and in the field boundary to the north provide additional screening when in leaf. **Future Baseline** Assuming proposed employment allocations at Moore, Halton are developed, there will be more built form to the west of this viewpoint to the west of Moss Lane at a distance of 0.5km, but these would not appear in the view shown.	**Winter - Medium to low adverse** During operation, the existing vegetation to the south of the Ship Canal would help to provide partial screening and filtering of views toward the proposed development experienced by users of Moore Lane, nearby residences east and west of Moore Lane and footpath users on the northern section of the PRoW. However, proposed buildings up to 23m in height, would be seen between and above intervening vegetation, together with associated large vessels using the canal. In views from Moore Lane, the northern extent of the PRoW and from the residences east of Moore Lane the partly filtered and glimpsed open views of the rooflines of the existing Port Warrington buildings may be replaced with buildings up to 23m high beyond, with large vessels docked for short periods of time along the Acton Grange berth. These would represent more prominent elements above intervening vegetation, although it is likely there would be some filtering and screening from view by existing vegetation on the south side of the ship canal. From the small number of two storey houses on Moss Lane, views of the proposed development would comprise the upper part of new buildings, up to 23m in height, which would be more distant in these views and seen above intervening landform, built form and vegetation. Overall, depending on the combinations of screening and distance of the viewer, a small to moderate proportion of the view would be affected and the magnitude of effect during operation would range between medium and low adverse. **Summer – Low adverse** There is a notable change in the amount of screening in summer when when vegetation is in leaf. As a result the majority of new buildings in the proposed development woud be screened by vegetation. The upper parts of buildings in the east of the proposed development would be visible above intervening vegetation. Screening by vegetation would reduce effects in summer to a low adverse magnitude of effect.	**Winter - Moderate to minor adverse** **Summer - Minor adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
North	305m	305m

Representative Viewpoint 5

Photograph details: *Date and time: 05/04/18 at 11:23* | *Weather: Bright and sunny* | *Camera details: Samsung SM-G925F at 28mm focal length (individual photographs stitched together using 'Hugin' software)*

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Future open space users on high ground in Arpley Meadows Country Park	High	Local (in the future)	**Medium**	There are elevated and panoramic views from high ground within the future Arpley Meadows Country Park. The view to the northeast include the Forrest Way road bridge over the River Mersey and largely vegetated land in the northeast part of the site. Industrial development along the river and taller buildings in the centre of Warrington form a backdrop to the view in this direction. Further to the east, southeast, south and southwest the view includes mature woodland within Moore Nature Reserve, with the Acton Grange railway viaduct and roofs of existing buildings at Port Warrington also visible, and with wooded higher ground forming a backdrop beyond. In views to the southwest, the upper part and rooflines of the large warehouse buildings at Manor Park are also visible beyond intervening tree cover. A summer view is not provided as the operational landfill site was not accessible at the time the LVA survey was undertaken. However, given the elevated position of the viewpoint and the absence of intervening foreground vegetation it is predcted there will be limited change to the view composition in summer with vegetation in leaf.	**Winter and summer - Medium adverse** During operation there would be elevated and relatively distant views to the northeast of built development in the Arpley Hub, which would be seen in the context of existing development at the edge of Warrington. Existing buildings at Port Warrington would be present or replaced by taller buildings. These largely would be screened or filtered from view by retained intervening tree cover, although the vessels when docked would be visible above. Further to the southwest existing woodland on lower ground would be replaced by large warehouse units, with ground-level activity and hardstanding areas largely screened by built form and the retention of mature trees lining the route of the disused Runcorn and Latchford Canal. Development on this part of the site would be seen in conjunction with more distant views of existing warehouse buildings at Manor Park. Overall a moderate proportion of the view from elevated ground in the future Arpley Meadows Country Park would be affected by the proposed development. Retention of some mature trees along the disused canal would provide some screening. The magnitude of effect during operation would be medium adverse. There would be no discernible reduction in effect when vegetation is in leaf.	**Winter and summer - Moderate adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
South	0m (in the Site)	300m

Representative Viewpoint 6

Photograph details:	Date and time: 21/03/18 at 12:43	Weather: Sun and cloud	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Visitors to Moore Nature Reserve and PRoW users along the nearby section of Birchwood Lane	High	Local	**Medium**	From the existing access track crossing the eastern part of Moore Nature Reserve, views looking north are curtailed by mature tree cover in Moss Wood, which prevents any views of land in the northeast part of the site. To the northwest there are filtered and glimpsed views of the higher ground associated with Arpley landfill. To the southwest (see photograph above) views extend beyond an establishing hedgeline and across open ground toward scattered young pine trees, which together with deciduous tree cover associated with the northern edge of Birchwood Lane and the eastern side of Pump House Pool largely screen views of the waterbody beyond. This tree cover blends with more mature woodland further to the southwest to create a wooded horizon and there are no views of existing development at Port Warrington. There is a similar view available to the northeast. Views to the south are curtailed by the West Coast Mainline railway, which runs on a high wooded embankment to the immediate southeast. There are similar views from the nearby section of PRoW along Birchwood Lane, with additional filtering of views to the north provided by vegetation lining the route. The summer view shown on Figure 3.6 indicates that vegetation growing along the existing track and on the railway embankment truncates views. In the right of the view sparser vegetation allows longer distance views.	**Winter – Moderate adverse** A small proportion of the proposed development would be visible from this part of Moore Nature Reserve. While the proposed development would introduce new development into views it would be screened by existing woodland either in the middle ground or the woodland (Birch Wood) that lies between Pump House Pool and Birchwood Pool. The ongoing presence of existing tree cover in this area would assist in screening and filtering views of new built development, although taller built form would appear above trees. In winter a moderate adverse magnitude of effect is predicted due to visibility of new buildings through vegetation that would not be in leaf. **Summer – Low adverse** In summer it is predicted that effects would reduce to low adverse due to the increased density of vegetation when it is in leaf.	**Winter - Moderate adverse** **Summer – Low adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
Southwest	0m (in the Site)	150m

Representative Viewpoint 7

Photograph details:	Date and time: 21/03/18 at 17:22	Weather: Dull and overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of effect During Operation	Likely Significance of Effect During Operation
Users of Mill Lane and section of Runcorn Road close to the junction with Mill Lane, users of the PRoW which extends southeast from the lane, and nearby residents at and near Grange Green Manor	High (PRoW users and residents) Medium-high (lane users) Medium – low (road users)	Community	**Medium** **Medium-low (road users on Runcorn Road)**	The views from the Mill Lane are restricted by a roadside hedgerow and in places hedgerow trees. However from the section of lane near Grange Green Manor there are views above the hedgeline and through gaps in field openings looking northwest across gently undulating farmland toward tree belts associated with the disused railway line and West Coast Main Line railway on the embankment beyond. The West Coast Main Line railway bridge across the Manchester Ship Canal is a feature of this view and a high voltage overhead line supported by steel lattice pylons is visible crossing farmland in a southwest to northeast direction. The site is to the northwest of the West Coast Main Line railway, but is screened from view by intervening landform and tree cover, and existing built development at Port Warrington is not visible. There is a similar but more distant view to the northwest from the section of Runcorn Road close to the junction with Mill Lane, with some partial filtering by roadside trees on the section to the east of the junction. There is a similar view available from nearby residential properties, with some additional partial filtering and screening of views by garden vegetation and boundaries. These include some oblique groundfloor views from residences on the north side of Mill Lane, with some upper storey views from properties on the south side of the lane, including from the three storey Grange Green Manor. In general views looking northwest toward the site from the PRoW are screened by a combination of intervening vegetation, buildings at Grange Green Manor and landform. However, there are views to the northwest similar to that described above from a short section of the PRoW at its northern extent and from a short section crossing the open field to the southeast of Grange Green Manor. The summer view shown on Figure 3.7 indicates that when vegetation is in leaf it forms a dense screen truncating views beyond the railway line and preventing views of existing development. **Future Baseline** Warrington South West Urban Extension includes residential and related development which would extend northwest beyond Mill Lane with its boundary before the overhead line shown in the mid-ground of this photograph. The view from this point will have built form in the foreground views to the north.	**Winter - Low adverse** It is anticipated that views of the proposed development during operation would be limited due to a combination of future built development in the immediate foreground, the intervening railway embankment, mature tree cover, and distance (in relation to views of proposed development further to the west). During operation there is potential for views of cranes (up to 30m in height) along the edge of the Manchester Ship Canal to be visible above intervening tree cover. The tallest parts of new buildings would affect a small proportion of the view, resulting in a low adverse magnitude of effect. **Summer – Low adverse** In summer views would be softened by vegetation in leaf although there would be a limited reduction in effect when compared to winter views.	**Winter - Minor adverse** **Summer – Low adverse.**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
Northwest	386m	386m

Representative Viewpoint 8

Photograph details:	Date and time: 21/03/18 at 17:02	Weather: Overcast and dull	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Users of Holly Hedge Lane at Acton Grange Bridge and to the north of the canal, road users on sections of Runcorn Road to the east and west of the Holly Hedge Lane junction and nearby residents to the north and south of the canal	Medium-high (lane users) Medium-low (road users) High (residents)	Community	**Medium (lane users and residents)** **Medium – low (road users on Runcorn Road)**	There is an open and long view looking northwest from the elevated and very short section of Holly Hedge Lane on Acton Grange Bridge. There is a similar but more restricted view from the short section of the lane that extends north from the canal bridge to meet Runcorn Road, and from sections of Runcorn Road to the east and west of the junction with Holly Hedge Lane, looking beyond roadside hedgerows and where intervening built form and roadside trees do not impede the view. The view to the northwest is across gently sloping farmland, interrupted by scattered dwellings and agricultural buildings. Views of the site are screened from view by tree cover associated with the railway lines to the northwest, including tree cover on the embankments to the Moore Lane railway bridge. This long view includes Fiddlers Ferry power station to the northwest of the site and on the skyline, and overhead electricity lines supported by lattice pylons, which follow a similar alignment to the railway lines to the south of the site. There is a similar view from nearby residences to the north and south of the canal. More distant views from residences on Holly Hedge Lane to the south of the canal would be restricted to upper storey windows. Views from residences to the north of the canal are partly restricted from groundlevel by intervening vegetation or outbuildings, with some more open views from upper storey windows which have views to the northwest. Views looking north from the section of Holly Hedge Lane which runs southeast from the canal are obscured by a combination of intervening hedgerow vegetation, trees lining the canal, built form and topography. The Bridgewater Canal and adjacent Cheshire Ring canal footpath is on lower ground and views to the north are screened by the hedgerow vegetation lining the route. The summer view shown on Figure 3.8 indicates an increase in the density of vegetation due to leaves being present and a degree of containment or framing of views in the direction of the site. **Future Baseline** Residential development on proposed allocations at Moore, Halton would be to the southwest of this viewpoint and not visible. Employment allocations to the west of Moore would be screened by existing intervening built form and trees.	**Winter - Negligible adverse** During operation the proposed development would largely be screened from view by intervening built form, and Moore Lane railway bridge embankment and vegetation. There is potential for the rooflines of new buildings in the south west part of the site (up to 23m in height) to be visible above intervening tree cover, affecting a very small proportion of the view and resulting in a negligible adverse magnitude of effect. **Summer – Negligible adverse** There would be a barely discernible change to summer views of the proposed development when compared to winter views. This is due to intervening layers of vegetation having a similar effect in winter as in summer.	**Winter - Negligible adverse** **Summer – Negligible adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
Northwest	850m	850m

Representative Viewpoint 9

Photograph details:	*Date and time: 21/03/18 at 17:10*	*Weather: Overcast and dull*	*Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)*

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Users of the southeast section of Hobb Lane on higher ground, nearby residences along the lane and the short sections of PRoW (including a short section of the Mersey Valley Trail Long Distance Route) on higher ground on the southeast side of the A56 Chester Road.	High (PRoW users and residents) Medium – high (lane users)	Community Regional (from short section of the Mersey Valley Trail Long Distance Route)	**Medium** **High (PRoW users on short section of the Mersey Valley Trail Long Distance Route)**	Views from Hobb Lane looking towards the site are restricted by the earth bank and hedgerow vegetation lining the northeast side of the lane. However at points there are extensive views looking north toward the rooflines of existing buildings at Port Warrington, which are surrounded and partially filtered by tree cover. Beyond, the mound within the restored part of Arpley Landfill is visible and in the distance the logistics development at Omega North in northwest Warrington. Views to the northeast include built development in the centre of Warrington. Dwellings along the lane will experience similar views, with partial screening and filtering by garden boundaries and vegetation, but some more open views from upper storey windows. Views to the north from the A56 Chester Road are screened by high hedgerows on the northern side of the road. There are more distant and elevated views, similar to that described above, from sections of the PRoW network on higher ground to the southeast of the A56, looking beyond vegetation lining the main road. The summer view shown on Figure 3.9 indicates that the hedge on the north side of Hobb Lane has grown tall and herbaceous vegetation combines with it to form a dense screen to views in the direction of the site. **Future Baseline** The Warrington South West Urban Extension to the northeast would be screened in this view by topography and field boundaries. Employment development on proposed allocations at Moore, Hatton is unlikely to be discernible in this view.	**Winter - Low adverse (negligible from Hobb Lane)** A limited visual effect is predicted given the distance of the viewer and intervening vegetation, but there would be views of the upper part and rooflines of built development in the southwest part of the site, with more distant views of the rooflines of buildings in the Arpley Hub. The proposed development would have a low adverse magnitude of effect on views from the dwellings on the southeast section of Hobb Lane, as well as a low adverse visual effect for users on short sections of the PRoW network further to the southeast, where a small proportion of the view would be affected. Views from Hobb Lane generally are restricted and the proposed development would have a negligible magnitude of effect on lane users. **Summer – Negligible adverse (no view from Hobb Lane)** In summer vegetation in the grounds of properties along Hobb Lane would be in leaf and the hedge on the north side of Hobb Lane would form a dense screen at ground level. There would be filtered, glimpsed views from upper floors of properties on Hobb Lane and no view from the ground floor resulting in a negligible adverse magnitude of effect. There would be no view of the proposed development for pedestrians and motorists using Hobb Lane.	**Winter - Minor adverse and** **Negligible from Hobb Lane.** **Summer – Negligible adverse for properties and no view for pedestrians and motorists using Hobb Lane.**
Direction of View	**Approximate Distance from Representative Viewpoint to Nearest Part of Site**		**Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development**			
North	1.5km		1.5km			

Representative Viewpoint 10

Photograph details:	Date and time: 21/03/18 at 15:35	Weather: Overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Road users on southern section of Forrest Way. Also representative of view from section of Trans Pennine Trail (including on Forrest Way crossing the river), and nearby residences and businesses on the northwest side of the river.	Low (road users) High (Trans Pennine Trail users) Medium-high (residents) Low (businesses)	Community and Regional value from Trans Pennine Trail	**High (Trans Pennine Trail)** **Low (road users)** **Medium (residents)** **Low (workers)**	There is an elevated view looking from the existing road bridge across the River Mersey, which the Trans Pennine Trail crosses. The view to the south comprises rough grassland, and pockets of scrub and tree cover in the northeast part of the site. There is a high voltage overhead line supported by steel lattice pylons crossing the river in the foreground, and beyond the upper part of three stacks at Arpley landfill site are visible on the skyline. The scrub and tree cover in the foreground merges with woodland further to the south, which includes woodland on higher ground to the southeast of the A56 Chester Road. In this direction there are glimpsed views of the upper part of the Baronet industrial works to the immediate southeast of the West Coast Main Line railway, which is at the southeast edge of the site. The view to the southeast extends across a flat arable field toward residential development associated with the A56 Chester Road at Walton, at the settlement edge of Warrington. Further to the east and looking along the river the view is of industrial works on the riverside and near Bank Quay, with nearer views of recent residential development on the north side of the river. The view to the west and looking along the river is towards made ground at Arpley landfill in the northern part of the site, which is partly restored, with grassland cover and establishing woodland planting, and partly in the process of being restored, with bare earth and the methane ventilation system visible. This made ground curtails the view further to the west, although Fiddlers Ferry Power Station is visible on the skyline above. From the off-road section of the Trans Pennine Trail to the southeast of the river, which runs adjacent to the site boundary, there are some near views of the rough grassland, and pockets of scrub and tree cover in this part of the site. Further to the southeast these views are more distant and partly filtered or screened by intervening vegetation. Southeast of the West Coast Main Line railway the views toward the site from the Trans Pennine Trail are obscured altogether by the railway bridges across the river and intervening trees and other built form. From the initial off-road section of the Trans Pennine Trail northwest of the river, which runs west of Forrest Way the view is similar to that described above, although less elevated and partially screened and filtered by intervening tree cover. Further northwest along the route the view to the south is increasingly obscured by tree cover to the northeast of the sewage works. Similarly the view from nearby two storey residences and businesses on the northwest side of the river are less elevated and partially screened or filtered by the intervening road bridge and some intervening vegetation along the river banks. The summer view shown on Figure 3.10 indicates a thickening in vegetation as a result of trees and shrubs in leaf which creates a denser screen in the mid ground in the direction of the site. **Future Baseline** The immediate foreground of this view would be occupied by the Warrington Western Link Road and traffic using it.	**Winter - Large adverse (section of Trans Pennine Trail and road users on Forrest Way) Moderate adverse (residences and road users on the short southern section of Forrest Way) and low adverse (from businesses)** There is potential for a large adverse magnitude of effect on users of the Trans Pennine Trail adjacent to the site boundary and from the existing road bridge as a result of near and open views of the proposed Arpley Hub. Open views of the proposed development would be seen in conjunction with foreground views of the proposed Western Link Road including a new bridge crossing. The same views and magnitude of effect would be experienced by road users on Forrest Way on the bridge crossing and on the short section of the existing road to the south of the river. However, given the low sensitivity of road users, the overall significance of effect on the views from this short section of road would be moderate adverse. Views from the two storey residences to the immediate northwest of the river would be more oblique, more distant and partially interrupted by the existing road bridge and some vegetation along the riverside. The proposed development and proposed Western Link Road would affect a moderate proportion of the existing views to the south from residences and the magnitude of effect would be moderate adverse although the Western Link Road would be a large change in view. From the businesses on Forrest Way (to the north of the river) there is potential for the upper part of the proposed buildings in the Arpley Hub to be visible above the intervening existing road bridge and vegetation, particularly from upper storey windows. From hardstanding areas at ground-level and from groundfloor windows views would be further obscured by intervening built form, stored materials and security fencing. The proposed development would affect a small proportion of the view from the businesses and the magnitude of effect would be low adverse. **Summer - Large adverse (section of Trans Pennine Trail and road users on Forrest Way) Moderate adverse (residences and road users on the short southern section of Forrest Way) and low adverse (from businesses)** Vegetation in leaf would increase the density of low level screening and would result in a very small reduction in overall magnitude of effect. However, views of the proposed Arpley Hub would be open and in close proximity to users of the Trans Pennine Trail and motorists using Forrest Way at the bridge crossing. Residents of properties to the northwest of the river would benefit	**Winter and Summer - Major adverse (section of Trans Pennine Trail) Moderate adverse (residences and road users on the short southern section of Forrest Way) and minor adverse (from businesses)**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
South	65m	205m

				from additional screening although the proposed development would be noticeable feature in views. From businesses along Forrest Way there would be a barely discernible reduction in magnitude of effect in summer compared to winter	

Representative Viewpoint 11

Photograph details:	Date and time: 21/03/18 at 15:09	Weather: Overcast	Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Workers and customers at the Ferry Tavern Public House on Station Road (a PRoW). Also representative of views from the nearby section of the Trans Pennine Trail, nearby moorings, Station House residences and PRoWs on the north side of the disused St Helens Canal and Riverside Trading Estate, and more distant views from residences at the edge of Penketh.	High (Trans Pennine Trail and PRoW users) Medium (PRoW users on Station Road, workers and customers at the Public House and visitors to the boat moorings) Medium-high (residents) Low-medium (workers at the Riverside Trading Estate)	Community and Regional value from Trans Pennine Trail	High (Trans Pennine Trail) Medium (PRoW users on Station Road, workers and customers at the Public House, visitors to the moorings and residents) Low-medium (workers at the Riverside Trading Estate)	There is an open view from Station Road (a PRoW) and the Public House looking east and southeast across the River Mersey and toward made ground and establishing woodland at Arpley landfill, within the site. Establishing woodland planting within the site merges with other areas of young woodland, tree cover and scrub close to the river and screens views of built development toward the centre of Warrington. The view to the south includes the upper part of built development at Daresbury and Manor Park, including the Daresbury Laboratory Tower, which is clearly visible on the skyline. From the nearby section of the Trans Pennine Trail there are similar views, but these are partly filtered or screened by intervening fencing, vegetation and the Public House. Similarly views from the nearby moorings, Riverside Trading Estate and residences at Station House and PRoWs to the north of the disused St Helens Canal are partly screened or filtered by a combination of intervening built form, storage, fencing and vegetation. Views from two storey residences further north from the edge of Penketh are more distant, but there it is likely that there are some glimpsed views toward Arpley landfill from some upper storey windows. The summer view shown on Figure 3.11 indicates a barely discernible change to views when compared to the winter view.	**Winter and summer - Low adverse** A low adverse visual effect is anticipated as a result of the proposed development. The raised topography of Arpley landfill would screen the proposed development in the northeast and southeast parts of the site. However it is likely that the upper part and rooflines of new buildings in the southwestern part of the site would be visible above intervening young woodland, occupying a small proportion of the view of open or partly filtered and screened views. While there is a very limited infilling by screening vegetation in leaf in summer, there would be no difference in magnitude of effect when compared to winter.	**Winter and summer - Minor adverse**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
East and southeast	840m	1.35km

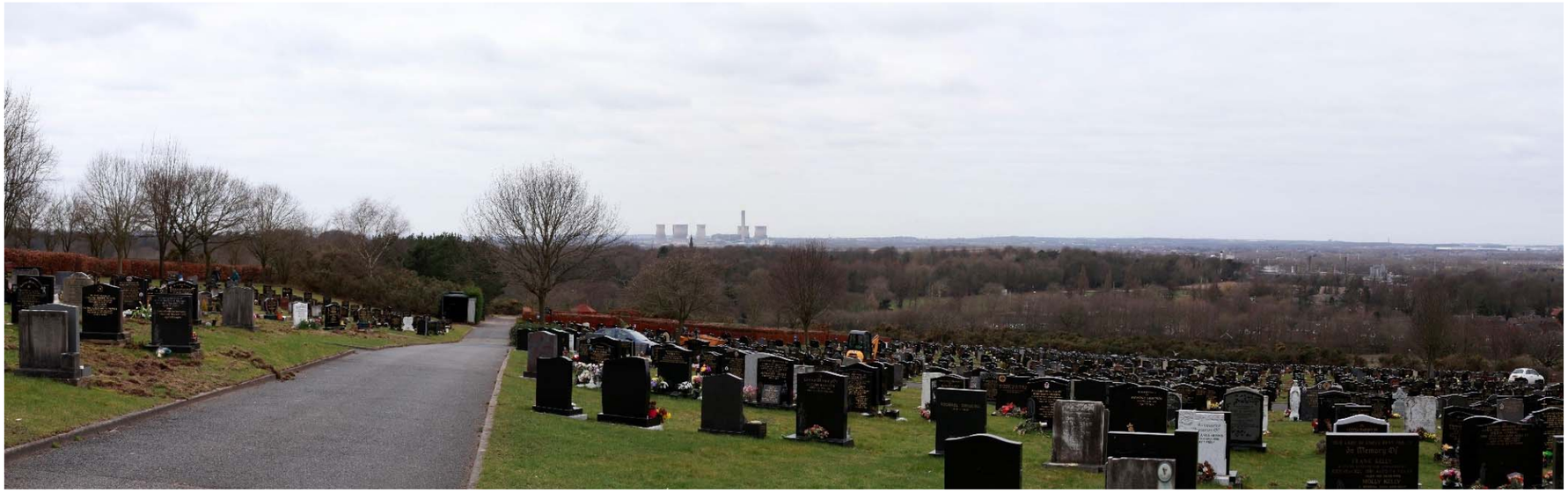
Representative Viewpoint 12

Photograph details: *Date and time: 21/03/18 at 16:02* | *Weather: Overcast* | *Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)*

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Road users on the A56 Chester Road, users of PRoW extending south toward Walton Lea Walled Garden and adjacent residences. Also representative of views from some nearby residences at the edges of Lower and Higher Walton.	Low-medium (road users) High (PRoW users) Medium-high (residents)	Community	**Low-medium (road users)** **Medium (PRoW users and residents)**	The view looking west from this section of the A56 Chester Road is partially filtered by the intervening roadside hedgerow and trees, but extends across intervening farmland toward mature tree cover lining the Manchester Ship Canal and the railway embankments to the West Coast Mainline railway. The wooded railway embankments screen the site from view. The railway bridge across the ship canal, which is adjacent to the southeast extent of the site is visible on the skyline. The view to the northwest includes the industrial works adjacent to the ship canal (Baronet Works). The view to the southwest includes residential properties along Mill Lane. There are similar, but slightly more elevated views available from a short section and northern extent of the PRoW and adjacent residences. Further south along the PRoW the view toward the site is completely obscured by intervening mature tree cover, which also screens views from other nearby visual receptors. In the wider area, there would be similar views from a relatively small number of residential properties at the edges of Lower and Higher Walton, where mature tree cover at the settlement edge does not obscure views. The summer view shown on Figure 3.12 indicates that, with vegetation in leaf, the horizon us obscured by hedges and trees growing alongside the A56. **Future Baseline** The Warrington South West Urban Extension would be in the close mid-ground of this view on the opposite side of Chester Road from the camera position.	**Winter - Negligible** The new residential and associated development of Warrington South West Urban Extension would appear in the view, obscuring views northwest and largely screening any views of the proposed development. Above the rooflines of the Urban Extension, intervening woodland cover associated with the railway embankment would provide effective screening of the proposed development. There is potential for the rooflines of the tallest of the proposed buildings (up to 23m in height) to be glimpsed beyond, resulting in a negligible adverse magnitude of effect. **Summer – No view.**	**Winter - Negligible adverse.** **Summer – No view.**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
West	825m	1km

Representative Viewpoint 13



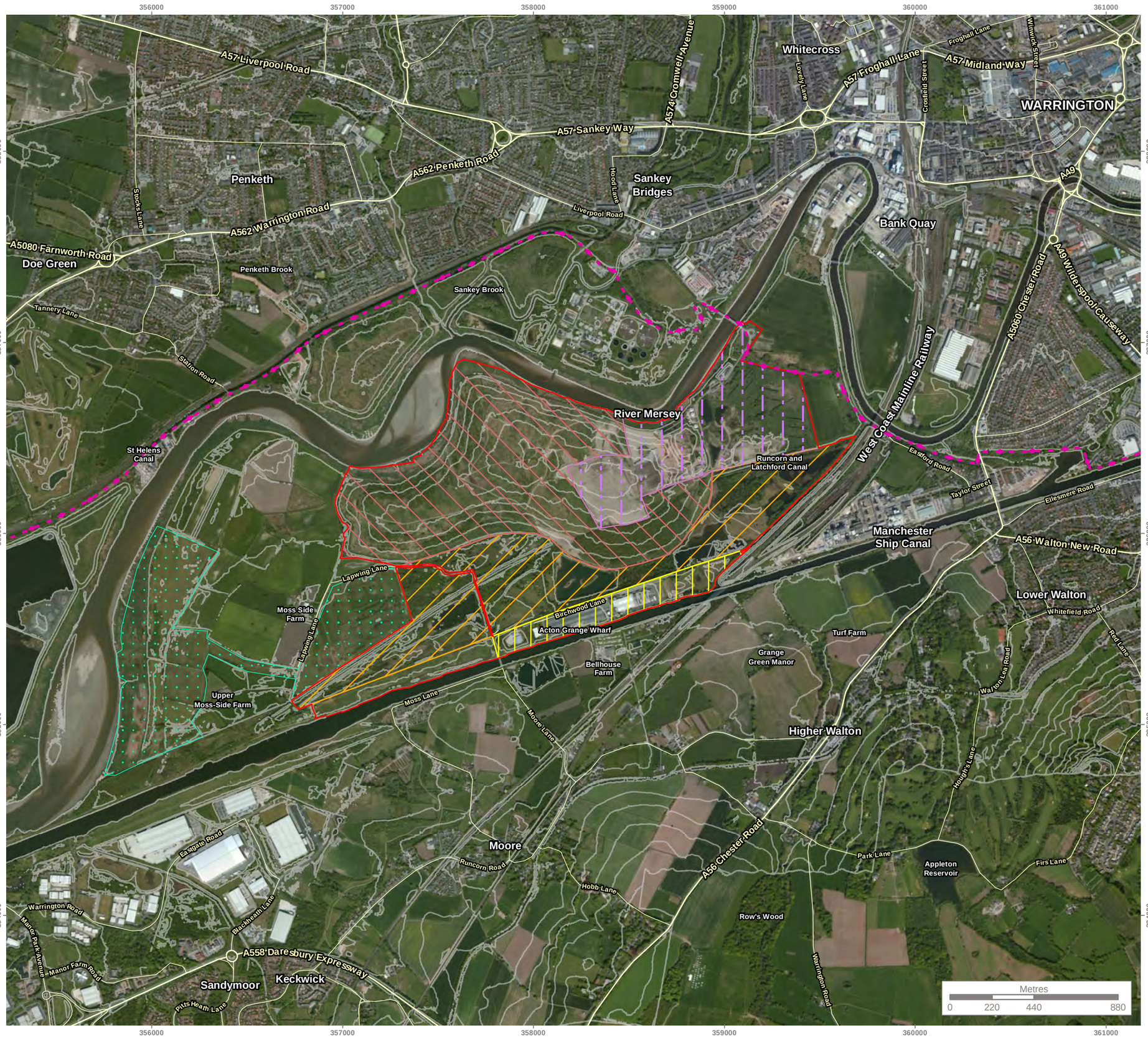
Photograph details:	*Date and time: 21/03/18 at 14:02*	*Weather: Overcast*	*Camera details: Canon EOS Mark II with 50mm lens (individual photographs stitched together using automated photomerge in Adobe Photoshop)*

Visual Receptors Represented	Suscept. to change	Value of view	Sensitivity	Existing view (description)	Likely Magnitude of Effect During Operation	Likely Significance of Effect During Operation
Visitors to Fox Covert Cemetery on elevated ground and nearby PRoW (part of the Mersey Valley Trail), and nearby residences.	High (PRoW users) Medium (visitors to cemetery) Medium-high (residents)	Community and Regional (PRoW on the Mersey Valley Trail)	**Medium**	The existing view from higher ground looking northwest is interrupted by mature woodland associated with Walton Hall gardens and the adjacent crematorium and Walton Lea walled garden. This tree cover merges with the wooded West Coast Mainline railway embankment beyond to screen views of the lower lying land in the site. The upper part of the railway bridge which crosses the Manchester Ship Canal is just visible above and in between the tree cover, along with the upper part of the higher ground at Arpley landfill beyond. To the northwest Fiddlers Ferry Power Station forms a distinctive landmark on the horizon. Views to the north extend across built development in Warrington, which extends into the distance. In this direction the industrial works (Baronet Works) adjacent to the Ship Canal forms a nearer element in the view. There are similar views from short sections of the PRoW, which extends west along the southern edge of the cemetery. Although the view to the northwest is restricted to glimpses by vegetation lining the route, and then the view to the northwest is screened altogether by intervening tree cover as the PRoW drops in elevation. Similar open views are also available from primarily the upper storey windows of houses on higher ground on Red Lane, and also from higher ground off Firs Lane, where intervening mature trees do not obscure the view to the northwest. The summer view shown on Figure 3.13 indicates a change to the view composition primarily in the foreground and middle ground where deciduous trees are present. There is a barely discernible change to the view composition in the longer distance closer to the site when compared to the winter view. **Future Baseline** There may be glmpses of rooflines of residential and related devleopmeint in Warrington South West Urban Extension although it is likelky largely to be screened by intervening land, built form and trees.	**Winter and summer - Negligible** Intervening woodland cover associated with Walton Hall gardens and the adjacent crematorium, and the West Coast Main Line railway embankment beyond would largely screen the proposed development in views. There is potential for distant and glimpsed views of the upper part of built development in the Arpley Hub and rooflines of buildings (up to 23m in height) in the expanded Port Warrington site further to the west. However, given the distance of the viewer, the partial screening by intervening tree cover and existing built development in the view, the change to the view would be barely discernible and the magnitude of effect on views would be negligible. While there is a change to the view composition in the foreground and middle ground, in longer distance views in the direction of the site there is very limited infilling by screening vegetation in leaf in summer. There would be no difference in magnitude of effect when compared to winter.	**Winter and summer - Negligible**

Direction of View	Approximate Distance from Representative Viewpoint to Nearest Part of Site	Approximate Distance from Representative Viewpoint to Nearest Part of Proposed Built Development
Northwest	2km	2.1km

FIGURES

Figure 1 – Landscape Context
Figure 2 – Representative Viewpoints Location Plan
Figures 3.1 to 3.13 - Representative Viewpoints Summer and Winter Views



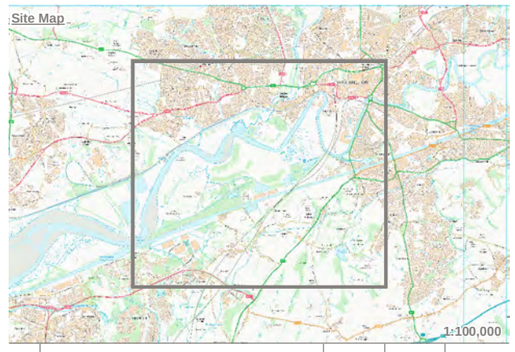
KEY

- Site Boundary
- Contours at 5m Intervals
- Trans Pennine Trail
- Active Landfill
- Active and Consented Port Warrington - Acton Grange Wharf
- Forestry Commission Land
- Moore Nature Reserve
- Restored Landfill

This map contains data from the following sources:

- OS OpenData
- Long Distance Walkers Association (LDWA)
- Environment Agency

Site Map



Rev	Description	Drawn	Approved	Date
A	2019 Update	RE	RA	03/09/2019

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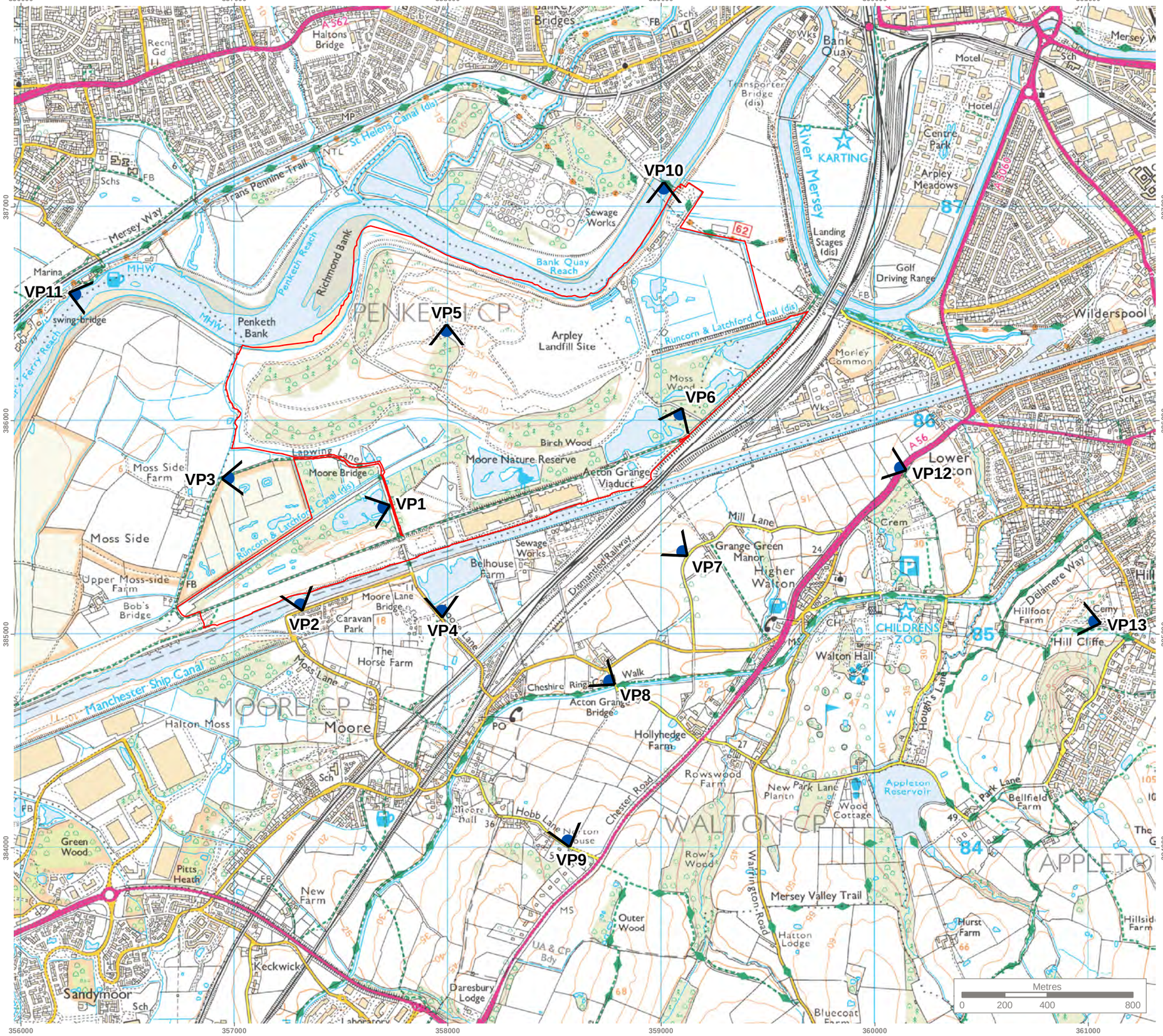
PEEL

Project
Port Warrington and Arpley Meadows LVA

Title
Figure 1- Site Context Plan

Drawing Number
G6929.03.001A

Drawn	Checked	Approved	Scale	Date
JS/RE	AP	RA	1:20,000 @ A3	03/09/2019



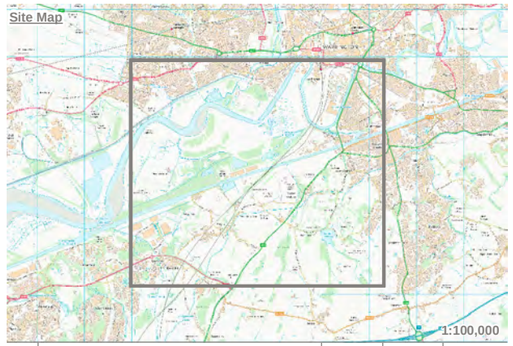
KEY

Site Boundary

Representative Viewpoint Location

VP1

Site Map



1:100,000

Rev	Description	Drawn	Approved	Date
A	Updated Viewpoint Locations	JS	IJG	06/11/2018
B	2019 Update	RE	RA	03/09/2019

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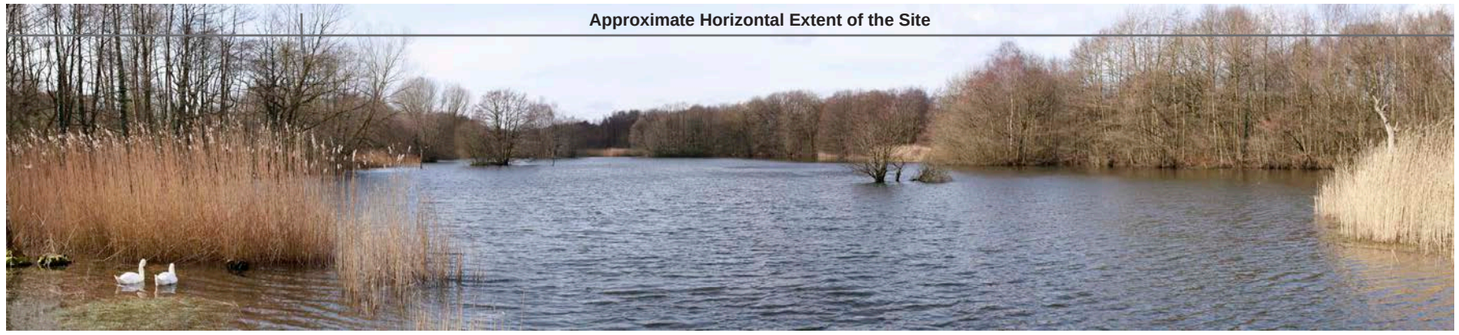
Project
Port Warrington and Arpley Meadows LVA

Title
Figure 2 - Representative Viewpoint Location Plan

Drawing Number
G6929.03.002B

Drawn	Checked	Approved	Scale	Date
JS/RE	AP	RA	1:18,000 @ A3	03/09/2019

Viewpoint 1 - View within the site, looking west from publically accessible route along Lapwing Lane, which is currently within Moore Nature Reserve. The view is taken from a bird hide accessed directly off Lapwing Lane, which provides open views across the waterbody to the west of Lapwing Lane.

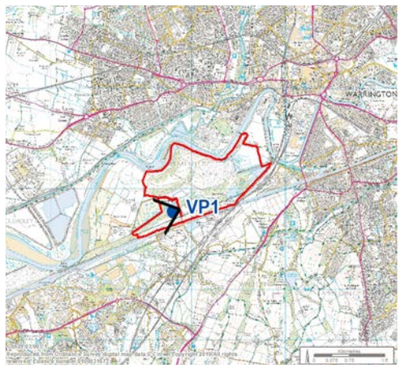


Viewpoint 1 - Winter View

Viewpoint 1 - Summer View

THE ENVIRONMENT PARTNERSHIP

[redacted]



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.1: Viewpoint 1

Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 2 - View looking north over the Manchester Ship Canal towards the south of the site, taken from Moss Lane, representative of views from Promenade Caravan Park.

Viewpoint 2 - Winter View

Viewpoint 2 - Summer View

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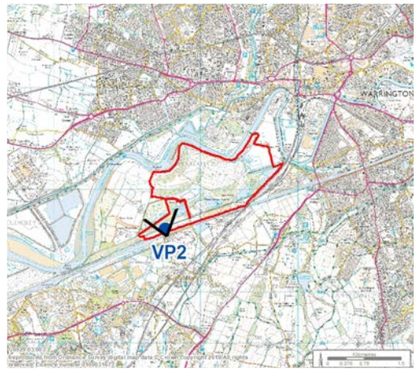


Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.2: Viewpoint 2

Drawing Number
IN6929.001

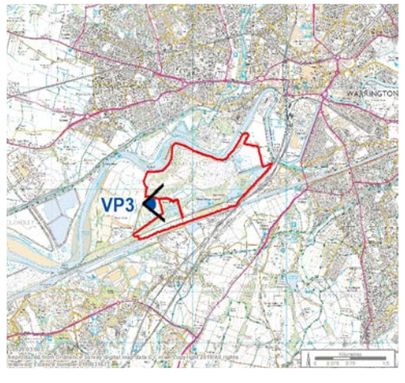
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 3 - View from Moss Side Farm on Lapwing Lane, looking towards the eastern Site boundary.

Viewpoint 3 - Winter View

Viewpoint 3 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.3: Viewpoint 3

Drawing Number
IN6929.001

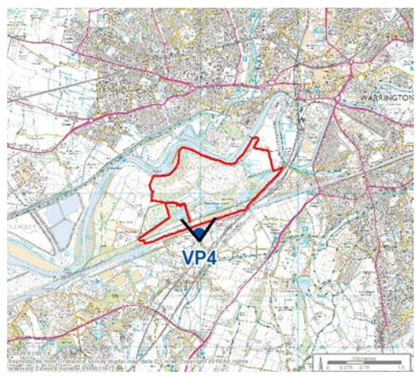
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 4 - View from Moore Lane looking towards the southern Site boundary.

Viewpoint 4 - Winter View

Viewpoint 4 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.4: Viewpoint 4

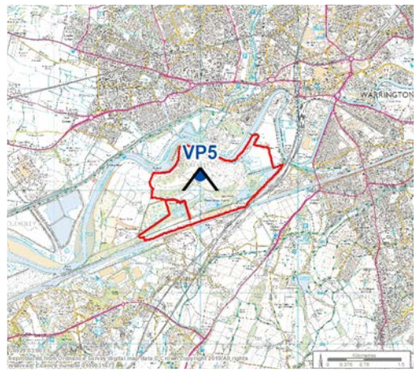
Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 5 - Elevated view from within the Site looking south across the former Arpley Landfill Site.

Viewpoint 5- Winter View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.5: Viewpoint 5

Drawing Number
IN6929.001

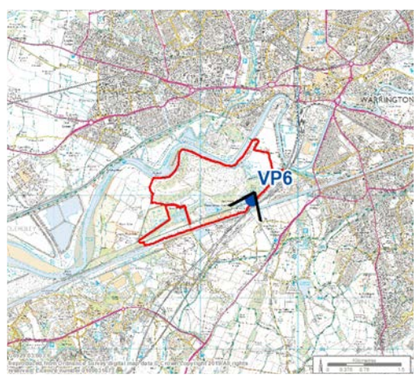
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 6 - View from the access road at the western end of Birchwood Lane, within the Site and Moore Nature Reserve, looking south west towards the West Coast Mainline railway embankment.

Viewpoint 6 - Winter View

Viewpoint 6 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.6: Viewpoint 6

Drawing Number
IN6929.001

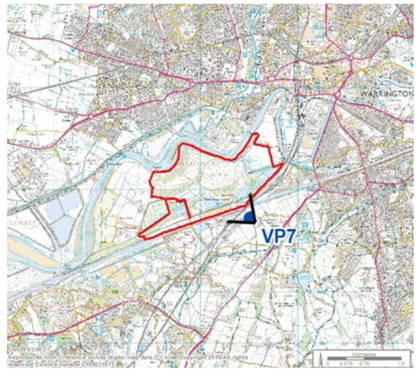
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 7 - View from Thomason Canal Bridge on Holly Hedge Lane, looking north west towards the southern Site boundary.

Viewpoint 7 - Winter View

Viewpoint 7 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

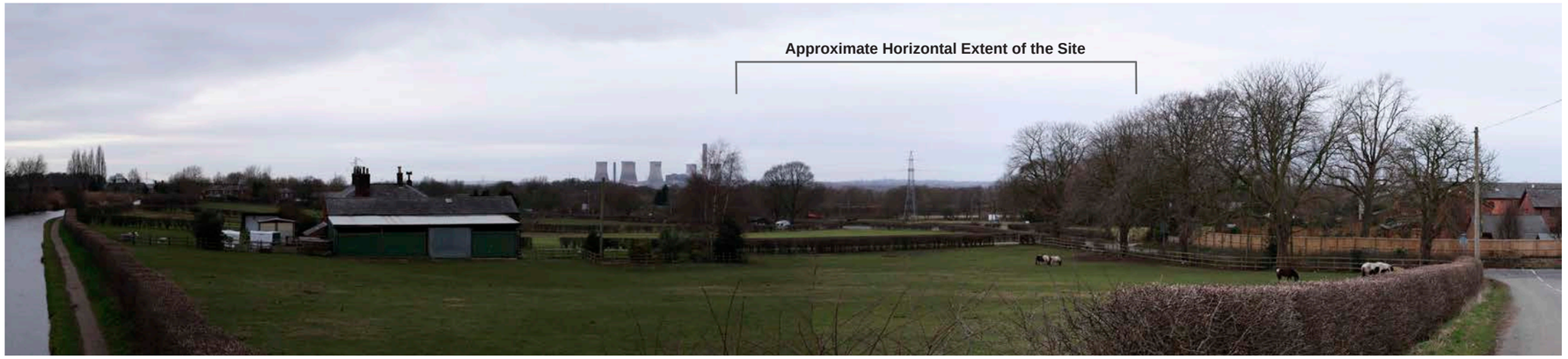
Project
Port Warrington

Title
Figure 3.7: Viewpoint 7

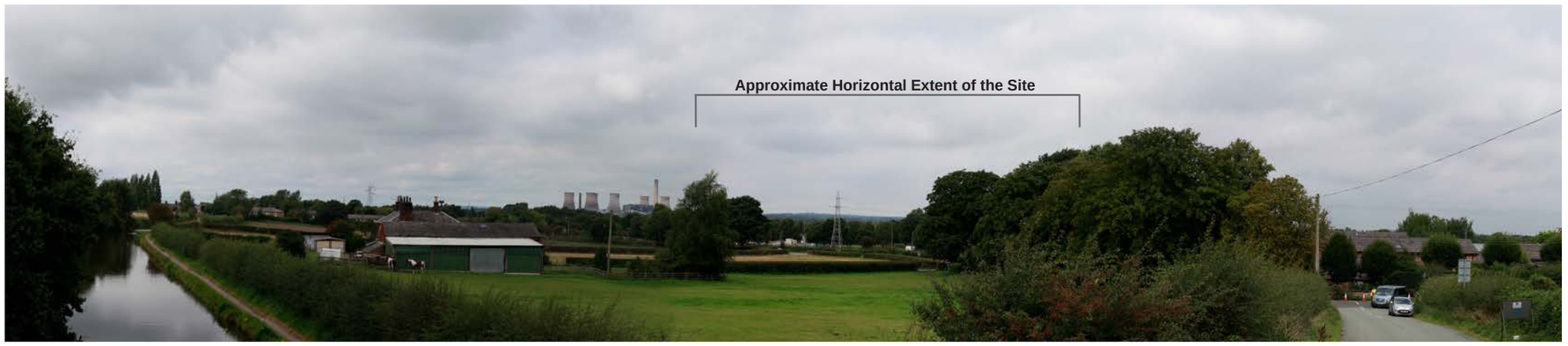
Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 8 - View from Thomason Canal Bridge on Holly Hedge Lane, looking towards the southern edge of the Site.

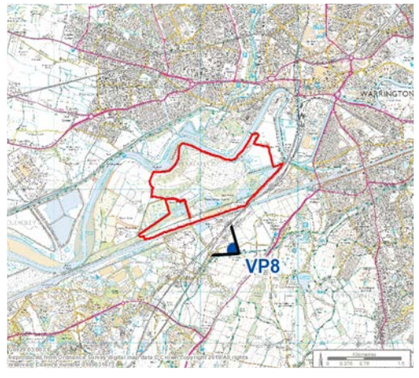


Viewpoint 8 - Winter View



Viewpoint 8 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

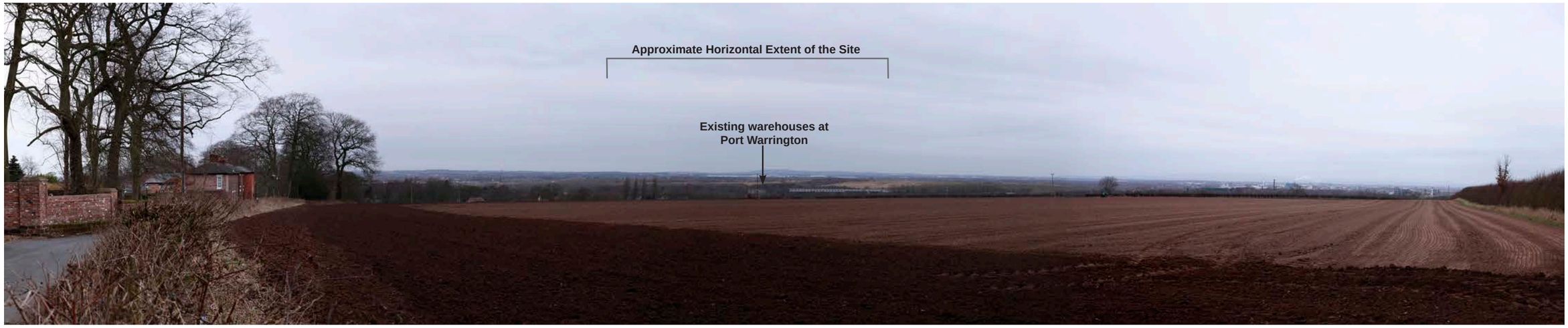
Project
Port Warrington

Title
Figure 3.8: Viewpoint 8

Drawing Number
IN6929.001

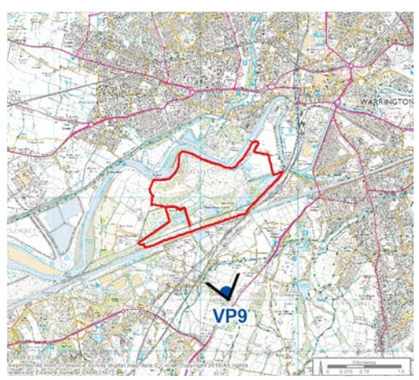
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 9 - View from Hobb Lane, looking north towards the Site. The existing buildings at Port Warrington are seen above intervening vegetation in the winter view.



Viewpoint 9 - Winter View

Viewpoint 9 - Summer View



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Port Warrington

Title
Figure 3.9: Viewpoint 9

Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 10 - View from Forrest Way, looking south west from the existing road bridge across the River Mersey towards the north east section of the Site.

Viewpoint 10 - Winter View

Vewpoint 10 - Summer View

THE ENVIRONMENT PARTNERSHIP

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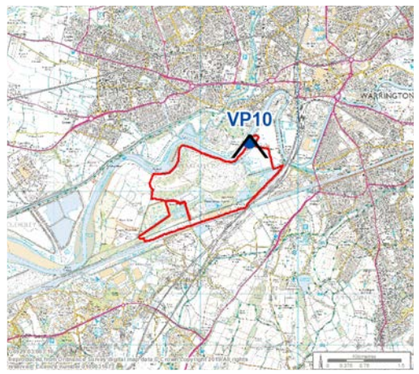


Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.10: Viewpoint 10

Drawing Number
IN6929.001

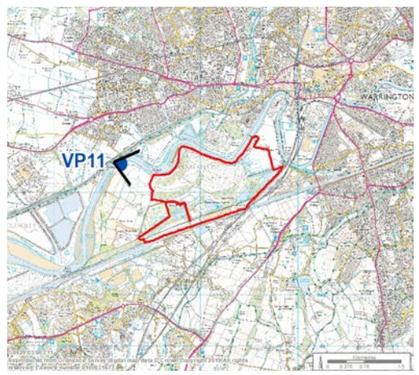
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 11 - View from the Ferry Tavern Public House on Station Road, looking south east across the River Mersey towards the north west of the Site.

Viewpoint 11 - Winter View

Viewpoint 11 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.11: Viewpoint 11

Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 12 - View from the A56 Chester Road at Lower Walton, looking north west towards the south East of the Site.

Approximate Horizontal Extent of the Site

Viewpoint 12 - Winter View

Approximate Horizontal Extent of the Site

Viewpoint 12 - Summer View

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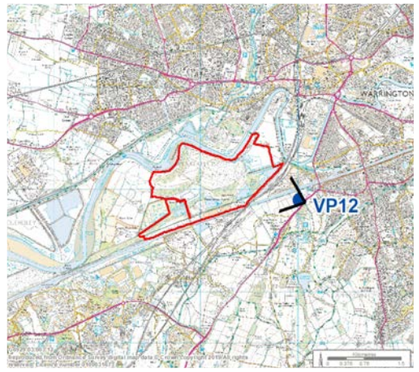


Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.12: Viewpoint 12

Drawing Number
IN6929.001

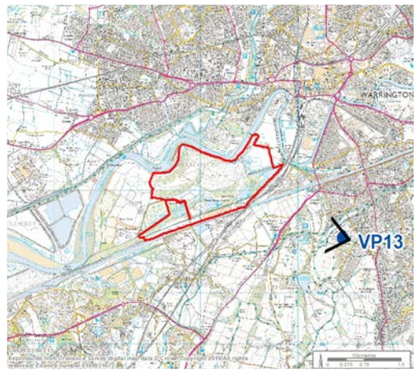
Drawn	Checked	Approved
LDH	LH	RA

Viewpoint 13 - View from high ground at Fox Covert Cemetery in Stockton Health and nearby PRoW (forming part of the Mersey Valley Trail). The view looks north west across mature woodland associated with Walton Hall Gardens and the adjacent crematorium.

Viewpoint 13 - Winter View

Viewpoint 13 - Summer View

THE ENVIRONMENT PARTNERSHIP



Rev	Description	Drawn	Approved	Date

Project
Port Warrington

Title
Figure 3.13: Viewpoint 13

Drawing Number
IN6929.001

Drawn	Checked	Approved
LDH	LH	RA

THE ENVIRONMENT PARTNERSHIP

HEAD OFFICE

[redacted]

MARKET HARBOROUGH

[redacted]

GATESHEAD

[redacted]

LONDON

[redacted]

CORNWALL

[redacted]