

HyNet North West Hydrogen Pipeline

Delivering clean growth



Appendix 8F

Visual Receptor Assessment

October 2024

Revision 1

Volume

Document ref.

0001

852552-WSPE-IA-ES-RP-LV-98363

Contents

1	Introduction	3
1.1	Overview	3
1.2	Structure of this Appendix	3
1.3	Visual Assessment Tables	7
	Visual effects on receptors within their community	7
	Visual effects on users of promoted recreational routes	92
	Visual effects on recreational canal / river users	128
Table 8F.1	Thornton-le-Moors	7
Table 8F.2	Elton	9
Table 8F.3	Frodsham	13
Table 8F.4	Hapsford	16
Table 8F.5	Helsby	17
Table 8F.6	Runcorn	19
Table 8F.7	Clifton	22
Table 8F.8	Sutton Weaver	25
Table 8F.9	Aston	26
Table 8F.10	Aston Heath	28
Table 8F.11	Dones Green	29
Table 8F.12	Bartington	32
Table 8F.13	Acton Bridge	34
Table 8F.14	Weaverham	36
Table 8F.15	Gorstage	37
Table 8F.16	Bryn	39
Table 8F.17	Cuddington	41
Table 8F.18	Sandiway	42
Table 8F.19	Hartford	44
Table 8F.20	Whitegate	47
Table 8F.21	Davenham	48
Table 8F.22	Moulton	49
Table 8F.23	Winsford	51
Table 8F.24	Bostock Green	51
Table 8F.25	Whatcroft	53
Table 8F.26	Lower Whitley	55
Table 8F.27	Higher Whitley	56
Table 8F.28	Frandle	57
Table 8F.29	Antrobus	59
Table 8F.30	Arley	60
Table 8F.31	High Legh	61
Table 8F.32	Broomedge	64
Table 8F.33	Dunham Woodhouses	65
Table 8F.34	Sinderland Green	68
Table 8F.35	Partington	69
Table 8F.36	Carrington	71
Table 8F.37	Hatton	73
Table 8F.38	Moore	74
Table 8F.39	Higher Walton	75
Table 8F.40	Lower Walton	78
Table 8F.41	Warrington	80
Table 8F.42	Widnes	82
Table 8F.43	Cuerdley Cross	83
Table 8F.44	Bold Heath	85
Table 8F.45	Sutton Manor	86
Table 8F.46	Rainhill	88
Table 8F.47	St. Helens	90
Table 8F.48	NCR 5	92
Table 8F.49	NCR 562	96
Table 8F.50	RCR 70 / Cheshire Cycleway	97
Table 8F.51	NCR 573	100
Table 8F.52	RCR 71	101
Table 8F.53	NCR 62	102

Table 8F.54	Weaver Way	106
Table 8F.55	Trent and Mersey Canal Walk	109
Table 8F.56	E8	110
Table 8F.57	North Cheshire Way	111
Table 8F.58	Delamere Way	111
Table 8F.59	Dane Valley Way	113
Table 8F.60	Bollin Valley Way	114
Table 8F.61	Timberland Trail	116
Table 8F.62	Mersey Way	118
Table 8F.63	Trans Pennine Trail	120
Table 8F.64	Bridgewater Way	120
Table 8F.65	Cheshire Ring Canal Walk	123
Table 8F.66	Palatine Plod	123
Table 8F.67	Longster Trail	125
Table 8F.68	Sandstone Trail	126
Table 8F.69	Eddisbury Way	127
Table 8F.70	Salford Trail	127
Table 8F.71	Manchester Ship Canal	128
Table 8F.72	Weaver Navigation	132
Table 8F.73	River Weaver	134
Table 8F.74	River Mersey	134
Table 8F.75	River Bollin	135
Table 8F.76	Trent and Mersey Canal	136

No table of figures entries found.

1 Introduction

1.1 Overview

- 1.1.1 This appendix provides the assessment of effects upon the views and visual amenity of people (visual receptors) living in and traveling through the LVIA Study Area. The assessments describe the predicted visual effects of the Project for the construction phase, at Operation Year 1 and at Operation Year 15 (the latter two the phases for HAGIs and BVIs only) and have been undertaken in accordance with the methodology set out in **Appendix 8A: Landscape and Visual Impact Assessment Methodology**.

1.2 Structure of this Appendix

- 1.1.2 This appendix has been structured by receptor category for ease of navigation as follows:

- Visual effects on receptors within their community:
 - ▶ **Table 8F.1** Thornton-le-Moors;
 - ▶ **Table 8F.2** Elton;
 - ▶ **Table 8F.3** Frodsham;
 - ▶ **Table 8F.4** Hapsford
 - ▶ **Table 8F.5** Helsby;
 - ▶ **Table 8F.6** Runcorn;
 - ▶ **Table 8F.7** Clifton
 - ▶ **Table 8F.8** Sutton Weaver
 - ▶ **Table 8F.9** Aston;
 - ▶ **Table 8F.10** Aston Heath;
 - ▶ **Table 8F.11** Dones Green;
 - ▶ **Table 8F.21** Davenham;
 - ▶ **Table 8F.22** Moulton;
 - ▶ **Table 8F.23** Winsford;
 - ▶ **Table 8F.24** Bostock Green;
 - ▶ **Table 8F.25** Whatcroft;
 - ▶ **Table 8F.26** Lower Whitley;
 - ▶ **Table 8F.27** Higher Whitley;
 - ▶ **Table 8F.30** Arley;

- ▶ **Table 8F.31** High Legh;
- ▶ **Table 8F.32** Broomedge;
- ▶ **Table 8F.33** Dunham Woodhouses;
- ▶ **Table 8F.34** Sinderland Green;
- ▶ **Table 8F.35** Partington;
- ▶ **Table 8F.37** Hatton;
- ▶ **Table 8F.40** Lower Walton;
- ▶ **Table 8F.41** Warrington;
- ▶ **Table 8F.42** Widnes;
- ▶ **Table 8F.43** Cuerdley Cross;
- ▶ **Table 8F.44** Bold Heath;
- ▶ **Table 8F.45** Sutton Manor;
- ▶ **Table 8F.46** Rainhill;
- ▶ **Table 8F.47** St. Helens.
- Visual effects on users of promoted recreational routes:
 - ▶ **Table 8F.48** NCR 5;
 - ▶ **Table 8F.50** RCR 70 / Cheshire Cycleway;
 - ▶ **Table 8F.51** NCR 573;
 - ▶ **Table 8F.52** RCR 71;
 - ▶ **Table 8F.53** NCR 62;
 - ▶ **Table 8F.54** Weaver Way;
 - ▶ **Table 8F.55** Trent and Mersey Canal Walk;
 - ▶ **Table 8F.56** E8;
 - ▶ **Table 8F.57** North Cheshire Way;
 - ▶ **Table 8F.58** Delamere Way;
 - ▶ **Table 8F.59** Dane Valley Way;
 - ▶ **Table 8F.60** Bollin Valley Way;
 - ▶ **Table 8F.61** Timberland Trail;
 - ▶ **Table 8F.62** Mersey Way;
 - ▶ **Table 8F.63** Trans Pennine Trail;
 - ▶ **Table 8F.64** Bridgewater Way;
 - ▶ **Table 8F.65** Cheshire Ring Canal Walk;

- ▶ **Table 8F.66** Palatine Plod;
- ▶ **Table 8F.67** Longster Trail;
- ▶ **Table 8F.68** Sandstone Trail;
- ▶ **Table 8F.69** Eddisbury Way; and
- ▶ **Table 8F.70** Salford Trail.
- Visual effects on recreational canal / river users:
 - ▶ **Table 8F.71** Manchester Ship Canal;
 - ▶ **Table 8F.72** Weaver Navigation;
 - ▶ **Table 8F.73** River Weaver;
 - ▶ **Table 8F.74** River Mersey; and
 - ▶ **Table 8F.75** River Bollin.

1.1.3 Each assessment table is structured as follows:

1. Cross references to relevant figures and viewpoints, administrative area and presence of any landscape designations.
2. Baseline description of the settlement, route or waterway.
3. Assessment of visual sensitivity of the receptor, which considers the value of view and the visual susceptibility of the viewer to the type of change proposed, to derive an overall visual sensitivity.
4. Assessment of the magnitude of visual change and level of effect. This is assessed on a project component basis (i.e., pipeline, accesses, HAGI (where appropriate) and BVI (where appropriate)) and for each phase of the Project (Construction, Operation Year 1 and Operation Year 15 (the latter two phases for above ground infrastructure only)).
5. Overall assessment.

1.1.4 The visual assessments contained within **Tables 8F.1 to 8F.75** have been informed by the potential tree and hedgerow losses reported within **Appendix 8C: Arboricultural Impact Assessment (AIA)**. The assessments have also been informed by the embedded mitigation measures set out in **Section 8.6 of Chapter 8: Landscape and Visual** and the landscape planting plans for the above ground installations (HAGIs and BVIs) presented in **Figures 1 to 13 in the Outline Landscape and Ecological Management Plan (LEMP)**.

1.1.5 For the purposes of the assessment and to avoid repetition, the main construction and operational components of the Project are taken to include the following:

- Temporary construction compounds would be enclosed by secure fencing 2.4 to 3.6m high, hard surfaced and contain vehicle, plant and material storage and welfare facilities up to two storeys (approximately 6m). Lighting would be required during the hours of darkness for operational activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound as set out in **Section 8.6 of Chapter 8: Landscape and visual** and the **Outline Construction Environmental Management Plan (CEMP) in Appendix 3B**.
- Pipeline corridors (beyond the trenchless crossing compounds) would comprise site fencing, open cut pipeline trench, trenchless crossing compounds, associated construction machinery, pipe string and construction equipment area, internal running track for through access of construction related personnel and topsoil and subsoil laydown areas.
- HAGIs: the operational HAGIs require security fencing, typically 2.4m to 3.6m high with double-leaf access gates for vehicles. The above ground components would be at a low level (up to 5m) for safety and to reduce visual impact. Access would be required from the adjacent road network, access tracks or similar. There would also need to be space for maintenance operatives to safely park their vehicle(s) off the highway and open the gates. The HAGIs would generally be unlit except during maintenance or potential breakdown/emergency requirements, at which point permanent task lighting mounted on columns (approximately 3-5m high) would be switched on for the duration of the works.
- BVIs: the operational BVIs would be housed in a compound less than 0.5ha in size, with fencing approximately 2.4m high, an access track, facilities for turning vehicles and an access gate. Access would be required for maintenance vehicles, typically Light Goods Vehicles (LGV). The main valve would be in-line with the buried pipeline whilst the bypass and bypass valves would be buried with extended stems for valve operation. The valve actuator would also extend a short height (approximately 1.5m) above ground.

1.1.6 Post construction, the pipeline corridor, associated trenchless construction compounds and materials storage areas would be reinstated to their original condition with no discernible visual evidence for visual receptors. A **Zero** magnitude of change on the visual amenity of receptors is therefore predicted for the Operation Phase unless otherwise stated.

1.1.7 The decommissioning of the Project would likely involve leaving the pipeline in situ whilst it is envisaged that HAGIs and BVIs would be removed by reversing the methods used for installation, with similar levels and types of equipment involved over an anticipated 6-to-12-month period. The visual effects associated with the decommissioning phase are therefore likely to be comparable to those recorded for the construction phase for each visual receptor group within the LVIA Study Areas for the HAGIs and BVIs. The relevant visual receptors and the likely effects during the decommissioning of the Project are set out in **Sections 8.10, 8.11 and 8.12 of Chapter 8: Landscape and visual**.

1.3 Visual Assessment Tables

Visual effects on receptors within their community

Table 8F.1 Thornton-le-Moors

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	None	
Settlement description:	The village is located south of the A5117. The historic core around the Grade 1 listed church includes a number of 18 th and 19 th century dwellings, predominantly farmhouses. The southern part of the village by contrast is dominated by post World War II housing. The topography across the settlement is relatively flat and when combined with intervening built development, mature tree cover and conifer screen planting, views eastwards towards the Project are limited and where available would be set in the context of high voltage overhead lines on pylons ~300m east of the settlement. Views towards the Stanlow Refinery are typically restricted by tree planting on both sides of the A5117. The Pipeline Corridor would be ~450m east of the settlement at the closest point.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (West Corridor)	Construction phase: Views of construction activity within the West Corridor from the eastern edge of Thornton-le-Moors would be infrequent due to dwelling orientation and the presence of mature tree cover including conifers that are predicted to restrict views of the existing high voltage pylons that are located between the Project and the edge of the village. Several properties on Yew Tree Close and Poole Lane are predicted to have relatively unrestricted east facing views across farmland towards the West Corridor, noting that intervening field boundary planting would partially restrict views and the construction activity would be of relatively short duration with progressive backfill and reinstatement as works are completed along the route. Given the flat character of the landscape and the presence of intermittent planting it is predicted that the additional screening offered by the temporary soil bunds either side of the Pipeline Corridor would largely restrict visibility of construction activity that would be restricted to glimpses of the upper parts of construction vehicles including dump trucks, the arm of excavators and the upper parts of temporary cranes. In addition to the Pipeline Corridor, there would be oblique views towards the trenchless crossing compound south of the A5117, partially screened by intermittent field boundary hedgerows and trees. The scale and geographical extent of the construction activities would be Very Low to None.	

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	The magnitude of change likely to affect settlement would range from Very Low at the eastern edge of the settlement, to None for the remainder of the settlement.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses (WH-03, WH-04)	Construction phase: Temporary construction access routes and designated access points: Cryers Lane (WH-03 and WH-04), A5117. Short sections of roadside hedgerow removed along Cryers Lane to facilitate access from the highway would be screened by intervening successive hedgerows to the east of the settlement. To the north of the settlement HGVs in the construction phase would use the A5517 and increases in traffic that are incremental to existing flows would not be readily perceptible from the village due to intervening planting and buildings. No removal of vegetation is required for the trenchless crossing of the A5517. The increase in traffic movements (HGV and light vehicle) along the identified routes would be incremental to the baseline levels of traffic. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 2.1% increase in traffic and 8.3% increase in HGVs using the A5117 between the M56 and B5132. The magnitude would range from Very Low to Zero.	
	Level of effect:	No Effect to Minor and Not Significant.
	Type of effect:	Short-term duration (temporary), direct and adverse.
HPP HAGI (Figure 8.28)	Construction phase: HPP HAGI and the temporary construction compound east of the HAGI Site would be located on previously developed land and would be fully screened by woodland to the north and south of the A5117 as illustrated in Figure 8.28 . The construction period would be 6-12 months and would not be perceptible from Thornton-le-Moors. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: The HAGI would be fully screened in potential views from the eastern edge of the settlement by woodland along the A5517. Permanent lighting would be used infrequently with regard to maintenance work and security events in the context of the surrounding Stanlow Refinery.	
	Level of effect:	No Effect.
	Type of effect:	N/A

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Operation (Year 15) phase: The HAGI would be fully screened in potential views from the eastern edge of the settlement by woodland along the A5517.	
	Level of effect:	No Effect.
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would result in Minor effects that are Not Significant for the northern and eastern edge of the settlement only. Views of construction activity from the remainder of the settlement, including trenchless compounds and material storage areas would not be available and therefore there would be No Effect .	
	Operation (Year 1) phase: The HPP HAGI would be fully screened by intervening planting and there would be No Effect .	
	Operation (Year 15) phase: The HPP HAGI would be fully screened by intervening planting and there would be No Effect .	

Table 8F.2 Elton

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	None although Elton has a Conservation Area centrally located in village, surrounded by modern built development restricting outward views.	
Settlement description:	The village of Elton is a nucleated settlement with the historic core designated as a conservation area. The topography across the settlement is flat or gently sloping and when combined with the relatively high density of development restricts most intermittent outward views to the settlement edge. Local tree cover along the settlement edge and nearby main transport corridors largely restricts views to surrounding countryside from the majority of the settlement perimeter. Views from the western edge of the settlement towards the Stanlow Refinery include pylons and are foreshortened by woodland planting along Pool Lane. Views to the north are restricted by hedgerows and tree belts along the railway and views to the south are typically limited by planting along A5117. The Pipeline Corridor would be ~20m from the settlement at the closest point, at the junction of Ash Road and Ince Lane, near the south-eastern edge of Elton. Ash Road along the eastern edge of the settlement is proposed for light vehicle access only and this route is separated from the eastern edge of the settlement by existing low-level mounding and/or planting.	
Sensitivity	Value of views: Medium	

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (West Corridor)	Construction phase: Views of construction activity within the West Corridor from the southeast edge of Elton would be available in direct views from upper floor windows of dwellings fronting onto Parkland Drive and Mulberry Close north of the junction with Ince Lane and in upper floor views from the rear of dwellings on Parkland Drive, south of the junction with Ince Lane. Views would include trenchless crossing compounds north and south of the A5117, and to the west and east of Ince Lane (to the south of Ash Road). Views of the trenchless crossing compound to the west of Ince Lane would be from upper stories of dwellings to the south of Parkland Drive at a distance of ~ 20m distance. The Works would include the partial removal of a group of Category C trees between the A5117 and Ince Lane (as shown in Figure 8C.92 of Appendix 8C: Arboricultural Impact Assessment). There would be no removal of trees or hedgerow for the compound to the east of Ince Lane (south of Ash Road with no removal of trees or hedgerow). Temporary earth bunds and/or solid fencing to the perimeter of the compounds would help restrict potential visibility of lower-level activity and structures within the compound. Lighting would be required during the hours of darkness for construction activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. Views of the compound to the north of Ince Lane from Parkland Drive and Mulberry Close would be screened by intervening tree cover and a bund to the north of Ash Road in ground level views with views from some upper floor windows. There would also be a material storage area compound south of the A5117 that would be screened by intervening tree cover in ground level views from the settlement edge with potentially heavily restricted views from some upper floor windows. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect the settlement would range from locally Medium at the south-eastern edge of the settlement (properties south of Parkland Drive), to Zero for the remainder of the settlement.	
	Level of effect:	Major/Moderate and Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: The landscape components at the construction compounds to the south of Parkland Drive would have been reinstated and returned to their original condition. Replanted trees would not be sufficiently mature at year 1 to sufficiently filter or screen views along Ince Lane or the A5117. The magnitude of change likely to affect settlement would range from locally Low at the south-eastern edge of the settlement (properties south of Parkland Drive), to None for the remainder of the settlement.	
	Level of effect:	Moderate and Not Significant to No Effect.
	Type of effect:	Long-term duration, direct and adverse.

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Operation (Year 15) phase: Replanted trees would have matured screening views along Ince Lane and the A5117 with no discernible change to the baseline views. The magnitude of change would be Zero.	
	Level of effect:	No effect
	Type of effect:	N/A
Temporary construction accesses (WH-24)	Construction phase: <u>Temporary construction access routes and designated access points: Ince Lane, Ash Road (WH-24), A5117, Pool Lane.</u> HGV construction traffic is routed along the A5517 and Ince Lane between the A5117 and Ash Road to the south and southeast of the settlement. HGV construction traffic is also routed along Pool Lane to the west via the A5117 and may be visible from dwellings at the south-western corner of the settlement. The increase in traffic movements (HGV and light vehicle) along the identified routes would be incremental to the baseline levels of traffic along the A5117 and HGVs already using Pool Lane, Ince Lane and Ash Road to access local industries. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 2.1% increase in traffic and 8.3% increase in HGVs using the A5117 between the M56 and B5132. In all cases the increases in construction traffic on the local road network, as perceived from within the settlement, would range from Very Low to a Zero magnitude of change.	
	Level of effect:	No Effect to Minor and Not Significant.
	Type of effect:	Short-term duration (temporary), direct and adverse.
HPP HAGI (Figure 8.28)	Construction phase: Temporary construction compounds east of the HAGI Site would be located on previously developed land and would be fully screened by a block of woodland up to ~150m in depth between the compound and Pool Lane to the east. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: The HAGI would be fully screened in potential views from the western edge of the settlement by woodland along Pool Lane as illustrated in Figure 8.28 . Permanent lighting would be used infrequently with regard to maintenance work and security events.	
	Level of effect:	No Effect.

Figures: 8.15 and 8.28 (HPP HAGI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Type of effect:	N/A
	Operation (Year 15) phase: The HAGI would be fully screened in potential views from the western edge of the settlement by woodland along Pool Lane as illustrated in Figure 8.28 .	
	Level of effect:	No Effect.
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would result in Major/Moderate effects that are locally Significant for the south-eastern edge of the settlement only. Views of construction activity from the remainder of the settlement, including trenchless compounds and material storage areas would not be available and therefore Not Significant .	
	Operation (Year 1) phase: The HPP HAGI would be fully screened by intervening planting and occasional light vehicle movements for maintenance would be visible from the southwestern edge of the settlement (largely upper floor rooms) in the context of existing traffic along the A5117 and Pool Lane and would be Not Significant .	
	Operation (Year 15) phase: The HPP HAGI would be fully screened by intervening planting and occasional light vehicle movements for maintenance would be visible from the southwestern edge of the settlement (largely upper floor rooms) in the context of existing traffic along the A5117 and Pool Lane and would be Not Significant .	

Table 8F.3 Frodsham

Figures: 8.16 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: RSH2 (Figure 8.63)
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	None but note Frodhsam (Town) conservation area including the north-west undeveloped fringe of the settlement and Castle Park (Registered Park and Garden)	
Settlement description:	The town of Frodsham, including the suburbs of Netherton and Overton, sits beneath Overton Hill, a sandstone promontory along the Mid-Cheshire Ridge. The historic core of the town along Main Street is designated as a conservation area and is inward facing. The majority of the dwellings at the north-western and north-eastern periphery of the town with theoretical views towards the Project consist of post-World War II housing estates where dwellings vary in orientation. The gently sloping topography and relatively high density of development and local tree cover serve to limit views to the wider landscape, including the Project. The highway network at the north-western edge of town serves the operational access options i.e. Ship Street (WL06), Brock Furlong (WL04) and Weaver Lane (WL05) noting that no construction related traffic is proposed south of the M56 in the vicinity of the town. The Pipeline Corridor would be ~0.2km from the settlement at the closest point, to the northwest of the town and separated by the M56 motorway, and ~0.1km to the northeast of the town, separated by the River Weaver.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (West Corridor)	Construction phase: Views of the construction activity from the northwest edge of Frodsham would form a very small element in direct views from properties fronting onto Ship Street, set in the context of motorway traffic, pylons, the Frodsham Wind Farm and other industrial development (Viewpoint RSH2). Construction activity along the West Corridor associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The localised removal of trees and shrubs would appear as barely perceptible breaks in the already fragmented pattern of field boundary vegetation. Given the flat character of the landscape and the presence of intermittent planting it is predicted that the additional screening offered by the temporary soil bunds either side of the Pipeline Corridor would largely restrict visibility of construction activity from the north-western edge of the settlement, largely comprising glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Views of the construction activity from the northeast of the settlement would be typically limited by dwelling orientation and intervening planting on both sides of the River Weaver, however restricted glimpses of the West Corridor and to a lesser extent the trenchless crossing compounds northeast of the railway viaduct would be available from 4 No. dwellings on the Quay. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect settlement would range from Very Low at the north-western and north-eastern fringes of Frodsham, to None for the majority of the settlement.	

Figures: 8.16 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: RSH2 (Figure 8.63)
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses (WL-04, WL-05, WL-06)	<u>Temporary construction access routes and designated access points: (A56) Main Street / High Street/ Bridge Lane, Ship Street, Brook Furlong (WL-04), Weaver Lane (WL-05), Waterside Drive (WL-06).</u> To the northwest of the settlement construction access for the pipeline would be northwest of the M56. Views of increased traffic movements would be barely perceptible from the northwest of the settlement in the context of movement on the M56 motorway with magnitude of change from the temporary construction access routes ranging from Zero to Very Low. Light vehicles only (not HGV) would utilise the A56 Main Street / High Street/ Bridge Lane, and Ship Street within the settlement to access Brook Furlong (WL-04), Weaver Lane (WL-05), Waterside Drive (WL-06). The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 0.52% increase in traffic using the A56 as it passes through Frodsham. The magnitude of change is predicted to be Very Low.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Rocksavage HAGI (Figure 8.29)	Construction phase: A temporary construction compound would be located to the southwest of the HAGI site under construction. The compound at the closest point would be ~240m distant from properties on The Quay, at the northeastern edge of Frodsham overlooking the River Weaver. Although views would be heavily filtered by intervening trees, there may be some elevated winter views from upper stories. Temporary earth bunds and/or solid fencing to the perimeter of the compounds would help restrict potential visibility of lower-level activity and structures within the compound. Lighting would be required during the hours of darkness for construction activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The construction period would be 6-12 months and the magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant.
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: The ZTV in Figure 8.29 indicates very little visibility from the settlement, with potential views restricted to the northeastern edge of the settlement. The magnitude of change would be Very Low for ~4 No. properties on the Quay to the northeast of Frodsham. Permanent lighting would be used infrequently with regard to maintenance work and security events. It is assumed that woodland to the south of the HAGI, removed during the construction phase to accommodate the construction compound, would be replanted but would play a minimal screening role at Year 1.	
	Level of effect:	Minor and Not Significant.

Figures: 8.16 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: RSH2 (Figure 8.63)
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Type of effect:	Long-term, direct and neutral.
	Operation (Year 15) phase: Vegetation removed during construction and replanted would have matured and the HAGI would be fully screened in views from the settlement.	
	Level of effect:	No Effect.
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would be Not Significant as a result of the construction of the Rocksavage HAGI.	
	Operation (Year 1) phase: Views from the settlement of the HAGI including occasional light vehicle movements for maintenance would be Not Significant .	
	Operation (Year 15) phase: No Views from the settlement of the Rocksavage HAGI. No Effect.	

Table 8F.4 Hapsford

Figures: 8.15		Viewpoints: None	
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor	
Landscape Designations:	None.		
Settlement description:	The small village of Hapsford is a nucleated settlement north of the A5117 and located south of the M56 motorway on the edge of the LVIA study area. The topography across the settlement is gently sloping and when combined with mature tree cover along the northern edge of the settlement and tree cover and agricultural buildings to the east, restricts most views of the surrounding countryside to the settlement edge. Local tree cover along the settlement edge and nearby main transport corridors restricts views north and east to the M56 and the Project ~0.7km northwest near junction 14 of the M56.		
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change and level of effect			
Pipeline (West Corridor)	Construction phase: The Pipeline Corridor is located north of the M56 and no views from dwellings within Hapsford are predicted due to a combination of mature woodland and tree cover to the north and west of the village. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Temporary construction accesses	Temporary construction access routes: A5117. Light vehicles only (not HGV) would utilise the A5117 to the south of the village. The magnitude of change is predicted to be indistinguishable from general traffic on the local road network giving rise to No Effect.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Overall assessment	Construction phase: The construction works in the Pipeline Corridor over 0.7km to the west would not be visible and therefore Not Significant.		

Table 8F.5 Helsby

Figures: 8.15		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	None, noting that the Helsby and Frodsham Hills Area of Special Landscape Value is located to the south and east of the settlement and includes Helsby Hill.	
Settlement description:	The village of Helsby sits beneath Helsby Hill, a sandstone promontory along the Mid-Cheshire Ridge that includes the remains of a bronze age hill fort. The gently sloping topography falls to the north and west from the lower slopes of Helsby Hill and a relatively high density of development and local tree cover serve to limit views from many dwellings to the wider landscape, although there are frequent restricted views of the railway and the M56 corridors and the estuary marshland beyond that includes pylons, the wind turbines of the Frodsham Wind Farm and other industrial facilities. The Pipeline Corridor would be ~0.5km from the settlement at the closest point. Helsby Hill is located outside the settlement boundary but within the LVIA study area and is assessed as part of the Longster Trail long distance footpath.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor)	Construction phase: Views of the construction activity from the settlement would form a very small element in direct views from properties bordering the northwest edge of the settlement along the railway, within any views set in the context of M56 motorway traffic, pylons, the Frodsham Wind Farm and other industrial development. Views from within the settlement are more frequently restricted by surrounding dwellings, noting that as the ground rises at the eastern edge of the village along the lower slopes of Helsby Hill there would be less restricted views, especially from upper floor windows towards the Project. Construction activity along the West Corridor associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The localised removal of trees and shrubs as illustrated in Figure 8C.93 and Figure 8C.96 of Appendix 8C: Arboricultural Impact Assessment would appear as barely perceptible breaks in the already fragmented pattern of field boundary vegetation. Given the flat character of the landscape within the Pipeline Corridor and the presence of intermittent planting it is predicted that the additional screening offered by the temporary soil bunds either side of the Pipeline Corridor would largely restrict visibility of construction activity, largely comprising glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Views of the trenchless crossing compound north and south of the railway and ~0.9km from the edge of the settlement would be largely screened by tree planting along the M56 corridor and intervening planting closer to the settlement edge. The scale and geographical extent of the construction activities would be Very Low to None and the magnitude of change would range from Very Low to None.	
	Level of effect:	Minor and Not Significant to No Effect.

Figures: 8.15		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses (WL-02)	Temporary construction access routes and designated access points: (A56) Chester Road, Lower Rake Lane (WL-02). To the northwest of the settlement construction access for the pipeline would be northwest of the M56. Views of increased traffic movements would be barely perceptible from the northwest of the settlement in the context of movement on the M56 motorway with magnitude of change from the temporary construction access routes ranging from Zero to Very Low. Light vehicles only (not HGV) would utilise the A56 Chester Road within the settlement to access Lower Rake Lane (WL-02). The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 1.3% increase in traffic using the A56 as it passes through Helsby. The magnitude of change is predicted to be Very Low.	
	Level of effect:	No Effect to Minor and Not Significant.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: The construction works comprising the West Corridor the temporary trenchless construction compounds would typically be barely discernible from the settlement and the resulting effects would be Not Significant.	

Table 8F.6 Runcorn

Runcorn		
Figures: 8.16 and 8.32		Viewpoints: None
Administrative area: Halton Borough Council		Corridor: West Corridor including Runcorn Spur
Landscape Designations:	None, noting Runcorn Golf course adjacent to the settlement is designated Greenspace and is assessed as a separate receptor.	
Settlement description:	The town of Runcorn is bounded by the River Mersey to the north and west and the River Weaver to the south. The town expanded in the late 1960's with new residential suburbs to the south developed as a result of the new town masterplan. The suburbs of Beechwood, Grange, Runcorn Heath and Weston village lie along the southern edge of the settlement within the LVIA Study Area. The majority of the dwellings at the southern periphery of the town with theoretical views towards the Project consist of late 20 th century housing estates where dwellings vary in orientation and the edge of the settlement is typically flanked by mature woodland and tree planting of varying density. The gently sloping topography and relatively high density of development and the aforementioned tree cover serves to limit views to the wider landscape, including the Project. The Pipeline Corridor would be less than 0.3 km from the southern end of the settlement at Wisenholme Close and nearby cul-de-sacs, Beechwood, and from Cheltenham Crescent and nearby cul-de-sacs across the Runcorn Golf Course at ~0.5km, noting woodland and tree planting exist along the intervening rail line to the west of Beechwood and the majority of the golf course perimeter that would separate the Pipeline Corridor from residential dwellings in both locations.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor and Runcorn/ Rocksavage Spur)	Construction phase: Potential views of the construction activity from the southern edge of Runcorn from the rear of dwellings along Wisenholme Close and Cheltenham Crescent would be fully screened by the railway on embankment, reinforced by tree cover. Theoretical views from Wisenholme Close in the southwestern edge of the suburb of Beechwood would be fully screened by woodland along the railway and parallel dual carriageway (the Weston Point Expressway), with additional woodland between the transport corridors and the Western Pipeline corridor. Theoretical views of construction activity from the southern edge of Runcorn Heath at Cheltenham Crescent and adjoining cul-de-sacs where properties back onto the Runcorn Golf course would be fully screened by woodland and successive tree cover within the golf course and tree cover along Rocksavage Way and the dual carriageway (the Weston Point Expressway), with additional woodland between the transport corridors and the Western Pipeline corridor. The scale and geographical extent of the construction activities would be None. The magnitude of change likely to affect settlement would be Zero.	
	Level of effect:	No Effect.

Runcorn		
Figures: 8.16 and 8.32		Viewpoints: None
	Type of effect:	N/A
Rocksavage HAGI (Figure 8.29)	Construction phase: Whilst areas of Runcorn lie within the LVIA Study Area for the Rocksavage HAGI, there would be highly limited changes to the views of residents as a consequence of high levels of intervening built form within the settlement, augmented by layers of intervening hedgerows and tree cover. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: There would be no views of the Rocksavage HAGI at Year 1 due to screening provided by intervening built form and vegetation.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: There would be no change to the assessment of effects at Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A
Runcorn HAGI (Figure 8.32)	Construction phase: ZTV analysis (Figure 8.32) indicates that there would be no visibility of the HAGI from the settlement. The temporary construction compound and Runcorn HAGI site would be bounded by existing scattered trees and scrub, that is densest to the north and east. The edge of Runcorn is ~0.4km to the northeast at the closest point and intervening woodland and tree belts on higher intervening land would screen views of the construction activity. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: There would be no visual effects as indicated in the ZTV in Figure 8.32 .	
	Level of effect:	No Effect.

Runcorn		
Figures: 8.16 and 8.32		Viewpoints: None
	Type of effect:	N/A
	Operation (Year 15) phase: The assessment of effects would remain the same as those described for Year 1.	
	Level of effect:	No Effect.
	Type of effect:	N/A
Overall assessment	Construction phase: There would be no views from the settlement of the Pipeline or Runcorn HAGI and No Effect	
	Operation (Year 1) phase: There would be no views from the settlement of the Runcorn HAGI and No Effect.	
	Operation (Year 15) phase: There would be no views from the settlement of the Runcorn HAGI and No Effect.	

Table 8F.7 Clifton

Figures: 8.16 and 8.32		Viewpoints: None
Administrative area: Halton Borough Council		Corridor: West Corridor including Runcorn Spur
Landscape Designations:	None	
Settlement description:	The small village or ‘township’ of Clifton (or sometimes known as Rocksavage) comprises a cluster of dwellings off Cholmondeley Road, ~50m north of the Pipeline Corridor, with more dispersed farmsteads and scattered dwellings further north including Clifton Hall.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (Runcorn/ Rocksavage Spur)	Construction phase: Potential views of the construction activity ~50m to the south from the southern edge of Clifton to the south and west would be typically prevented by a combination of property orientation (most windows face east or west) and screening from mature tree planting and dense understorey shrubs north of Weaver View. There are potential views from part of the garden and south facing windows on the end of elevation of No. 10 Cholmondeley Road although much of the view would be heavily filtered even in winter by planting north of Weaver View. Theoretical westward views to the Runcorn/ Rocksavage Spur from the northern end of the settlement including dwellings at Clifton Hall are predicted to be fully screened by mature woodland, reinforced by rising landform west of properties at Rock Savage Grange Farm. Construction activity along the Runcorn/ Rocksavage Spur associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. Given the relatively flat character of the landscape and the presence the additional screening offered by the temporary soil bunds either side of the Pipeline Corridor that would further restrict any heavily filtered visibility of construction activity, views are predicted to comprise limited glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect settlement would range from Very Low from the southernmost end of Clifton to None from the majority of the settlement.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary with some permanent effects), direct and adverse.
Temporary construction accesses	Construction phase: <u>Temporary construction access routes: Weaver View</u> Weaver View would facilitate HGV construction traffic to Runcorn HAGI. There would be a slight increase in baseline HGV traffic along the route which currently access Rocksavage Power Station and industrial sites to the west. The magnitude of change from the temporary construction access route would range from Zero for the majority of the settlement, to Very Low from part of the garden and	

Figures: 8.16 and 8.32		Viewpoints: None
Administrative area: Halton Borough Council		Corridor: West Corridor including Runcorn Spur
	south facing windows on the end of elevation of No. 10 Cholmondeley Road where residents may get narrow and partially restricted views of HGV construction traffic.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Rocksavage HAGI (Figure 8.29)	Construction phase: Whilst Clifton lies within the LVIA Study Area for the Rocksavage HAGI, there would be highly limited changes to the views of residents as a consequence of layers of intervening hedgerows and tree cover. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: There would be no views of the Rocksavage HAGI at Year 1 due to screening provided by intervening vegetation.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: There would be no change to the assessment of effects at Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A
Runcorn HAGI (Figure 8.30)	Construction phase: ZTV analysis (Figure 8.30) indicates that there would be very limited visibility of the HAGI from Clifton. The temporary construction compound and the Runcorn HAGI site of ~1.5ha would be bounded by existing scattered trees and scrub, that are densest to the east and likely to be retained in part. Views of the compound from Clifton Hall would be heavily filtered even in winter by mature trees. Perimeter fencing and/or bunds would further restrict potential visibility of activity and structures within the compound. The construction period would be 6-12 months and would be a minor component in filtered views from the northern edge of Clifton. The magnitude of change would be Very Low in winter views to Zero in the summer.	
	Level of effect:	Minor and Not Significant to No Effect

Figures: 8.16 and 8.32		Viewpoints: None
Administrative area: Halton Borough Council		Corridor: West Corridor including Runcorn Spur
	Type of effect:	Short-term duration (temporary with some permanent effects), direct and neutral.
	Operation (Year 1) phase: There are potential heavily filtered winter views from part of the gardens and windows with a southwest view at Clifton Hall and from the associated livery. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term, direct and adverse.
	Operation (Year 15) phase: Mitigation hedgerow planting to the north of the HAGI (illustrated in Figure 3 of the Outline LEMP) would have matured providing screening of the HAGI and above ground components in winter views from Clifton Hall. The magnitude of change would reduce to Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would be partially visible but Not Significant for a localised part of the southern part of Clifton, as a result of the pipeline construction and the Runcorn HAGI and associated construction compounds. No views of construction activity are predicted from the remainder of the settlement.	
	Operation (Year 1) phase: There would be very limited views from the settlement of the Runcorn HAGI from the southern end of Clifton that would be Not Significant .	
	Operation (Year 15) phase: There would be no views from the settlement of the Runcorn HAGI and No Effect .	

Table 8F.8 Sutton Weaver

Figures: 8.16		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	None within the settlement but land to the south lies within the Weaver Valley Area of Special County Value.	
Settlement description:	The hamlet is bisected by the M56 motorway. Potential views of the Project would be available from the southern end of the settlement where the hamlet takes the form of ribbon development along the A56 and Aston Lane. Properties on these routes typically comprise large-detached dwellings facing south and slightly elevated above the road corridor with views across the Weaver Valley Area of Special County Value.	
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (West Corridor)	Construction phase: Potential views of the construction activity adjacent to Aston Lane and set back ~50m from the A56 at the closest point from the southern edge of Sutton Weaver. There would be frequent unrestricted south facing views from ground and upper floor windows from 11 No. detached dwellings on the southern edge of the village. Views in places would be filtered to varying degrees by trees and shrubs in front gardens, with a higher density of planting within the gardens of properties along the A56. Construction activity along the West Corridor associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. Given the relatively open character of the landscape, whilst the temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to some degree, given the slightly elevated location of the dwellings views are predicted to comprise clear visibility of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Medium (at the southern edge of the village) to None for the remainder of the settlement. The magnitude of change likely to affect the settlement would range from Medium from the southern edge of the village to Zero from the majority of the settlement.	
	Level of effect:	Major/Moderate and Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes and designated access points: (A56) Chester Road, and Aston Lane.</u> Temporary construction access routes include Chester Road (A56) which passes through the centre of the settlement and Aston Lane which passes to the southeast of the settlement. Both of these routes are identified as HGV routes. The traffic generation quantities	

Figures: 8.16		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	prepared as part of Chapter 11: Traffic and transport predict a 3% increase in vehicles using the A56 in this location and a 42.2% increase in HGV traffic. Effects would be slightly reduced by garden planting and hedgerows from some residential dwellings. The magnitude of change is predicted to be Low.	
	Level of effect:	Moderate and Significant.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: The construction works would be clearly visible and Significant for a localised part of the southern edge of Sutton Weaver, as a result of the pipeline construction and associated material storage area. Visual effects from construction access traffic would be significant.	

Table 8F.9 Aston

Figures: 8.16		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
Landscape Designations:	The north-western part of the settlement that lies south of Aston Lane is located within the Weaver Valley Area of Special County Value (ASCV)	
Settlement description:	A small linear hamlet approximately 1.5km long and comprising scattered dwellings with the Grade 1 listed St Peters Church located at the north-western end of the settlement within the Weaver Valley ASCV, noting views north would be across undesignated open arable farmland in the context of pylons located to the south of the Project. The settlement lies between ~80m and 320m from the route corridor.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change and level of effect		
Pipeline (West Corridor)	Construction phase: There would be frequent unrestricted north facing views from dwellings across Aston Lane across open farmland with field boundaries typically defined by low clipped hedgerows. Views in places would be filtered to varying degrees by trees and shrubs in front gardens. Construction activity along the West Corridor associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline	

Figures: 8.16		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor
	Corridor would help restrict visibility of construction activity to some degree although there would be views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Low. The magnitude of change likely to affect settlement would be Low.	
	Level of effect:	Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	Construction phase: <u>Temporary construction access route: Aston Lane, Aston Grange</u> Light construction traffic would be routed along Aston Lane to the north and west of the main settlement, and Aston Grange. There would be a slight increase in traffic from the baseline during construction visible to properties with open views at Aston Grange. The magnitude of change from the temporary construction access route would range from Zero for the majority of the settlement, to Low from properties with open views at Aston Grange.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: The construction works would be visible and Significant as a result of the pipeline construction.	

Table 8F.10 Aston Heath

Figures: 8.16		Viewpoints: None	
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor	
Landscape Designations:	None		
Settlement description:	A small linear hamlet approximately 0.5km long and comprising scattered dwellings and farmsteads, noting majority of dwellings are orientated broadly east-west and views to corridor would be typically oblique. The settlement lies 0.1km from the route corridor at the closest point.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change and level of effect			
Pipeline (West Corridor)	Construction phase: Views of construction activity along the West Corridor would be typically oblique in nature and partially restricted by garden planting, noting a limited number of localised direct views from south facing windows on No. 1 Aston Lane and Four Winds. Construction activity along the West Corridor associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to some degree although there would be views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Low. The magnitude of change likely to affect settlement would be Low to Zero.		
	Level of effect:	Would range from Moderate and Not Significant given the predominantly oblique and transient nature of views to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction accesses (WH-18, WH-19)	Construction phase: <u>Temporary construction access route: Aston Lane</u> Temporary HGV construction traffic would be routed along Aston Lane through the settlement to access the pipeline corridor at WH18 and WH19. There would be an increase in baseline traffic although effects would be slightly reduced by garden planting and hedgerows from some residential dwellings. The magnitude of change would be Low.		
	Level of effect:	Moderate and Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.16	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: West Corridor
Overall assessment	Construction phase: There would be Significant effects from construction traffic along Aston Lane. The construction works would be partially visible and Not Significant as a result of the pipeline construction.

Table 8F.11 Dones Green

Figures: 8.17, 8.33 and 8.34	Viewpoints: CH3 (Figure 8.54)
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor, and East Corridor.
Landscape Designations:	None
Settlement description:	A dispersed hamlet centred on the crossroads of the A49 and A533 with scattered dwellings also along Heath Lane and Marsh Lane to the north, often within farmsteads, The settlement lies adjacent to the route corridor at the closest points.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor (including Options SP5 and SP6) and East Corridor).	Construction phase: Views of construction activity along the Southern Corridor would include restricted ground level views from properties including Dones View Farm, Volver Cottage and adjoining two dwellings overlooking the A353, noting boundary hedgerows, walls and other planting to the front gardens restricts the opportunities for views from the dwellings at ground floor level with less restricted upper floor views available. These upper floor views (assumed not to be main living space) would be typically over low clipped hedgerows, where construction activity within a trenchless compound ~20m distant at the closest point would be visible. Any narrow ground level views would likely be heavily restricted by fencing around the construction compound although the upper parts of plant and welfare facilities up to two storeys high could be visible. Other views towards the East Corridor from properties at Dones Green Farm and dwellings at Nook Farm would be partially screened in places by intervening farm buildings, hedgerows and hedgerow trees. Views of the material storage area north of dwellings at Dane Farm would be restricted at ground floor level by intervening hedgerows with some restricted upper floor views predicted. Construction activity along all the Pipeline Corridors associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree at ground level, although there would be more frequent upper storey views from dwellings of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes.

Figures: 8.17, 8.33 and 8.34		Viewpoints: CH3 (Figure 8.54)
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor, and East Corridor.
	The scale and geographical extent of the construction activities would be up to Medium. The magnitude of change likely to affect settlement would be Medium to Zero for both Option SP5 and SP6.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses (EH-01, EH-02)	Construction phase: Temporary construction access routes and designated access points <u>A49 (Tarporley Road), A533 (Northwich Road) and Marsh Lane (EH-01, EH-02).</u> The existing highway network including the A49 (Tarporley Road), A533 (Northwich Road) and Marsh Lane would facilitate HGV construction traffic to the East Corridor. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 11.5% increase in HGV vehicles using the A533 in this location and a 12.9% increase in HGV traffic using the A49. The magnitude of change from the temporary construction access routes from the settlement ranges from Very Low from dwellings on Marsh Lane and Heath Lane where residents ground level views of the road corridor are typically restricted by dense boundary hedges to a Low magnitude of change where residents directly overlook the road corridor e.g. from upper floor windows.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse
Central Hub HAGI (Figure 8.31)	Construction phase: A temporary construction compound would adjoin the Central Hub HAGI to the east. The compound and the Central Hub HAGI site of ~1.5ha would be bounded by existing hedgerows, noting direct views from dwellings at Nook Farm would be less than 90m distant, although restricted in places by farm buildings and localised planting. Other parts of the settlement would have no views of the Central Hub HAGI under construction and associated construction compound as indicated in the ZTV (Figure 8.31). Solid hoarding would further restrict potential visibility of activity and structures within the compound. Lighting would be required during the hours of darkness for construction activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The construction period would be 6-12 months. The magnitude of change would be Medium to Zero.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.
	Operation (Year 1) phase: There would be potential for views from properties at Nook Farm, likely restricted to upper floor views and filtered by retained field boundary planting. Permanent lighting would be used infrequently with regard to maintenance work and security events. Mitigation	

Figures: 8.17, 8.33 and 8.34		Viewpoints: CH3 (Figure 8.54)
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor, and East Corridor.
	planting is illustrated in Figure 4 of the Outline LEMP but would play a very minor screening role at Year 1. The overall magnitude would be Low and elsewhere from the settlement Zero.	
	Level of effect:	Moderate and Not Significant due to low lying components filtered by intervening vegetation to No Effect
	Type of effect:	Long-term, direct and neutral.
	Operation (Year 15) phase: There would be potential for views from properties at Nook Farm, likely restricted to upper floor views and filtered by retained field boundary planting. Mitigation planting around the HAGI (Figure 4 of the Outline LEMP) would have matured increasing its visual integration into the surrounding landscape. The overall magnitude would remain Low and elsewhere from the settlement Zero.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Long-term, direct and neutral.
Overall assessment	Construction phase: The construction works would be partially visible from many dwellings and Significant from parts of the settlement as a result of the pipeline construction including temporary compounds.	
	Operation (Year 1) phase: The Central Hub HAGI would not be visible from the majority of dwellings with limited views from Nook Farm that would be Not Significant .	
	Operation (Year 15) phase: The Central Hub HAGI would be further integrated into the surrounding landscape in limited views from Nook Farm that would be Not Significant .	

Table 8F.12 Bartington

Bartington	
Figures: 8.25	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Landscape Designations:	None
Settlement description:	A small hamlet to the north of the River Weaver and predominantly west of the A49. The Pipeline Corridor would be located less than 0.1km to the west of the settlement and the Project includes trenchless crossing of the Weaver Navigation and Trent and Mersey Canal requiring four temporary trenchless crossing compounds to the west of the village and two vehicular access points from the A49 for construction traffic. Option SP6 would be located ~0.2km to the west of the main settlement (noting that it would pass within ~80m of Herons Court) and includes a trenchless crossing of the Tent and Mersey Canal requiring a temporary compound 0.3km west of the settlement. It would rejoin the SP5 alignment north of the River Weaver.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor including Options SP5 and SP6)	Construction phase: SP5: Views towards the Pipeline Corridor to the west would be typically restricted by mature tree cover, with less restricted views predicted from The Old Granary and The Malthouse at Bartington Hall. The trenchless crossing compounds would be largely screened by mature tree cover outside the site boundary with potential restricted views of a small part of the compound (enclosed by fencing but containing temporary buildings up to 2 storeys high) available from properties at the southern end of Martinsfield and The Weaver Houses overlooking the Weaver Navigation. SP6: Views towards the Pipeline Corridor to the west would be typically restricted by mature tree cover from the main settlement, although it is noted that there may be more open views from Herons Court from west facing windows. The trenchless crossing compounds would be largely screened by mature tree cover outside the site boundary from the main settlement although it is noted that there may be open views from Herons Court from west facing windows. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Perimeter fencing and/or bunds would further restrict potential visibility of activity and structures within the compound. Lighting would be required during the hours of darkness for operational activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The construction period would be 6-12 months and would be a minor component in views from Herons Court.

Bartington		
Figures: 8.25		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero .	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access (SH-04)	Construction phase: Temporary construction access routes and designated access points <u>A49 (Warrington Road) (SH-04)</u> . The A49 (Warrington Road) would facilitate HGV construction traffic to the South Corridor. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 12.9% increase in HGV traffic using the A49 in this area. The magnitude of change for residents would be up to Low for dwellings with south or east facing views off Martinsfield that have relatively unrestricted views across small-scale fields north of the Weaver Navigation, noting that Access Point SH-04 would use an existing field access and some visible vegetation removal and/or trimming back may be required at the Warrington Road junction.	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Partially restricted views of construction works along the Pipeline Corridor including parts of the trenchless compounds and HGV access from the A49 to the Pipeline Corridor would be Significant for people in a limited number of dwellings on the edge of the Bartington.	

Table 8F.13 Acton Bridge

Acton Bridge	
Figures: 8.25	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Landscape Designations:	Weaver Valley Area of Special County Value (ASCV)
Settlement description:	A small linear village west of the River Weaver. The Pipeline Corridor would be located on lower ground within the ASCV more than 0.1km to the east of the main village. The Pipeline Corridor is less than 0.1km to the west of dwellings along the A49 (Nos. 1-19 Warrington Road) that whilst separate from the main village are not scattered rural dwellings (that would otherwise be excluded from the assessment). Elements of the Project that are potentially visible include a crossing of the Weaver Navigation requiring a temporary compound 0.3km northeast of the village and the trenchless crossing of the railway requiring a compound 0.1km southeast of the village. HGV vehicular access points to the Pipeline Corridor for construction only are also proposed off Acton Lane and Station Road.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor)	Construction phase: Views from the main village including properties on the northeastern edge elevated ~20m above the Pipeline Corridor would be typically restricted by intervening mature tree cover that is located within or close to the curtilage of the dwellings and set beyond the site boundary, although some narrow and partial views of the Pipeline Corridor are predicted from the rear of dwellings facing north and northeast on Strawberry Lane, Cliff Road, Wall Hill Way. The trenchless crossing compounds would be largely screened by mature tree cover with potential very heavily filtered views in winter from dwellings on the northern edge of Cliff Road and Bancroft comprising the southern edge of the compound to the south of the River Weaver (enclosed by fencing but containing temporary buildings up to 2 storeys high). Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Low to None. Nos. 1-19 Warrington Road would have views from the front of the dwellings across the A49 to a proposed material storage compound on rising ground set above a clipped boundary hedgerow and surrounded by fencing 2.4-3.6m high with pipes stored up to 3.5m high. Vehicular activity associated with compound would be seen within the context of existing traffic on the A49 in the foreground of the views noting views from the rear of the properties across the River Weaver would be unaffected by the Project. Given the horizontal extent of the views potentially affected within the ASCV designation the scale and geographical extent of the construction activities would be Medium.

Acton Bridge		
Figures: 8.25		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	The magnitude of change likely to affect the settlement would range from Medium to Zero.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: Acton Lane (SH-05 and 06) and B5153 Station Road (SH-07 and SH-08).</u> Temporary connections to the South Corridor off Acton Lane (SH-05 and 06) and B5153 Station Road (SH-07 and 08) would be required to accommodate HGV construction traffic. There would be no construction traffic routed through the main settlement. The magnitude of change for residents would be Very Low as mature trees and hedgerows surround the properties and would also be retained outside the Site boundary. Views of HGV traffic along the route are predicted to be screened from the southern end of the village on Station Road including the closest dwelling 'The Woodlands' surrounded by mature trees and shrubs. Views of the construction access from elevated dwellings off Acton Lane including Wall Hill Lane are predicted to be largely screened by intervening tree cover within and surrounding the property curtilages, although some restricted and filtered glimpses particularly from upper floor windows are likely to be available and would represent a Very Low magnitude of change.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Partially restricted views of construction works along the Pipeline Corridor, principally comprising the material storage compound would be Significant for residents of 1-19 Warrington Road but Not Significant for the majority of the village.	

Table 8F.14 Weaverham

Weaverham		
Figures: 8.25		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	Settlement is outside the designation but the Pipeline Corridor lies within the Weaver Valley Area of Special County Value (ASCV)	
Settlement description:	A large village south of the River Weaver and east of the A49. The western half of the village lies within the LVIA Study Area on relatively level ground. The Pipeline Corridor would be located at a similar elevation to the western edge of the village more than 0.2km to the west.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: No views of the Pipeline Corridor are predicted, even in winter due to a combination of multiple layers of tree screening and woodland belts along the western edge of the village and both sides of the A49 corridor. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	Construction phase: Temporary construction access routes and designated access points: B5144 (Sandy Lane), and Station Road. Temporary connections to the South Corridor off Sandy Lane and B5153 Station Road would be required to accommodate HGV construction traffic. There would be no construction traffic routed through the main settlement area. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict an 8.3% increase in total vehicles along Station Road which would incorporate a 94% increase in HGV traffic during construction. The magnitude of change for residents would range from Medium for dwellings with open views of the route at Station Road and Sandy Lane to Zero from the majority of the settlement.	
	Level of effect:	Major/Moderate and Significant (Sandy Lane and Station Road) to No Effect (from the majority of the settlement)
	Type of effect:	Short-term duration (temporary), direct and adverse.

Weaverham	
Figures: 8.25	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Overall assessment	Construction phase: There would be a Significant effect from construction traffic accessing Sandy Lane and Station Road during construction. There would be No Effect from the Pipeline Corridor.

Table 8F.15 Gorstage

Gorstage	
Figures: 8.25	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Landscape Designations:	None
Settlement description:	A small hamlet southwest of Weaverham and west of the A49. The Pipeline Corridor would be located less than 0.1km to the west of the settlement and the Project includes trenchless crossing of railway with a temporary compound 0.3km to the north a trenchless crossing of the A49 with a compound 0.4km to the south. Grange Lane (SH09) to the south of the village would be used construction traffic.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor)	Construction phase: Views towards the Pipeline Corridor to the west would be available from the edge of the hamlet from the rear of properties on Hall View Close and Hefferston Rise partially filtered and restricted in horizontal extent by occasional mature trees and in places garden shrub cover. The trenchless crossing compound theoretically visible from the northern edge of the village would be predominantly screened by intervening hedgerows and mature tree cover outside the site boundary with potential restricted views of a small part of the compound (enclosed by fencing but containing temporary buildings up to 2 storeys high) available from converted barns north of Hefferston Hall. Views of the temporary compound south of the village are predicted to be fully screened by multiple layers of intervening vegetation. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes.

Gorstage		
Figures: 8.25		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero.	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Partially restricted views of construction works along the Pipeline Corridor from the western edge of Gorstage and potential restricted views of the edge of the trenchless compound from a localised part of the northern edge of the hamlet that would be Significant for people in a limited number of dwellings.	

Table 8F.16 Bryn

Bryn		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None	
Settlement description:	The village is located north of Cuddington. The Pipeline Corridor is located less than 0.1km to the northeast of the settlement and the Project includes trenchless crossing of the A49 with compounds to the east and west and a material storage area to the north of Millington Lane. Millington Lane and the A49 that passes along the eastern edge of the village would be used construction traffic.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: There would be potential views towards the Pipeline Corridor, trenchless compounds, and material storage area to the north of the settlement including dwellings at the northern edge of the village off Cuddington Lane and from the cul-de-sac housing estate south of Cuddington Lane. Views would be heavily restricted by intervening farm buildings and multiple layers of mature tree cover close to dwellings and along the intervening field boundaries between the dwellings and the site boundary. There is the potential for very limited first floor views of the compounds (enclosed by fencing but containing temporary buildings up to 2 storeys high) from north and northeast facing windows and also activity along the Pipeline Corridor. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be heavily filtered glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect settlement would be Very Low to Zero .	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	Construction phase: <u>Temporary construction access routes and designated access points: A49 (Warrington Road).</u> HGV movements along the A49 Warrington Road to the east of the village would be partially screened form the settlement by intervening trees, garden planting and fencing, although there would be some open views from the north of the settlement. HGV movements along	

Bryn		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	the A49 Warrington Road that passes through the village would be visible to many dwellings that face onto this route that already accommodates HGVs and other large vehicles. Chapter 11: Traffic and transport; Appendix 11A sets out that only a limited number of HGVs would route along the A49 between Sandiway and the junction with the A533. It is not proposed to use the A49 as a route for HGVs for all the sections to be constructed south of Northwich. It is likely that there would be a slight increase in HGV traffic along this route when compared to the baseline. The magnitude of change would be Low for this section of the route.	
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Heavily restricted views of construction works along the Pipeline Corridor, trenchless compounds and material storage area from the northern edge of the village would be Not Significant . Views of HGV traffic on the A49 Warrington Road would be Not Significant .	

Table 8F.17 Cuddington

Cuddington		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None	
Settlement description:	The village is located southwest of Weaverham and to the south of Bryn. The Pipeline Corridor is located ~ 0.7km to the northeast of the settlement and the Project includes trenchless crossing of the A49 with compounds to the east and west and a material storage area to the north of Millington Lane. The A49 that passes along the western edge of the village would be used construction traffic.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: No views of the Pipeline Corridor are predicted, even in winter due to a combination of multiple layers of tree screening and woodland belts along the northern and eastern edges of the village and both sides of the A49 corridor. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A.
Temporary construction access	Construction phase: <u>Temporary construction access routes and designated access points: A49 (Warrington Road).</u> HGV movements along Millington Lane to the north of the village would be screened from the settlement by intervening field boundary vegetation. HGV movements along the A49 Warrington Road that passes through the village would be visible to dwellings that face onto this route that already accommodates HGVs and other large vehicles. Chapter 11: Traffic and transport; Appendix 11A sets out that only a limited number of HGVs would route along the A49 between Sandiway and the junction with the A533. It is not proposed to use the A49 as a route for HGVs for all the sections to be constructed south of Northwich. It is likely that there would be a slight increase in HGV traffic along this route when compared to the baseline. The magnitude of change would be Low.	
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.

Cuddington		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Overall assessment	Construction phase: Views of HGV traffic on the A49 Warrington Road through Cuddington would be Not Significant .	

Table 8F.18 Sandiway

Sandiway		
Figures: 8.26 and 8.39 (Hartford BVI ZTV)		Viewpoints: None
Administrative area: Chester and Cheshire West		Corridor: South Corridor
Landscape Designations:	None but a conservation area applies to the settlement.	
Settlement description:	The village predominantly is located south of Cuddington on relatively flat ground and bounded by the A556 corridor to the south and the A49 to the west. The majority of housing is contained within post-World War II cul-de-sac estates. The South Corridor is located ~300m northeast of the settlement at the closest point and the Project includes trenchless crossing of the A556 with compounds to the north and south and a material storage area to the east of the Forest Hill Quarry. The A556 that passes along the southern edge of the village and the A49 that follows the western edge of the village would be used construction traffic.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: Potential views towards the Pipeline Corridor, trenchless compounds and material storage area to the east of the settlement including dwellings on Norley Road and Weaverham Road would be fully restricted by garden planting and/or intervening tree belts, typically present in the landscape surrounding the Forest Hill Quarry as multiple layers. The scale and geographical extent of the construction activities associated with the Pipeline would be None. The magnitude of change likely to affect settlement would be Zero.	
	Level of effect:	No Effect

Sandiway		
Figures: 8.26 and 8.39 (Hartford BVI ZTV)		Viewpoints: None
Administrative area: Chester and Cheshire West		Corridor: South Corridor
	Type of effect:	N/A
South Corridor Hartford BVI (Figure 8.39)	Construction phase: The construction of the Hartford BVI would take up to 4 months. Lighting would be required during the hours of darkness for construction activity, typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. Theoretical views of the BVI from properties with east facing views on Norley Road and Weaverham Road would be fully restricted by garden planting and/or intervening tree belts, typically present as multiple layers in the landscape surrounding the Forest Hill Quarry, along the A556 corridor and within the Sandiway Golf Club. The magnitude would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: The ZTV illustrated in Figure 8.39 indicates there would be no views of the operational Hartford BVI. The magnitude of change from the settlement would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: The assessment of effects would remain the same as that described for Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	<u>Temporary construction access routes and designated access points:</u> A49 (Warrington Road), A556 (Chester Road). HGV movements along the A556 corridor to the south and the A49 to the west would be partly or fully restricted by garden hedge planting at ground floor level and would be incremental to baseline HGV traffic and other large vehicles. Chapter 11: Traffic and transport; Appendix 11A sets out that it is proposed that only a limited number of HGVs would route along the A49 between Sandiway and the junction with the A533. It is not proposed to use the A49 as a route for HGVs for all the sections to be constructed south of Northwich. It is likely that there would be a slight increase in HGV traffic along this route when compared to the baseline. The magnitude of change for village residents would likely be Very Low.	
	Level of effect:	Minor and Not Significant

Sandiway		
Figures: 8.26 and 8.39 (Hartford BVI ZTV)		Viewpoints: None
Administrative area: Chester and Cheshire West		Corridor: South Corridor
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: No views predicted of construction works along the Pipeline Corridor to the east and northeast of the village including the trenchless compounds and material storage area resulting in No Effect . Views of HGV traffic on the A556 south of Sandiway and A49 to west of Sandiway would be Not Significant .	
	Operation (Year 1) phase: There would be no views of the Hartford BVI with a corresponding No Effect .	
	Operation (Year 15) phase: There would be no views of the Hartford BVI with a corresponding No Effect .	

Table 8F.19 Hartford

Hartford	
Figures: 8.26 and 8.39 (Hartford BVI ZTV)	
Viewpoints: None	
Administrative area: Cheshire West and Cheshire	
Corridor: South Corridor	
Landscape Designations:	None although there is a small centrally located conservation area (views in direction of Project to south and east fully restricted by intervening built development)
Settlement description:	Hartford is a large village located on relatively flat ground and bounded by the A556 corridor and bisected by the A559. The majority of housing is contained within post World War II cul-de-sac estates. The Pipeline Corridor lies ~0.2km from the southwestern tip of the settlement at the closest point and the Project includes trenchless crossing of the A556 with compounds to the north and south, a material storage area to the east of the Forest Hill Quarry and a South Corridor BVI (Option SBV1). The A556 that passes along the southern edge of the village would be used construction traffic.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	

Hartford		
Figures: 8.26 and 8.39 (Hartford BVI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Pipeline (South Corridor)	Construction phase: Potential views towards the Pipeline Corridor, trenchless compound, and material storage area to the north of the A556 would be theoretically available from the southwest edge of the village including Speedwell Bungalow, Blue Cap cottages (4 No.) and several detached properties at Forest Hill. In reality it is predicted that views would be typically heavily restricted by mature tree cover along property curtilages with the potential for heavily filtered first floor views of some structures/activity within the construction compounds from Blue Cap Cottages frequently restricted by nearby farm buildings. Views from dwellings at Forest Hill are predicted to be heavily filtered by intervening tree cover, especially at ground floor level. The greatest potential for heavily restricted views is predicted from Speedwell Bungalow located adjacent to the trenchless crossing compound, although views here are predicted to be largely restricted by intervening tree cover along the curtilage of the dwelling. Construction activity associated with the installation of the pipeline would be transient and of short duration. The temporary soil bunds/fencing either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be heavily filtered glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes in some views from the aforementioned properties at the southwestern edge of the settlement. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect the southwestern edge of the settlement only would be Low with a Zero magnitude assessed from the remainder of the settlement.	
	Level of effect:	Moderate and Significant (due to proximity) to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: A556.</u> HGV traffic would be routed along the A556. The magnitude of change for residents on the southern edge of the village would likely be Zero in the context of the baseline HGV traffic and the observation that the majority of properties are set back from the road corridor and views screened by mature hedges and trees.	
	Level of effect:	No Effect
	Type of effect:	N/A
Hartford BVI (Figure 8.39)	Construction phase: Views of Hartford BVI under construction and adjacent to the southwest edge of the village may be partially visible with views most likely from the garden of Speedwell Bungalow, although heavily restricted by intervening tree cover. Other views include the potential for heavily filtered first floor views from Blue Cap Cottages, partially restricted by nearby farm buildings. Construction activity associated would be up to 4 months and there may be heavily filtered glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes in some views from the southwestern edge of the	

Hartford		
Figures: 8.26 and 8.39 (Hartford BVI ZTV)		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	settlement. Lighting would be required during the hours of darkness for construction activity, typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The scale and geographical extent of the construction activities would be Low to None as indicated by the ZTV. The magnitude of change likely to affect the southwestern edge of the settlement would be Low with a Zero magnitude assessed from the remainder of the settlement.	
	Level of effect:	Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: There would be potentially limited views of the upper structures (up to 1.5m high) and perimeter fence (up to 2.4m high) of the Hartford BVI from the south-western edge of the settlement as illustrated in Figure 8.39. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Long-term, direct and adverse.
	Operation (Year 15) phase: There would be potentially limited views of the upper structures (up to 1.5m high) and perimeter fence (up to 2.4m high) of the BVI from the south-western edge of the settlement. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Long-term, direct and adverse.
Overall assessment	Construction phase: Partially restricted views are predicted of construction works along the Pipeline Corridor to the southwest of the village including the trenchless compounds, material storage area and Hartford BVI north of the A556, resulting in visual effects that are Significant.	
	Operation (Year 1) phase: Very localised partial views of the Hartford BVI from the south-western edge of the settlement would be Not Significant. Elsewhere from the majority of the village and there would be No Effect.	
	Operation (Year 15) phase: Very localised partial views of the Hartford BVI from the south-western edge of the settlement would be Not Significant. Elsewhere from the majority of the village and there would be No Effect.	

Table 8F.20 Whitegate

Whitegate		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None. There is a small centrally located conservation area, however views in the direction of the Project would be fully restricted by intervening built development and woodland.	
Settlement description:	The small village consists of a central nucleated settlement including St. Mary's Church and more recent housing development along the southern edge of Vale Royal Abbey Golf Club. The central part of the village is surrounded by mature woodland and the linear development along the southern edge of the golf course is flanked by mature tree cover with the Pipeline Corridor at the closest point being ~270m distant and set beyond mature woodland and/or the buildings of Vale Royal Abbey.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: Potential views towards the Pipeline Corridor and trenchless compounds would be prevented by a combination of landform, mature woodland and intervening buildings. The magnitude of change from the settlement would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	There would be no construction traffic routed through the settlement. A Zero magnitude of change is predicted.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: No views of construction activity due to intervening landform, buildings, mature woodland and tree cover resulting in No Effect .	

Table 8F.21 Davenham

Davenham		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None although a conservation area lies along the eastern edge of the village (views towards project screened by intervening built development).	
Settlement description:	The village is located to the south of Northwich with the historic core of the settlement located south of the A556 and a more recent late 20 th century housing estate at Kingsmead located within the LVIA study area to the north of the A556. The South Corridor is located ~0.3km southwest of the settlement at the closest point and it is proposed that Eaton Lane and part of Hartford Road at the western end of the settlement would be used for HGV construction traffic, in addition to the A556.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: Potential views towards the pipeline corridor and trenchless compound north of Eaton Lane would be fully screened by intervening woodland. Views towards the pipeline corridor from the south-western edge of the village would be typically 0.4km to over 0.8km distant and would be heavily filtered by mature tree belts and woodland close to the settlement, with some potential for glimpses of construction activity along the pipeline corridor from upper floors in winter where south-west facing views are available. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. In addition to existing vegetation screening close to the settlement, the temporary soil bunds either side of the Pipeline Corridor would help further restrict visibility of construction activity restricted to heavily filtered distant glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect settlement would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: Eaton Lane and Hartford Road.</u> Light construction vehicle movements along Eaton Lane and Hartford Road at the western end of the settlement would be highly visible to dwellings that lie close to the road corridor typically with minimal screening in front gardens. The magnitude of change for residents would be Medium in the context of the limited baseline light construction vehicle traffic, particularly along Eaton Lane.	

Davenham		
Figures: 8.26		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	Level of effect:	Major/Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Heavily restricted and filtered views of construction works along the Pipeline Corridor and trenchless compounds from the southwestern edge of the village would be Not Significant . Views of HGV traffic on Hartford Road and Eaton Lane through the village would be Significant .	

Table 8F.22 Moulton

Moulton	
Figures: 8.26, 8.27	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Landscape Designations:	None
Settlement description:	The village is located ~5km south of Northwich and beyond the historic core contains residential estates constructed following World War II. The South Corridor is located ~0.1km southwest of the settlement at the closest point and the land is broadly flat, falling gently to the east with theoretical views of the Project restricted to the northwestern, western and southern edge.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor)	Construction phase: Views towards the South Corridor pipeline from the west and south-western edge of the village would be typically 0.1km distant and would include direct views from dwellings, partly restricted by garden planting and set within the context of existing lattice pylons that the construction corridor would be located beyond and would represent a Medium magnitude of change. Potential views towards the trenchless compound north of Eaton Lane to the north-west of Moulton would be at ~0.9km distance and would be limited due to this separation distance, representing a Very Low magnitude given the compounds would be surrounded by fencing and/or temporary bunds

	limiting views of materials and activities within the compounds. The South Corridor would pass through several field boundaries south of Eaton Lane and gaps in the hedgerows may be visible from upper stories of dwellings at the northwestern edge of the settlement as illustrated in Figure 8C.167 of Appendix 8C: Arboricultural Impact Assessment. Potential views towards the A533 trenchless compound and material storage area would be at ~0.3km and 0.4km distance and would be limited due to extensive and successive tree belt and hedgerow planting to the southeastern edge of the settlement, representing a Very Low magnitude in winter views given the compounds would be surrounded by fencing and/or temporary bunds limiting views of materials and activities within the compounds. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. In addition to any existing vegetation screening close to the settlement, the temporary soil bunds either side of the Pipeline Corridor would help further restrict visibility of construction activity restricted to views of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would range from Medium to None. The magnitude of change likely to affect settlement would be Medium to Zero.	
	Level of effect: Major/Moderate and Significant to No Effect	
	Type of effect: Short-term duration (temporary), direct and adverse.	
Temporary construction access (SH-31, SH-32)	<u>Temporary construction access routes and designated access points: A533 and Jack Lane.</u> Construction traffic would be routed through the A533 to the east and southeast of the settlement. Light construction access would be routed a short distance along Jack Lane beyond the village edge to the southeast (SH-31, SH-32). Extensive tree belt and hedgerow planting to the southeastern edge of the settlement would screen views. No construction traffic routes are located within the settlement. A Zero magnitude of change is predicted.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: Views of construction works along the Pipeline Corridor and more distant and/or oblique views of construction compounds from the south-western edge of the village would be locally and temporarily Significant and Not Significant from elsewhere within the majority of Moulton.	

Table 8F.23 Winsford

Winsford		
Figures: 8.27		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None	
Settlement description:	The town is located outside the LVIA Study Area apart from the northern part of the suburb of Wharton, where the Pipeline Corridor is located less than 0.6km to the northwest of the settlement and includes the proposed trenchless crossing of the A533.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: There would be no views from the suburb of Wharton within the LVIA Study Area due to extensive woodland cover along the northern edge of the settlement and the magnitude of change experienced by the majority of the settlement would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: No construction traffic routes are located within the settlement. Potential views of construction activity associated with the Pipeline Corridor on the A533 to the northeast would be screened by successive rows of trees and hedgerows. Zero magnitude of change.	

Table 8F.24 Bostock Green

Bostock Green		
Figures: 8.27		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Landscape Designations:	None but a conservation area applies to the settlement.	

Bostock Green		
Figures: 8.27		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
Settlement description:	The small village is centred on London Road. The Pipeline Corridor is located less than 0.1km to the east and south of the settlement and the Project includes a trenchless crossing of the London Road to the southeast of the settlement with a material storage area and trenchless construction compound east of the A533 and to the southwest of the large modern agricultural buildings at Brook House Farm. No construction traffic would pass through the village.	
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (South Corridor)	Construction phase: The trenchless construction compound east of the A533 and to the southwest of the large modern agricultural buildings at Brook House Farm would be enclosed by fencing and/or temporary soil bunds and would represent a modest new element at a lower ground elevation from the village. The views from the settlement would be intermittent in nature and typically heavily filtered by mature tree cover within or close to individual dwelling curtilages. Views of the River Dane trenchless compounds at ground floor level from the eastern edge of the village would be more than ~440m distant and screened by intervening landform with some potential for upper floor views, assumed not to be main living space, typically filtered by intervening hedgerow trees. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. In addition to existing vegetation screening close to the settlement, the temporary soil bunds either side of the Pipeline Corridor would help further restrict visibility of construction activity restricted to heavily filtered distant glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero.	
	Level of effect:	Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access (SH-33, SH-34)	<u>Temporary construction access routes and designated access points: A533 and London Road (SH-33, SH-34).</u> Construction traffic within the LVIA Study Area would be routed through the A533 to the west of the settlement and along London Road between Bostock Road and the Access Points at trenchless compounds beyond the southern edge of the settlement (SH-33, SH-34). Vegetation to the southern edge of the settlement would filter views of construction traffic at London Road and successive field and road boundary trees and hedgerows would screen views of construction traffic accessing the A533. No construction traffic routes are located within the settlement. A Very Low to Zero magnitude of change is predicted.	

Bostock Green		
Figures: 8.27		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Oblique and partially restrict views to the Pipeline Corridor from dwellings at the southern end of Bostock Green that are locally and temporarily Significant , with construction compounds and material storage area more distant and largely screened by intervening planting and/or farm buildings	

Table 8F.25 Whatcroft

Whatcroft	
Figures: 8.27	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: South Corridor
Landscape Designations:	None but a conservation area applies to the settlement.
Settlement description:	The settlement includes Whatcroft Hall and Dairy Farm and a loose cluster of residential properties to the south and east of the Trent and Mersey Canal. The Pipeline Corridor is located 0.3km to the south and south-east of the settlement and the Project includes trenchless crossings of the Trent and Mersey Canal and River Dane to the south-west of the settlement and a trenchless crossing of the rail line to the east of the settlement with a material storage area beyond the rail line to the east and trenchless construction compounds either side of the Trent and Mersey Canal, River Dane and the rail line. Construction traffic would access Whatcroft Lane to the immediate east of the Dairy Farm.
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (South Corridor)	Construction phase: The trenchless construction compounds to the east of the River Dane and either side of the Trent and Mersey Canal located to the south and south-west of the settlement would be visible in narrow views between mature vegetation from the upper stories of Whatcroft Hall.

Whatcroft		
Figures: 8.27		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor
	There would be no visibility from elsewhere in the settlement due to agricultural dairy buildings and extensive vegetation within the settlement and to the south of the settlement in combination with falling landform towards the compounds. The trenchless construction compound to the west of the rail line would be visible in heavily filtered winter views from upper stories of residential properties to the east of the settlement. The trenchless construction compound and material storage area to the east of the rail line would be screened by rail line vegetation and successive mature tree belts. The trenchless construction compounds would be enclosed by fencing and/or temporary soil bunds and would represent a modest new element in views. Construction activity associated with the installation of the pipeline would be filtered by successive hedgerows and restricted to upper stories. Pipeline construction would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. In addition to existing vegetation screening close to the settlement, the temporary soil bunds either side of the Pipeline Corridor would help further restrict visibility of construction activity restricted to heavily filtered distant glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access (SH-35)	<u>Temporary construction access routes and designated access points: Whatcroft Hall Lane (SH-35).</u> Construction traffic would be routed along Whatcroft Hall Lane within the settlement and would be highly visible to dwellings that lie close to the road corridor. Baseline traffic would include farm machinery and dairy related traffic. The visible increase in traffic compared with baseline levels is assessed to be High to Medium in the context of likely HGV construction vehicle traffic.	
	Level of effect:	Major to Major/Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Views of HGV traffic on Whatcroft Hall Lane would be Significant. Views of the Pipeline Corridor, construction compounds and material storage area would be Not Significant.	

Table 8F.26 Lower Whitley

Lower Whitley		
Figures: 8.17		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
Landscape Designations:	None but a conservation area applies to the settlement.	
Settlement description:	The village is located adjacent to the A49 and south of Higher Whitley. The Pipeline Corridor is located less than 0.1km to the south and east of the settlement and the Project includes trenchless crossing of the A49 with compounds to the east and west and a material storage area to the south of Brookhouse Lane. The A49 that passes along the western edge of the village would be used construction traffic.	
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Views towards the Pipeline Corridor from the rear of dwellings along the eastern edge of the settlement would be available, partially restricted in places by garden planting and fencing, with less restricted first floor views. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would be some views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Views of trenchless compounds and the material storage area to the south of the village would be fully restricted from the main village by mature tree cover, noting partially restricted views from outlying dwellings along Brookhouse Lane are noted but are not assessed as part of Lower Whitley Village. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero.	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: A49.</u> HGV movements along the A49 that passes along the western edge of village would be visible to many dwellings that face onto this route that already accommodates HGVs and other large vehicles. The visible increase in traffic compared with baseline levels is assessed to be incremental and the magnitude of change would be Very Low.	

Lower Whitley		
Figures: 8.17		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Views of construction works along the Pipeline Corridor to the southeast and east of the village would be Significant . Views of HGV traffic on the A49 would be Not Significant .	

Table 8F.27 Higher Whitley

Higher Whitley	
Figures: 8.17	Viewpoints: None
Administrative area: Cheshire West and Cheshire	Corridor: East Corridor
Landscape Designations:	None but a conservation area applies to the settlement.
Settlement description:	The village is located north of Lower Whitley and is a dispersed rural settlement with outlying farmsteads. The Pipeline Corridor is located less than 0.1km to the southeast of the settlement and the Project visible from parts of the settlement includes material storage area west of Old Mill Lane.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (East Corridor)	Construction phase: Views towards the Pipeline Corridor from the rear of dwellings along the southern and south-eastern edge of the settlement would be available, often limited in extent by mature tree cover within large gardens and hedgerows with trees along intervening field boundaries. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would be some views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Views of the material storage area and A559

Higher Whitley		
Figures: 8.17		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
	trenchless compounds to the east of the village would be more than 1km from the centre of the village and only perceptible from scattered dwellings at the eastern edge of the village including dwellings off Norma's Lane and Old Mill Lane. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero.	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	No views of construction traffic apart from Lake Cottage and Willow Cottage along Old Mill Lane where a Very Low magnitude is assessed as a result of light construction traffic.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Views of construction works along the Pipeline Corridor to the southeast and south of the village would be Significant . Views of light construction traffic along part of Old Mill Lane would be Not Significant .	

Table 8F.28 Frandley

Frandley		
Figures: 8.17		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
Landscape Designations:	None	
Settlement description:	The hamlet is located west of the A559 and the Pipeline Corridor is located more than 0.5km to the northwest of the settlement including the trenchless crossing of the A559 with compounds to the east and west and an adjoining material storage area to the northeast of Well Lane.	
Sensitivity	Value of views: Medium to High	

Frandleley		
Figures: 8.17		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
	Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Potential views towards the Pipeline Corridor, trenchless compounds and material storage area to the northwest of the settlement would be experienced from the front elevation of detached dwellings on Wheatsheaf Lane, partially restricted by a roadside hedgerow and occasional trees. Views would be heavily restricted by intervening farm buildings and multiple layers of mature tree cover close to dwellings and along the intervening field boundaries between the dwellings and the site boundary. There is the potential for very limited first floor views of the compounds (enclosed by fencing but containing temporary buildings up to 2 storeys high) from north and northeast facing windows and also activity along the Pipeline Corridor. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be barely perceptible glimpses, over ~0.5km distant, of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect the settlement would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	No construction traffic would be routed through the settlement. There would be no views of construction traffic along access roads to the northwest due to screening by successive rows of hedgerow and mature trees.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: Restricted views of the trenchless construction compounds and material storage area from the front of dwellings on Wheatsheaf Lane at the north-western edge of the village would be Not Significant .	

Table 8F.29 Antrobus

Antrobus		
Figures: 8.22		Viewpoints: None
Administrative area: Cheshire West and Cheshire		Corridor: East Corridor
Landscape Designations:	None	
Settlement description:	The village is located east of the A559 and the Pipeline Corridor is located more than 0.5km to the northwest of the settlement including the trenchless crossing of the A559 with compounds to the east and west and an adjoining material storage area to the northeast of Well Lane.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Potential views towards the Pipeline Corridor, trenchless compounds and material storage area to the northwest of the settlement would be experienced from a limited number of dwellings on the western edge of the village. Views would be heavily restricted by intervening farm buildings and multiple layers of hedgerow trees along the intervening field boundaries. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be barely perceptible glimpses, over ~0.5km distant, of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. There is the potential for very limited first floor views of the compounds over ~0.7km distant (enclosed by fencing but containing temporary buildings up to 2 storeys high). The scale and geographical extent of the construction activities would be Very Low to None. The magnitude of change likely to affect settlement would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	No construction traffic would be routed through the settlement. There would be no views of construction traffic along access roads to the northwest due to screening by successive rows of hedgerow and mature trees.	
	Level of effect:	No Effect

Antrobus		
Figures: 8.22	Viewpoints: None	
Administrative area: Cheshire West and Cheshire	Corridor: East Corridor	
	Type of effect:	N/A
Overall assessment	Construction phase: Very restricted views of construction works along the Pipeline Corridor to the north and northwest of the village would be Not Significant .	

Table 8F.30 Arley

Arley		
Figures: 8.22		Viewpoints: None
Administrative area: Cheshire East		Corridor: East Corridor
Landscape Designations:	None but a conservation area applies to the settlement. Arley Hall and the associated Registered Park and Garden lies outside the 1km LVIA Study Area and is surrounded by woodland on higher ground to the north and west.	
Settlement description:	The small village is located 1km southwest of the M6 and only the western part of the village on Arley Road lies within the LVIA Study Area. The Pipeline Corridor is located ~0.8km to the northwest of the settlement (excluding outlying farmsteads).	
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Potential oblique northwest views towards the Pipeline Corridor from the rear of dwellings at the western edge of the village off Arley Road and direct views from the northwest side elevation of the westernmost dwelling at the edge of the village. Views in reality would be fully screened, even in winter, by multiple layers of hedgerows and hedgerow trees within garden curtilage and/or along intervening field boundaries on land that is typically slightly higher than both the settlement and Pipeline Corridor. There is also no potential for views of the A559 temporary construction compounds due to intervening vegetation and separation distances in excess of 1km. The scale and geographical extent of the construction activities would be None. The magnitude of change likely to affect settlement would be Zero.	
	Level of effect:	No Effect

Arley		
Figures: 8.22		Viewpoints: None
Administrative area: Cheshire East		Corridor: East Corridor
	Type of effect:	N/A.
Temporary construction access	Construction phase:	Due to property orientation and intervening mature planting comprising hedgerows and frequent tree cover there would be no views from the main settlement of construction activity associated with the Pipeline Corridor or light construction traffic along Caldwell's Gate Lane and Arley Road (east of the junction with Lodge Lane).
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: No views of construction works are predicted resulting in No Effect .	

Table 8F.31 High Legh

High Legh	
Figures: 8.23 and 8.40 (Sworton Heath BVI ZTV)	Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire East	Corridor: East Corridor
Landscape Designations:	None
Settlement description:	The village is located ~0.7km west of the M56 and is dominated by modern cul-de-sac housing estates comprising post World War II housing. The Pipeline Corridor is located ~ 0.4km to the west of the settlement and the Project includes trenchless crossing of the A50 with compounds to the north and south of the road corridor and material storage areas adjoining these compounds to the west. West Lane along the western edge of the village is proposed to be used by HGV construction traffic.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	

High Legh		
Figures: 8.23 and 8.40 (Sworton Heath BVI ZTV)		Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire East		Corridor: East Corridor
Pipeline (East Corridor)	Construction phase: The magnitude of change likely to affect settlement would be Very Low on the western edge from some dwellings on West Lane where restricted views of the trenchless compounds and Pipeline Corridor would be available, to Zero elsewhere including the northern edge of the village where woodland cover restricts views to the wider landscape.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Sworton Heath BVI (Figure 8.40)	Construction phase: The Sworton Heath BVI under construction for up to 4 months and the associated construction compounds for the BVI would be ~0.4km from the settlement on West Lane noting the dwelling of Westfield is closer but abuts woodland to the west, restricting views towards the Project. Theoretical visibility of the BVI is illustrated in Figure 8.40 . Views from dwellings fronting onto West Lane would be typically restricted by intervening planting, with upper floor views assumed not to be main living space more likely. Lighting would be required during the hours of darkness for construction activity, typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. It is assessed with reference to the ZTV that there would be a Very Low magnitude of change from some properties related to potential views of the BVI more frequently a Zero magnitude of change.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: The Sworton Heath BVI would be enclosed by security fencing typically 2.4m high with gated access for maintenance. The above ground components would be at a low level (up to 1.5m) for safety and to reduce visual impact. Illustrative examples of a BVI are contained in Chapter 2. It is assessed that there would be a Very Low magnitude of change from some properties related to potential views of Sworton Heath BVI from upper floors, more frequently a Zero magnitude of change.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral
	Operation (Year 15) phase: At Year 15, the screening provided by the intervening roadside hedgerow and hedgerow trees would be augmented by the gradual maturation of the vegetation proposed close to the BVI (Figure 13 of the Outline LEMP). The magnitude of change would reduce to zero.	

High Legh		
Figures: 8.23 and 8.40 (Sworton Heath BVI ZTV)		Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire East		Corridor: East Corridor
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access (EH-25, EH-26, EH-27, EH-28)	<u>Temporary construction access routes and designated access points: B5159 (West Lane), A50 (EH-25, EH-26), and Mowpen Brow (EH-27, EH-28).</u> Views along West Lane would be mostly screened or heavily filtered by roadside trees, hedgerows or garden vegetation with views typically from upper stories. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 2.5% increase in vehicles using the A50 in this location of which there would be a 22.8% increase in HGV traffic using the A50. Views of light construction traffic from dwellings on Mowpen Brow would also be heavily filtered by hedgerows or garden planting. There would be no view of the temporary Access Points. The magnitude of change from the temporary construction access routes from the settlement would range from Very Low for residents on the western edge of the settlement where residents directly overlook the road corridor e.g. from upper floor windows, to Zero from the majority of the settlement.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: The very limited and heavily filtered views of construction activity associated with the East Corridor, HGV traffic and the BVI construction would be Not Significant from a localised part of the settlement along West Lane due to intervening vegetation.	
	Operation (Year 1) phase: Heavily filtered glimpses of the Sworton Heath BVI from a localised part of the village on West Lane would be Not Significant and more typically from the remainder of the village there would be No Effect.	
	Operation (Year 15) phase: Heavily filtered glimpses of the Sworton Heath BVI from a localised part of the village on West Lane would be Not Significant and more typically from the remainder of the village there would be No Effect.	

Table 8F.32 Broomedge

Figures: 8.23		Viewpoints: None
Administrative area: Cheshire East		Corridor: East Corridor
Landscape Designations:	None	
Settlement description:	The village has a dispersed linear typology, extending from the M56 in the south to dwellings along the B5159 to the north with residential properties along the A56 located to the east and west of the village centre. At the closest point the Pipeline Corridor is located ~ 0.2km to the southeast of the settlement with trenchless crossing compounds located north and south of the M56 motorway to the southeast of the village and trenchless crossing compounds and a material storage area to the northeast at the A56 Lymm Road crossing.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Restricted views of the Project from localised parts of the settlement are predicted to include east facing views from dwellings on Agden Park Lane and West Lane. The magnitude of change would be Very Low where restricted views of the Pipeline Corridor would be available resulting in a Minor effect that is Not Significant. Views from scattered dwellings along Agden Lane at the north-eastern end of the settlement and from Hollybank House to the south of the A56 would include relatively unrestricted views of adjacent materials storage areas and more restricted and distant views of the trenchless construction compounds resulting in a Medium magnitude of change.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: B5159 (Burford Lane), A56 (Higher Lane, Lymm Road) and Agden Park Lane.</u> The magnitude of change for village residents would likely be Very Low for some residents overlooking the A56, B5159 and Agden Park Lane that would accommodate light construction vehicles only (No HGVs). Views from residential properties along these roads would be typically heavily filtered by hedgerow and/or garden planting with the majority of views from upper stories.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.

Figures: 8.23	Viewpoints: None
Administrative area: Cheshire East	Corridor: East Corridor
Overall assessment	Construction phase: Views of the materials storage compound and trenchless compounds at the northeastern edge of the village would result in localised Significant effects with the remainder of the settlement experiencing effects that are Not Significant to No Effect .

Table 8F.33 Dunham Woodhouses

Figures: 8.23 and 8.35 (Warburton HAGI ZTV)	Viewpoints: W1, W2, W3, W4, W5, W6 (Figures 8.52 to 8.57)
Administrative area: Metropolitan Borough of Trafford	Corridor: East Corridor
Landscape Designations:	None but a conservation area applies to the settlement.
Settlement description:	The village is located northwest of Dunham Massey Hall and Gardens with this National Trust tourist destination lying outside the LVIA Study Area. The village has a dispersed linear typology with dwellings located along the B5160 and connected minor roads including Barns Lane at the western edge of the settlement. The Pipeline Corridor is located within the settlement with open cut corridor across the B5160 and Sawpit Street and material storage areas between Sawpit Street and Gorsey Lane and to the west of the Warburton electricity substation.
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (East Corridor)	Construction phase: Potential views of the East Corridor construction activity would be available from dwellings on Barns Lane, Sawpit Street and Dunham Road. Views would be typically partially restricted by hedgerows and tree cover within garden and/or field boundary planting that includes frequent hedgerow trees with some views through gaps. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. Views are predicted to comprise visibility of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes above the perimeter earth bunds. The localised removal of trees and shrubs as illustrated in Figure 8C.143 of Appendix 8C: Arboricultural Impact Assessment would appear as breaks in the already fragmented pattern of field boundary vegetation although views towards these would be filtered from the settlement. The magnitude of change would be Medium with views elsewhere within the village Zero where orientation and multiple layers of intervening planting would prevent views of construction activity along the corridor.

Figures: 8.23 and 8.35 (Warburton HAGI ZTV)		Viewpoints: W1, W2, W3, W4, W5, W6 (Figures 8.52 to 8.57)
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Warburton HAGI (Figure 8.35)	Construction phase: Views of Warburton HAGI under construction and/or construction compound would be available from dispersed dwellings along Dunham Road and to a lesser extent Cargreen Lane, restricted in places by dwelling orientation and intervening planting. Lighting would be required during the hours of darkness for operational activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The magnitude of change would be up to Medium where partially restricted views of the HAGI under construction and construction compound would be available. Views elsewhere within the village would be typically Zero.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: Permanent lighting would be used infrequently with regard to maintenance work and security events. Theoretical visibility of the HAGI is illustrated in the ZTV in Figure 8.35 . The magnitude of change would be Low where restricted views of the HAGI would be available from the closest dwellings on the edge of the village at Barnslane Farm and Gate House Farm. Views elsewhere within the village would typically be Zero.	
	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral.
	Operation (Year 15) phase: Mitigation hedgerow planting along Dunham Road and Cargreen Lane (Figure 8 of the Outline LEMP) would have matured and would mostly screen views from dwellings at Barnslane Farm and Gate House Farm noting that there may still be heavily filtered winter views. The magnitude of change would reduce to Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral.
Temporary construction access (EH-42, EH-43, EH-45, EH-46)	Temporary construction access routes and designated access points: B5160 (Dunham Road) (EH-45, EH-46), Carrgreen Lane (EH-42, EH-43), Barnes Lane and Paddock Lane. There would be views from dwellings overlooking the B5160 (Dunham Road) of HGV construction traffic which would be partly filtered by garden vegetation. Views of HGV movements along Carrgreen Lane would be mostly screened from residential property by tall	

Figures: 8.23 and 8.35 (Warburton HAGI ZTV)		Viewpoints: W1, W2, W3, W4, W5, W6 (Figures 8.52 to 8.57)	
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor	
	hedgerows. Residential receptors along Barnes Lane would experience some open views of light construction traffic. There would be filtered views of EH-45, EH-46 access points from residential properties on the B5160. The magnitude of change for all routes would be Low.		
	Level of effect:	Moderate and Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Overall assessment	Construction phase: Views of the Pipeline corridor from the western edge of the village and the HAGI under construction from the north-western edge of the village would be Significant and HGV movement along the B5160 and northern end of Barns Lane through the village would be Significant .		
	Operation (Year 1) phase: Views of the Warburton HAGI would be Significant for a localised part of the village comprising several dwellings at the north-western edge of the settlement. Elsewhere within the settlement there would be No Effect .		
	Operation (Year 15) phase: Views of the Warburton HAGI would be Not Significant for dwellings at the north-western edge of the settlement. Elsewhere within the settlement there would be No Effect .		

Table 8F.34 Sinderland Green

Figures: 8.24		Viewpoints: None	
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor	
Landscape Designations:	None		
Settlement description:	The village is located northwest of Dunham Massey Hall and Gardens with this National Trust tourist destination lying outside the LVIA Study Area. The village has a dispersed linear typology with dwellings located along Sinderland Lane and connected minor roads including Red House Lane and Henshall Lane. The Pipeline Corridor passes adjacent to the western edge of the settlement with open cut corridor across Sinderland Lane.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (East Corridor)	Construction phase: Potential views towards the Pipeline Corridor in west and south-west facing views from dwellings on Red House Lane, Sinderland Lane and Henshall Lane. Ground floor views would be frequently restricted by garden planting and field boundary hedgerows that follow the rural lanes. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree, especially at ground floor level, however there would be frequent glimpses from some dwellings of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. There would be no views of any construction compounds or material storage areas. The scale and geographical extent of the construction activities would be Low to None. The magnitude of change likely to affect settlement would be Low to Zero.		
	Level of effect:	Moderate and Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction access (EH49, EH-50)	Construction phase: Temporary construction access routes and designated access points: Sinderland Lane (EH-49, EH-50). The magnitude of change for village residents would be Low for some residents overlooking Sinderland Lane that would accommodate HGV movements associated with the Pipeline Corridor construction and associated access points.		
	Level of effect:	Moderate and Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.24		Viewpoints: None
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
Overall assessment	Construction phase: Intermittent but frequent views of construction works along the East Pipeline Corridor from the western edge of the settlement would be Significant . Views of HGV traffic along Sinderland Lane would be Significant .	

Table 8F.35 Partington

Figures: 8.24, 8.36 (Partington (PH1) HAGI ZTV) and 8.37 (Partington (PH2) HAGI ZTV)		Viewpoints: None
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
Landscape Designations:	None	
Settlement description:	The town is located south of the Manchester Ship Canal and is dominated by late 20 th century residential development typically in cul-de-sacs. The eastern part of the town lies in the LVIA Study Area and includes areas of recent housing development. Most notably an area of new housing under construction off Moss View Road and Heath Farm Lane that extends to lie within 0.1km of the East Corridor pipeline.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: No views would be available from the majority of the settlement and the magnitude of change would be Zero. Potential views from the eastern edge of the new housing estate under construction off Moss View Road and Heath Farm Lane resulting in potential views of construction activity along the Pipeline Corridor likely to follow the route of Sinderland Road with the removal of mature tree cover to the west of the road as illustrated in Figure 8C.141 of Appendix 8C: Arboricultural Impact Assessment , where it is possible that views from newly constructed dwellings or dwellings to be constructed in the near future may be available. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be heavily filtered glimpses of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. A Low magnitude of change is predicted from a localised part of the Moss View Road and Heath Farm Lane housing estate.	

Figures: 8.24, 8.36 (Partington (PH1) HAGI ZTV) and 8.37 (Partington (PH2) HAGI ZTV)		Viewpoints: None
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
Partington HAGI (Options PH1 and PH2) (Figures 8.36 and 8.37)	Level of effect:	Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Construction phase: The ZTVs in Figures 8.36 and 8.37 illustrate that views would be fully screened from the settlement by intervening woodland and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: Fully screened from the settlement by intervening woodland and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: Fully screened from the settlement by intervening woodland and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	<u>Temporary construction access routes and designated access points: A6144 (Manchester Road).</u> The magnitude of change for village residents would be Low for some residents overlooking the A6144 that would accommodate HGV construction vehicle movements. There would be an incremental increase to the baseline HGV traffic levels.	
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Potential localised views from the far eastern edge of the settlement (Moss View Road and Heath Farm Lane housing estate under construction) that would be potentially Significant . Elsewhere from the settlement there would be no views of construction works along the Pipeline Corridor. There would be no views of the Partington HAGI (PH1 or PH2) under construction from the settlement.	
	Operation (Year 1) phase:	

Figures: 8.24, 8.36 (Partington (PH1) HAGI ZTV) and 8.37 (Partington (PH2) HAGI ZTV)		Viewpoints: None
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
	No views of the completed Partington HAGI (PH1 or PH2) and No Effect .	
	Operation (Year 15) phase: No views of the completed Partington HAGI (PH1 or PH2) and No Effect .	

Table 8F.36 Carrington

Figures: 8.24		Viewpoints: None	
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor	
Landscape Designations:	None		
Settlement description:	The village is located between the A6144 Manchester Road to the south and the River Mersey to the north and comprises two residential areas. The eastern most area is centred on the A6144 /B5158/ Isherwood Road junction and lies outside of the updated LVIA Study Area boundary. The second area is dominated by 20 th century residential development to the north of the A6144. Those lining the A6144 are oriented north-south with theoretical views towards the Project although built form within the Carrington Business Park serve to limit views further to the south.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (East Corridor)	Construction phase: No views would be available from either of the two settlement areas and the magnitude of change would be Zero.		
	Level of effect:	No Effect	
	Type of effect:	N/A	
Partington HAGI	Construction phase: The ZTVs in Figures 8.36 and 8.37 illustrate that views would be fully screened from the settlement by intervening industrial buildings and successive vegetation. The magnitude of change would be Zero.		

Figures: 8.24		Viewpoints: None
Administrative area: Metropolitan Borough of Trafford		Corridor: East Corridor
(Options PH1 and PH2) (Figure 8.36 and 8.37)	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: Fully screened from the settlement by intervening industrial buildings and successive vegetation and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: Fully screened from the settlement by intervening industrial buildings and successive vegetation and the magnitude of change would be Zero	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	<u>Temporary construction access routes and designated access points: A6144 (Manchester Road).</u> The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict an 11.3% increase in HGV traffic using the A6144 between Isherwood Road and Banky Lane. The magnitude of change for residents facing the A6144 would be Low.	
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: There would be no views of the Pipeline Corridor or of Partington HAGI (Option PH1 or PH2) under construction from the settlement and views of construction vehicles along the A6144 would be Not Significant .	
	Operation (Year 1) phase: No views of the completed Partington HAGI and No Effect .	
	Operation (Year 15) phase: No views of the completed Partington HAGI and No Effect .	

Table 8F.37 Hatton

Figures: 8.18		Viewpoints: None	
Administrative area: Borough of Warrington		Corridor: North Corridor	
Landscape Designations:	None		
Settlement description:	The hamlet is lies on the B5356 between the villages of Daresbury and Stretton. The Pipeline Corridor is located less than 0.1km to the northwest of the settlement at the northern end of the hamlet. A trenchless crossing of the M56 with a compound to the north of the motorway lies ~0.8km southwest of the village.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: Restricted views of the North Corridor would be available from the western edge of the settlement including some dwellings on Warrington Road with variable local tree cover and hedgerows along the perimeter of gardens. Mature hedgerows with frequent hedgerow trees define intervening field boundaries further restricting the potential for views of the Pipeline Corridor. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be partial views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. The trenchless construction compounds ~0.8km southwest of the village would be screened by multiple layers of intervening planting along field boundaries and is not predicted to be perceptible from the hamlet. The magnitude of change would be Very Low where restricted views of the Pipeline Corridor would be available. Views elsewhere within the village would experience a Zero magnitude of change.		
	Level of effect:	Minor and Not Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction access	Construction traffic would not pass through the village and views would be limited to views of vehicles along Danesbury Lane where they meet the Pipeline Corridor. The preliminary assessment is that the magnitude of change would likely be Very Low to Zero.		
	Level of effect:	Minor and Not Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.18	Viewpoints: None
Administrative area: Borough of Warrington	Corridor: North Corridor
Overall assessment	Construction phase: Partial views of the Pipeline Corridor and restricted views of HGV construction traffic along the B5356 Daresbury Lane west of the Construction Corridor would be Not Significant .

Table 8F.38 Moore

Figure: 8.18	Viewpoints: None
Administrative area: Borough of Halton	Corridor: North Corridor
Landscape Designations:	None, however, a conservation area applies to most of the settlement.
Settlement description:	The village is centred on the Runcorn Road and in addition to several small cul-de-sacs in the centre of the village, the village has a loose radiating morphology with dwellings along rural lanes including Hobb Lane to the southeast and Moss Lane and Moore Lane to the northwest. There is notable mature tree cover within and surrounding the village and the Bridgwater Canal passes through the western fringes of the settlement. The proposed Pipeline Corridor is located ~0.4km to the east of the settlement. A trenchless crossing of the Cheshire Ring Canal with a compound to the north of the canal lies ~0.5 km northeast of the village. A trenchless crossing of the A56 with a compound to the northwest of the road lies ~0.6 km northeast of Hobb Lane.
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (North Corridor)	Construction phase: Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there could be partial views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes in the locations described as follows. Views of the Pipeline Corridor and associated trenchless construction compounds would be available from Nos 1-4 Cockfight Cottages, although south facing front views would be oblique and views to the north and east would be typically restricted by garden planting and outbuildings with less restricted 1 st floor views, assumed not be main living space, with an overall Medium magnitude of change. Views of the A56 trenchless crossing from the settlement would be fully screened by intervening vegetation and falling landform. In summary the magnitude of change would as a result of the Pipeline Corridor and trenchless crossings would be up to Low magnitude where there would be very localised views of construction activity along the Pipeline Corridor, including trenchless construction

Figure: 8.18		Viewpoints: None
Administrative area: Borough of Halton		Corridor: North Corridor
	compounds with the exception of Nos 1-4 Cockfight Cottages where a Medium magnitude is predicted. Typically, the magnitude of change on views from the majority of the village would be Zero.	
	Level of effect:	Major/Moderate and Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	<u>Temporary construction access routes and designated access points: Runcorn Road.</u> HGV construction traffic would pass through a localised part of the village along Runcorn Road. Views from the front of dwellings would vary from unrestricted views e.g. the terraced dwellings of Nos. 47-57 Runcorn Road to views from other dwellings that are more restricted by garden planting. The magnitude of change would be Low.	
	Level of effect:	Moderate and Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Views of the Pipeline Corridor and construction compounds during the construction phase from the northern and eastern edges of the village and restricted views of HGV construction traffic along part of Runcorn Road would be locally and temporarily Significant .	

Table 8F.39 Higher Walton

Figures: 8.19, 8.32 and 8.33		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Landscape Designations:	None but a conservation area applies to part of the settlement centred on Old Chester Road.	
Settlement description:	The linear village centre lies east of the A56 and extends ~1km to the south with a smaller number of scattered dwellings along Underbridge Lane, Park Lane and Holly Hedge Lane. There is notable mature tree cover within and surrounding the village and the proposed Pipeline Corridor lies adjacent to the settlement along the south and southwest edge of the village.	
Sensitivity	Value of views: High Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		

Figures: 8.19, 8.32 and 8.33		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Pipeline (North Corridor)	Construction phase: Localised views of the Pipeline Corridor and associated trenchless construction compound would be available at the southwest edge of the village including from dwellings on Thomason's Bridge Lane where there would be views of the Pipeline Corridor including the trenchless crossing compound. The trenchless construction compounds would be enclosed by fencing and/or temporary soil bunds and would represent a modest new element in views. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. In addition to existing vegetation screening close to the settlement, the temporary soil bunds either side of the Pipeline Corridor would help further restrict visibility of construction activity restricted to heavily filtered distant glimpses of the upper parts of construction vehicles including the arm of excavators and the upper parts of temporary cranes. The magnitude of change would be Medium. Views elsewhere within the village, including the core of the village centred along the Old Chester Road, views would be unaffected, and the magnitude of change would be Zero.	
	Level of effect:	Major/Moderate and Significant to No Effect from the majority of the settlement.
	Type of effect:	Short-term duration (temporary), direct and adverse.
Higher Walton HAGI Options HWH2 and HWH8 (Figures 8.32 and 8.33)	Construction phase: Option HWH2 of the Higher Walton HAGI is located ~0.9km northwest of the village at the closest point. Successive layers of intervening planting including along the A56 and Mill Lane would fully screen any views of the HAGI under construction as illustrated in Figure 8.32 . Option HWH8 of the Higher Walton HAGI is located ~0.4km northwest of the main village at the closest point and a temporary construction compound would adjoin the HAGI to the east. Layers of intervening planting along the A56 and Mill Lane would screen most views of the HAGI under construction and construction compound as illustrated in Figure 8.33 noting that there may be winter views from upper stories of properties adjacent to the A56 in the vicinity of Old Chester Road. There would be filtered views of the HAGI under construction and the construction compound from properties on Mill Lane to the north of the settlement where Turf Farm would be located at ~0.1km distance. Mature trees and hedgerows to the north of the property would heavily filter views however there would be narrow open views from the entranceway to the farm. The adjacent Grange Mill House would also experience similar range narrow views between mature trees. Perimeter fencing and/or temporary earth bunds would further restrict potential visibility of activity and structures within the compound. Lighting would be required during the hours of darkness for construction activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The construction period would be 6-12 months. The magnitude of change would be Low (receptors at Mill Lane) to Very Low to Zero (majority of the settlement).	
	Level of effect:	HWH2: No View from the settlement resulting in No Effect . HWH8: Moderate and Significant (receptors at Mill Lane), to Minor and Not Significant to No View (majority of the settlement).
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.

Figures: 8.19, 8.32 and 8.33		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
	Operation (Year 1) phase: With reference to the ZTVs no views of HWH2 are predicted noting that this HAGI would comprise an installation enclosed by security fencing typically 2.4 to 3.6m high with gated access for maintenance. The above ground components would be at a low level (up to 5m) for safety and to reduce visual impact.	
	HWH8 - There would be potential for views from properties at Mill Lane, likely restricted to filtered upper floor views and narrow views from driveway entrances or between trees. Permanent lighting would be used infrequently with regard to maintenance work and security events. The overall magnitude would be Low and elsewhere from the settlement Zero.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral.
	Operation (Year 15) phase: There would be potential for views of HWH8 from properties at Mill Lane, likely restricted to filtered upper floor views and narrow views from driveway entrances or between trees. Mitigation planting within the HAGI would have matured increasing its visual integration into the surrounding landscape (Figure 6 of the Outline LEMP). The overall magnitude would be Very Low and elsewhere from the settlement Zero.	
	Level of effect:	Minor and Not Significant to No Effect
Temporary construction access	Temporary construction access routes and designated access points: A56 (Chester Road), and Runcorn Road. HGV access on Runcorn Road would be visible to dwellings that lie close to the road corridor typically with minimal screening in front gardens. The visible increase in traffic compared with baseline levels would result in a locally Medium magnitude of change. HGV construction traffic would use the A56 and Runcorn Road with increased traffic relative to the baseline on the A56 partially visible from some dwellings on the eastern edge of the village, typically upper floor rooms and would result in a Very Low to Zero magnitude of change.	
	Level of effect:	Major/Moderate and Significant (receptors on Runcorn Road) to Minor and Not Significant to No View (majority of the settlement)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase:	

Figures: 8.19, 8.32 and 8.33		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
	Views of the North Corridor and trenchless construction compounds from the southern and southwestern edges of the village would be Significant . Views of HAGI HWH8 from the northern edge of the settlement at Mill Lane would be Significant . Views of HGV traffic from Runcorn Road would be Significant .	
	Operation (Year 1) phase: There would be no views of the Higher Walton HAGI (HWH2 Option) and any other above ground infrastructure resulting in No Effect . There would be views of the Higher Walton HAGI (HWH8 Option) and above ground infrastructure from the north edge of the settlement at Mill Lane resulting in a Significant Effect .	
	Operation (Year 15) phase: There would be no views of the Higher Walton HAGI (HWH2 Option) and any other above ground infrastructure resulting in No Effect . There would be filtered views of the Higher Walton HAGI (HWH8 Option) and above ground infrastructure from the north edge of the settlement at Mill Lane resulting in a Not Significant Effect .	

Table 8F.40 Lower Walton

Figures: 8.19		Viewpoints: None	
Administrative area: Borough of Warrington		Corridor: North Corridor (Warrington Spur)	
Landscape Designations:	None		
Settlement description:	The village lies south of the Manchester Ship Canal and includes a medium to high density residential suburb with Victorian terraces and more recent modern infill development.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (Warrington Spur Options WSp1 and WSp2)	Construction phase: Both Warrington Spur Options would be located north of the Manchester Ship canal and construction activity screened by intervening built development. The magnitude of change would be Zero.		
	Level of effect:	No Effect	

Figures: 8.19		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor (Warrington Spur)
	Type of effect:	N/A
Higher Walton HAGI Option HWH8 (Figure 8.33)	Construction phase: At the north-western edge of the settlement, there would be filtered views of the Higher Walton (HWH8) HAGI under construction from Walnut Tree Farm and the rear of properties on Springbrook at a minimum distance of 0.7km. The magnitude of change would be Low (during the winter months). From elsewhere within the settlement, the screening provided by intervening built form would give rise to a Zero magnitude of change.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse
	Operation (Year 1) phase: The top of the perimeter fence around the HAGI would be visible from Walnut Tree Farm and the rear of properties on Springbrook above intervening hedgerows and through tree cover in close proximity to the properties. The magnitude of change would be Very Low (during the winter months). From elsewhere within the settlement, there would be a Zero magnitude of change.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral
	Operation (Year 15) phase: Mitigation planting within the HAGI would have matured increasing its visual integration into the surrounding landscape (Figure 6 of the Outline LEMP). The overall magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	Construction phase Temporary construction access routes and designated access points: A56 (Chester Road), A5060. Construction traffic would use the A56, A5060 with increased traffic relative to the baseline visible from some dwellings that face onto these routes with limited intervening planting or other screening features, however the increase would be incremental to the baseline. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect

Figures: 8.19		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor (Warrington Spur)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase:	Views of construction traffic along the A56 and A5056 and the Higher Walton (HWH8) HAGI under construction would be Not Significant .
	Operation (Year 1) phase:	There would be filtered views of the Higher Walton HAGI (HWH8 Option) from the western edge of the settlement resulting in a Minor and Not Significant effect to No Effect.
	Operation (Year 15) phase:	There would be no views of the Higher Walton HAGI (HWH8 Option) from the settlement resulting in No Effect.

Table 8F.41 Warrington

Figures: 8.19		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Landscape Designations:	None but four conservation areas are located in the settlement within the LVIA Study Area between Warrington Spur and the A56 – see Figure 8.6	
Settlement description:	The central and southern parts of the town fall within the LVIA Study Area, predominantly as a result of the 1km offset from the Warrington Spurs, although in addition the southwestern corner of the settlement at Doe Green and Penketh lies ~0.1km from the North Corridor.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (Warrington Spur (Options WSp2 and WSp3) and	Construction phase: Within the settlement Option WSp1 has a trenchless crossing under the Trans Pennine Trail and Morley Common before progressing to Gainsborough Road. Option WSp1 then continues from Gainsborough Road in the east to Novelis (the end user) in the west as street works within the existing highways. The magnitude of change would be Very Low. The trenchless compound west of the A5060 would require some vegetation clearance as illustrated in Figure 8C.125 of Appendix 8C: Arboricultural Impact Assessment, however properties on Cranborne Road and Gainsborough Road to the east are orientated north-south with limited potential for views of the	

Figures: 8.19		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
North Corridor (Options NP6 and NP7))	compound or structures within it, being set at a lower level from the A5060. Option WSp3 uses existing track between the A5060 and Cranbourne Avenue, and continues along Cranbourne Avenue to Gainsborough Road, then continues from Gainsborough Road in the east to Novelis (the end user) in the west as street works within the existing highways. A small trenchless crossing compound to the east of the A5060 would be visible from upper floors of adjacent properties and would appear as street working compound. The magnitude of change would be Vey Low. Within the settlement Option NP6 would be visible to the south of Tannery Lane where pipeline would run across fields to the fore of the tree belt edge of the Fiddler's Ferry Golf Course. There would some removal of trees as the route reaches the trenchless crossing compound as illustrated in Figure 8C.122 of Appendix 8C: Arboricultural Impact Assessment. There would be relatively open views of the construction works associated with the North Corridor Pipeline including fencing, the trench cutting, a trenchless crossing compound, construction machinery and equipment and construction traffic. The magnitude of visual change would be High-Medium. The Northern Pipeline Corridor and material storage area would be visible across open arable fields from the southwestern edge of the town at Doe Green, with properties on Cuedley Road having direct views, although the impact would be reduced by a separation distance of more than ~0.4km. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be partial views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes would represent a Low magnitude of change, given that these features would sit below the horizon of pylons and more obliquely, Fiddler's Ferry Power Station.	
	Level of effect:	Major to Major/Moderate and Significant (NP6) to Moderate and Not Significant (other options)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction access	Construction phase <u>Temporary construction access routes and designated access points: A562, A57, A5060, A5061, A5080, B5156, Liverpool Road, Gainsborough Road, Loushers Lane, Taylor Street, Thelwall Lane, Reynolds Street, Nook Lane, and Longdin Street.</u> HGV construction traffic would use the A-road network including the A562, A57, A5060, A5061, A5080, B5156 but also residential streets within the town including Liverpool Road, Gainsborough Road, Loushers Lane, Taylor Street, Thelwall Lane, Reynolds Street, Nook Lane, and Longdin Street with increased traffic relative to the baseline clearly visible from some dwellings that face onto these routes with no intervening planting or other screening features. The magnitude of change would range from Low to Zero.	
	Level of effect:	Moderate and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.

Figures: 8.19		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Overall assessment	Construction phase: Views of works associated with NP6 corridor option would be Significant from Tannery Lane. Views of street works associated with the Warrington Spur pipelines, HGV construction traffic on the A-road network and residential streets, and views from Doe Green of the North Corridor and materials storage area would be Not Significant .	

Table 8F.42 Widnes

Figures: 8.20		Viewpoints: None
Administrative area: Borough of Halton		Corridor: North Corridor
Landscape Designations:	None, however, a conservation area applies to a small part of the settlement (surrounded by built development with no views towards the Project).	
Settlement description:	The north-eastern periphery of the town lies within the LVIA Study Area between the A562 and B5419. The area is dominated by late 20 th century and early 21 st century housing including several residential cul-de-sac estates under construction. The North Corridor of the proposed pipeline is typically located ~0.7km from the built-up edge of the town where the settlement edge is bordered by woodland, including the Sunnybank Woodland Park and mature hedgerows with trees.	
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (North Corridor)	Construction phase: The majority of views east from the edge of the settlement north of the A562 would be predominantly screened by woodland planting associated with the Sunnybank Woodland Park east and consequently any views of the Pipeline Corridor and material storage areas located ~0.8km distant would be infrequent and seen beyond the pylons that pass within ~0.2km of the settlement edge. Further north views from the settlement edge would be largely restricted by planting along the A557 and A5080, reinforced by intervening field boundary hedgerows outside the Preliminary Order Limits. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be barely discernible views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes would represent a Very Low magnitude of change, given that these elements would be perceived beyond the busy A557 and A5080 road corridors. More frequently there would be no views of construction activity from Widnes with a Zero magnitude of change.	

Figures: 8.20		Viewpoints: None
Administrative area: Borough of Halton		Corridor: North Corridor
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.
Temporary construction access	<u>Temporary construction access routes and designated access points: A557 (Watkinson Way) and A5080 (Derby Road / South Lane), and Mill Lane.</u> HGV construction traffic would use the A-road network including the A557 and A5080 with potential views of increased traffic from some dwellings that face onto the A5080 at Derby Road and Rivenmill Way with limited intervening planting. The traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 9.7% increase in HGV traffic using the A5080 between the A557 and South Lane. The magnitude of change for residents facing the A5080 would be Low. Views of the A557 would be mostly screened by intervening roadside vegetation.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.
Overall assessment	Construction phase: There would be very limited views of construction activity and materials storage areas associated with the Pipeline Corridor and set beyond existing main roads and together with limited views of construction traffic would be Not Significant.	

Table 8F.43 Cuerdley Cross

Figures: 8.20		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Landscape Designations:	None	
Settlement description:	The small village lies ~0.3km east of Widnes and north of the A562 near Fiddlers Ferry Power Station and largely comprises mid-20th century housing stock. Properties on the eastern edge of the settlement on Back Lane lie ~0.5km from the North Pipeline Corridor (NP7) that includes a trenchless crossing compound north of the A562 and further to the north, a material storage area north of Mowcroft Lane. Option NP6 lies between 0.7km and 1km to the northeast of the village and includes a trenchless crossing compound north of the A562.	
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High	

Figures: 8.20		Viewpoints: None
Administrative area: Borough of Warrington		Corridor: North Corridor
Magnitude of change		
Pipeline (North Corridor)	The easterly views to the North Pipeline Corridor (NP7) from the rear of the dwellings on Back Lane would be partially screened by garden planting from some dwellings and where less restricted views are available by intervening field boundary hedgerows and tree planting and buildings associated with Rose Tree Farm. The latter elements would largely screen views of the trenchless crossing compound north of the A562 with partial views of construction activity associated with the installation of the pipeline that would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be some limited views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. There would be oblique views towards the material storage area ~0.4km northeast off Mowcroft Lane, largely screened from view by field boundary planting. Option NP7 would be located further to the northeast and would be screened by successive field boundary hedgerows and trees. Overall, there would be a Very Low magnitude of change (NP7), given that the Project elements would be largely screened and perceived more than ~0.5km distant. More frequently there would be no views of construction activity from the settlement, with a Zero magnitude of change.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.
Temporary construction access	No construction traffic would be routed through the settlement or would be visible from the settlement. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The limited views of the Pipeline Corridor, temporary construction compounds and material storage area would be Not Significant .	

Table 8F.44 Bold Heath

Figures: 8.20		Viewpoints: None	
Administrative area: St Helens Borough Council		Corridor: North Corridor	
Landscape Designations:	None		
Settlement description:	The hamlet is located on the A57 near the junction with the A569 with the majority of dwellings located on Mill Lane south of the A57 where the southern end of the settlement lies ~0.1km from the North Pipeline Corridor.		
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: The oblique views in the direction of the North Pipeline Corridor from dwellings at the southern end of Mill Lane and the western edge of the settlement off the A57 would be heavily filtered by a tall mature hedgerow. The materials storage area and A57 trenchless construction compounds over 1km to the west would be barely discernible from upper floor windows of the Mill Lane dwellings due to separation distance and screening provided by intervening farm buildings and hedgerows. Glimpses of construction activity associated with the installation of the pipeline that would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be some limited views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Overall, there would be a Very Low magnitude of change, given that the Project elements would be largely screened. More frequently there would be no views of construction activity from the settlement, with a Zero magnitude of change.		
	Level of effect:	Minor and Not Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction access	Temporary construction access routes and designated access points: A57 (Warrington Road). HGV construction traffic would be routed along the A57 through the settlement. There would be some open views from receptors facing the road with little screening. The increase in HGV traffic would be incremental to the baseline. The magnitude of change would be Low.		
	Level of effect:	Moderate and Not Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.20	Viewpoints: None
Administrative area: St Helens Borough Council	Corridor: North Corridor
Overall assessment	Construction phase: The limited views of the Pipeline Corridor would be Not Significant .

Table 8F.45 Sutton Manor

Figures: 8.20 and 8.34 (Clock Face HAGI ZTV)	Viewpoints: CF5 (Figure 8.73)
Administrative area: St Helens Borough Council	Corridor: North Corridor
Landscape Designations:	None
Settlement description:	The settlement of Sutton Manor lies to the west of the restored former Sutton Manor Colliery heap of with housing dominated by Victorian terraces, early 20th century housing and more recent infill development. The Victorian terraces to the south are contained within a grid street formation oriented southwest / northeast and late 20 th Century cul-de-sacs are present to the north. The main North Corridor passes through agricultural land to the southwest and west of the settlement and a spur lies adjacent to the northwestern tip of the settlement at the closest point. The Project includes trenchless crossings of the M62 to the south with compounds north and south, and the A570 to the west of the settlement with compounds to the east and west. A material storage area would be located to the southwest of the settlement to the south of Chapel Lane and west of Bell Lane. The A570 to the west of the settlement would be used for construction traffic in addition to Chapel Lane, Bell Lane, Lea Green Road and School Lane to the west of the settlement, and Jubits Lane to the south of the settlement. No construction traffic is routed through the residential area of the settlement.
Sensitivity	Value of views: Medium to High Susceptibility of visual receptors: High Overall sensitivity: High
Magnitude of change	
Pipeline (St Helens Spurs and Clock Face Spur)	Construction phase: Views of the St Helens Spurs and Clock Face Spur would be screened from the majority of the settlement by surrounding buildings and extensive tree belts, hedgerows and woodland to the southwest of the settlement. There would be upper storey views of the St Helens Spurs trenchless compound to the north of the M62 from dwellings at the southern edge of the main settlement at Bell Lane, and filtered views of the Clock Face Spur from the west of the settlement at Walkers Lane and Forest Green Way. Potential views of the St Helens Spurs from dispersed residential properties along Bell Lane and School Lane would be heavily screened by extensive garden planting and tall roadside hedgerows with the exception of three residential dwellings to the south of School Lane (No.153, 155 and 180) where there would be open views of the pipeline from upper floors. The materials storage area to the west of School Lane would be heavily filtered in views from adjacent residential dwellings by tall hedgerows and mature trees and would be screened from the main settlement

Figures: 8.20 and 8.34 (Clock Face HAGI ZTV)		Viewpoints: CF5 (Figure 8.73)
Administrative area: St Helens Borough Council		Corridor: North Corridor
	area. Construction activity associated with the installation of the pipeline would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be some limited views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Overall, there would be a Low magnitude of change from residential receptors at Bell Lane and School Lane, given that the Project elements would be largely screened. More frequently there would be no views of construction activity from the main settlement area, with a Zero magnitude of change.	
	Level of effect:	Moderate and Significant to No Effect (the majority of the settlement)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Clock Face HAGI (Figure 8.34)	Construction phase: Localised views of the Clock Face HAGI under construction over ~0.6km distant from the southern edge of Sutton Manor would be experienced from properties on Bell Lane and Milton Street. Lighting would be required during the hours of darkness for operational activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The movement of construction vehicles and plant would be seen within the context of traffic along the M62 corridor. The magnitude of change would be Very Low and Zero from the remainder of the settlement.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse
	Operation (Year 1) phase: Permanent lighting would be used infrequently with regard to maintenance work and security events. The ZTV in Figure 8.34 illustrates that there would be very limited visibility mainly restricted to the southern edge of the settlement. There would be a Very Low magnitude of change from the from the southern edge of Sutton only as described above with Zero magnitude from the remainder of the settlement.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and neutral
	Operation (Year 15) phase: Mitigation woodland planting to the north of the HAGI (Figure 7 of the Outline LEMP) would have matured and would screen views of the above ground components and fencing associated with the HAGI. The magnitude of change would reduce to Zero from the southern edge of Sutton Manor.	
	Level of effect:	No Effect

Figures: 8.20 and 8.34 (Clock Face HAGI ZTV)		Viewpoints: CF5 (Figure 8.73)
Administrative area: St Helens Borough Council		Corridor: North Corridor
	Type of effect:	N/A
Temporary construction access (NH-52, NH-53, NH-55, NH-56)	<u>Temporary construction access routes and designated access points: A570, School Lane (NH-53), Chapel Lane (NH-55, NH-56), Jubits Lane (NH-52).</u> Construction traffic on the A570 would be screened by intervening vegetation. HGV traffic at Chapel Lane (west of Bell Lane) and the southern end of Jubits Lane would not enter the settlement and would be separated by distance or screened from the main settlement by buildings or vegetation. Light construction traffic accessing Bell Lane and School Lane would increase the baseline of traffic along these roads and would be visible in filtered views from the majority of residential receptors facing these roads due to hedgerow and garden planting and fencing. The magnitude of change would be Low along Bell Lane and School Lane to Zero for the remainder of the settlement.	
	Level of effect:	Moderate and Significant to No Effect (the majority of the settlement)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Overall assessment	Construction phase: Views of the Pipeline Corridor would be Significant from Bell Lane and School Lane and Not Significant from the majority of the settlement. Views of the Clock Face HAGI would be Not Significant. Views of construction traffic would be Significant from Bell Lane and School Lane and Not Significant from the majority of the settlement.	
	Operation (Year 1) phase: Views of Clock Face HAGI would result in a Not Significant effect.	
	Operation (Year 15) phase: No views of any above ground infrastructure and No Effect.	

Table 8F.46 Rainhill

Figures: 8.21 and 8.34 (Clock Face HAGI ZTV)		Viewpoints: None
Administrative area: St Helens Borough Council		Corridor: North Corridor
Landscape Designations:	None but a conservation area applies to the settlement (surrounded by built development with no views towards the Project).	
Settlement description:	The large village comprises a range of Victorian, interwar and modern dwellings and lies ~0.2km west of the North Corridor Pipeline at the closest point.	

Figures: 8.21 and 8.34 (Clock Face HAGI ZTV)		Viewpoints: None
Administrative area: St Helens Borough Council		Corridor: North Corridor
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High	
Magnitude of change		
Pipeline (North Corridor and St Helens Spurs)	Construction phase: Views of the North Corridor would be screened from the majority of the settlement by surrounding buildings and extensive tree belts, hedgerows and woodland along transport routes to the east and south-east of the settlement. Potential views from the settlement edge of the St Helens Spurs east of the A570 would be screened by planting along both sides of the highway. Views towards the St Helens Spurs west of the A570 would be frequently heavily filtered by tree cover close to the settlement including on the edge of Albert Fellows Park, noting that less restricted views would also be occasionally available where intervening vegetation is more limited in extent and includes rear elevation views from dwellings on Bishopdale Drive and further north from dwellings at the end of Elderswood Road, Gardeners Way and Field Way where the St Helens Spurs are ~0.5km distant. From the aforementioned locations there would be frequent glimpses of construction activity associated with the installation of the pipeline that would be transient and of short duration with progressive backfill and reinstatement as works are completed along the route. The temporary soil bunds either side of the Pipeline Corridor would help restrict visibility of construction activity to a large degree although there would likely be some limited views of the upper parts of construction vehicles including dump trucks and the arm of excavators and the upper parts of temporary cranes. Views of the trenchless construction compounds west of the A570 and either side of the railway would be typically limited from the settlement as views from the dwellings closest to the compounds would often be restricted by property orientation and intervening planting. Direct views from dwellings at the end of Elderswood Road would be available of the trenchless compound north and south of the railway, over ~0.5km distant and partially filtered by intervening planting. The magnitude of change would be up to Low, more often Very Low from a number of dwellings at the edge of the settlement and typically Zero within the wider settlement where views towards the Project would be fully restricted by intervening buildings and planting.	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Clock Face HAGI (Figure 8.34)	Construction phase: The southern edge of Rainhill Is located ~0.8km from the HAGI under construction with views fully screened by woodland planting along the A570 and north of the A62 as illustrated in the ZTV in Figure 8.34. The magnitude of change would be Zero.
Level of effect:		No Effect
Type of effect:		N/A
Operation (Year 1) phase: With reference to the ZTV, the magnitude of change would be Zero.		

Figures: 8.21 and 8.34 (Clock Face HAGI ZTV)		Viewpoints: None
Administrative area: St Helens Borough Council		Corridor: North Corridor
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: The magnitude of change would remain Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Temporary construction access	Construction phase Construction traffic would not be routed through the village and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: Views from a limited number of dwellings at the western edge of the settlement comprising activity along the Pipeline Corridor and the trenchless construction compounds would be Not Significant .	
	Operation (Year 1) phase: No views of any above ground infrastructure including the Clock Face HAGI and No Effect .	
	Operation (Year 15) phase: No views of the Clock Face HAGI and No Effect .	

Table 8F.47 St. Helens

Figures: 8.21, 8.34 and 8.38.		Viewpoints: SH1, SH2 and SH3 (Figures 8.67-8.69)
Administrative area: St Helens Borough Council		Corridor: North Corridor
Landscape Designations:	None but conservation areas apply to the settlement (Figure 8.8 - historic core screened from the Project by intervening modern built development)	
Settlement description:	Three principal areas of the town of St. Helens fall within the LVIA Study Area and comprise Sutton, Lea Green, and the town centre. Sutton Heath/Nutgrove comprises late 20 th century cul-de-sac housing estates with more recent infill, and the town centre is dominated by modern retail and industrial development. The North Corridor crosses farmland to the south of Sutton Heath/Nutgrove and is then	

Figures: 8.21, 8.34 and 8.38.		Viewpoints: SH1, SH2 and SH3 (Figures 8.67-8.69)	
Administrative area: St Helens Borough Council		Corridor: North Corridor	
	located within the B5204 corridor along the edge of the settlement linking to Sherdley Road and Sutton Heath Road within the settlement. The corridor links to the St Helens Spurs that follow Burtonhead Road and the St. Helens Linkway.		
Sensitivity	Value of views: Medium Susceptibility of visual receptors: High Overall sensitivity: High		
Magnitude of change			
Pipeline (St Helens Spurs)	Construction phase: Views of construction activities associated with the St Helens Spurs would be restricted to those residents at properties on Elton Head Road, Sherdley Road and Sutton Heath Road, where construction works would take place in the adjoining highway and where the visual contrast would be reduced due to the high levels of built elements and movement, which is already present in baseline views and the magnitude of change would be Low. Views would also be available to residents as they move through St Helens to access the town centre or retail parks. From the majority of the settlement, the magnitude of change would be Zero due to the high levels of screening provided by high levels of intervening built form or tree cover.		
	Level of effect:	Moderate and Not Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction access	<u>Temporary construction access routes and designated access points: A570, B5024 (Elton Head Road) (NH-58), Sherdley Road, Sutton Heath Road (NH-59), Burtonhead Road.</u> HGV construction traffic would use the A570, B5204 and Sherdley Road, with potential views of increased traffic relative to the baseline most likely to be experienced from dwellings that face onto the B5204 and Sherdley Road in locations where there is limited intervening planting. There would be an incremental increase to the baseline of traffic along these roads where the St Helens Spurs works would appear as urban roadworks. The magnitude of change would be Low.		
	Level of effect:	Moderate and Not Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Overall assessment	Construction phase: The limited views of the Pipeline Corridor under construction would be Not Significant and views of vehicles along the temporary construction access routes would also be Not Significant from localised parts of the settlement.		

Visual effects on users of promoted recreational routes

Table 8F.48 NCR 5

Figures: 8.15, 8.16, 8.17, 8.25, 8.26, 8.27, 8.28 (HPP HAGI ZTV) and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: HPP1 and RS1 (Figures 8.41 and 8.42)
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor and South Corridor
Landscape Designations:	Weaver Valley Area of Special Countryside Value (South Corridor)	
Corridor description:	NCR 5 is a 590 km route that begins in Reading and passes through the West Midlands and Chester to North Wales. Within the study areas the route passes through the South Corridor between Winsford and east of Acton Bridge and then lies within the study area along the full length of the West Corridor, following the A5517 west of Elton.	
Sensitivity	Value of views: Medium to High, noting the transient nature of views and a diversity of scenic value from the off-road route along the River Weaver within the Weaver Valley ASCV (High) to the route along the A5117 along the southern edge of Stanlow Refinery (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor)	Construction phase: Local landform in combination with multiple layers hedgerows and tree belts both adjacent to the route and/or within the surrounding landscape heavily screen the majority of views along the cycle route preventing views of the Project with the following exceptions: <u>Lordship Lane/Hare's Lane/Moorditch Lane:</u> A ~4km on-road section that is characterised by views across open farmland with close range views of industrial facilities and the Frodsham Wind Farm. The separation between the route and the West Corridor varies from a ~0.5km separation near the junction with Rake Lane to open cut crossings of the pipeline on Hare's Lane and Moorditch Lane where the cycle route would require temporary stopping up or diversion. The magnitude of change would be High. <u>A56 Frodsham to junction with Halton Station Road:</u> A ~1.5km section on-road route where views of trenchless compounds would be available in the context of existing built development comprising light industrial uses, limited by roadside hedgerows assumed to be largely retained restricting most visibility to fleeting views of the upper arms of excavators, temporary cranes and larger plant. The magnitude of change would be Medium. <u>Aston Lane:</u> A ~4km section on road route between the junction with Halton Station Road on the A56, along Aston Lane for most of the route before linking to a farm track that crosses the railway south of Dutton with open trench crossings at two locations (east of Sutton Weaver and east of Aston). The Magnitude would range from Medium where the pipeline crosses the cycleway or lies adjacent to it,	

Figures: 8.15, 8.16, 8.17, 8.25, 8.26, 8.27, 8.28 (HPP HAGI ZTV) and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: HPP1 and RS1 (Figures 8.41 and 8.42)	
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor and South Corridor	
	including views of material storage areas south of Sutton Weaver, to Low elsewhere where more distant and typically oblique views of construction activity would be frequently available. <u>Dutton Park Farm:</u> A ~0.4km section located within the Weaver Valley ASCV to the east of Dutton Park Farm and south of Dutton Lodge Farm where there would be relatively open views of the construction works associated with the West Corridor pipeline (including a crossing point), a trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be High. <u>East of Dutton Locks:</u> A ~0.5km section located within the Weaver Valley ASCV between the bridge east of Dutton Locks along the River Weaver until vegetation and local landform restricts views. From this ~0.5km of the route there would be relatively open views of the construction works associated with the West Corridor pipeline to the north across including a trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be Medium.		
	Level of effect:	Major to Major/Moderate to Moderate and Significant	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Pipeline (South Corridor including Option SP5)	Construction phase: Local landform in combination with multiple layers hedgerows and tree belts both adjacent to the route and/or within the surrounding landscape heavily screen the majority of views along the cycle route preventing views of the Project with the following exceptions: <u>Moulton:</u> A ~2.9km section within or close to the route corridor between Niddries Lane and the southern end of Eaton Lane with unrestricted views across the open arable farmland to the South Corridor with the route passing adjacent to the trenchless compound north of Eaton Lane. The pipeline corridor would also cross Niddries Lane and Eaton Lane on open cut with some loss of hedgerow at Eaton Lane. The magnitude of change would be Medium to High. <u>A49 Warrington Road:</u> A ~0.7km section comprising a shared footway cycleway alongside the A49 where views would be partially restricted by a hedgerow alongside the route but would include construction activity associated with the South Corridor pipeline and a materials storage area adjacent to the route near Acton Bridge. The magnitude of change would be up to Medium. <u>Bartington:</u> A ~0.5km section along the River Weaver on this route to the south of Bartington where there would be intermittent views of the construction works associated with the South Corridor pipeline including a crossing point (although this would be trenchless under the river) and trenchless crossing compounds on both sides of the river, fencing, material storage area, construction machinery and equipment and construction traffic. Where visible, the magnitude of change would be High.		
	Level of effect:	Major to Major/Moderate to Moderate and Significant to No Effect	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.15, 8.16, 8.17, 8.25, 8.26, 8.27, 8.28 (HPP HAGI ZTV) and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: HPP1 and RS1 (Figures 8.41 and 8.42)	
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor and South Corridor	
Temporary construction accesses	Temporary construction access routes: A5117, A56, Aston Lane, A49 (Warrington Road), Marsh Lane, High Street and Ship Street, Eaton Lane Temporary construction access options that would use the same on-road route as cyclists for HGV construction traffic comprise the A5117 between Pool Lane and School Lane (~0.3km), A56 between Sutton Weaver Swing Bridge and Aston Lane (1.2km), Aston Lane (~0.8km) and the A49 Warrington Road between Willow Green Lane and Sandy Lane (~1.2km), Sandy Lane (for ~0.7km). Light construction vehicle access routes overlapped by the route include Marsh Lane, High Street and Ship Street in Frodsham where there would be a slight increase in non HGV traffic (Very Low magnitude of change). The route also overlaps with light construction traffic at Eaton Lane to the west of Davenham (Very Low magnitude of change). The temporary increase in traffic on the HGV routes for parts of the construction phase would be incremental to the levels of baseline traffic resulting in a Low magnitude of change.		
	Level of effect:	Moderate and Significant to Minor and Not Significant.	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
HPP HAGI (Figure 8.28)	Construction phase: The cycle route follows the A5117 and fleeting and heavily filtered glimpses of the HPP HAGI under construction on hardstanding within the Stanlow refinery site screened by mature tree planting along the perimeter of the refiner, particularly in winter. The trenchless crossing of the A5517 would ensure retention of this tree cover. The existing tree cover and fencing of the HAGI site and compound would help restrict potential visibility of the majority of construction activity associated with the HAGI. Lighting would be required during the hours of darkness for operational activity typically in winter and may be required for security. Lighting design would minimise light spill outside the compound. The construction period would be 6-12 months and the magnitude of change would be Very Low from a localised section of the route along the A5117 to the south of the HAGI.		
	Level of effect:	Minor and Not Significant.	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
	Operation (Year 1) phase: The HAGI would be barely discernible set behind the mature tree belt and set within a backdrop and surrounding context of existing infrastructure within the Stanlow refinery as illustrated in the ZTV in Figure 8.28. The magnitude of change would be Very Low for a localised section of the route along the A5117 to the south of the HAGI.		
	Level of effect:	Minor and Not Significant.	
	Type of effect:	Long-term duration, direct and neutral.	
	Operation (Year 15) phase: The magnitude of change would be Very Low for a localised section of the route along the A5117 to the south of the HAGI.		

Figures: 8.15, 8.16, 8.17, 8.25, 8.26, 8.27, 8.28 (HPP HAGI ZTV) and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: HPP1 and RS1 (Figures 8.41 and 8.42)
Administrative area: Cheshire West and Cheshire		Corridor: West Corridor and South Corridor
	Level of effect:	Minor and Not Significant.
	Type of effect:	Long-term duration, direct and neutral.
Rocksavage HAGI (Figure 8.29)	Construction phase: Oblique views of the Rocksavage HAGI under construction and adjacent construction compounds would be very limited from the route on the edge of Frodsham due to tree and scrub cover along the River Weaver corridor as illustrated in the ZTV in Figure 8.29 . The construction period would be 6-12 months and the HAGI under construction would form a fleeting and minor element in views from the route. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse
	Operation (Year 1) phase: It is assumed that woodland to the south of the HAGI, removed during the construction phase to accommodate the construction compound, would be replanted but would play a minimal screening role at Year 1. The magnitude of change would remain Very Low.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and adverse
	Operation (Year 15) phase: Rocksavage HAGI would be fully screened by replanted vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works visible from NCR 5 associated with parts of the West and South Corridor would be Significant for localised sections of the route and Potentially Significant in relation to an increase in HGV traffic where the cycleway is routed along the A49 and A56/northern end of Aston Lane. Views from the remainder of NCR 5 would be Not Significant or there would be No Effect .	
	Operation (Year 1) phase: Views from NCR 5 of the HPP and Rocksavage HAGIs would be Not Significant .	
	Operation (Year 15) phase: Views from NCR 5 of the HPP HAGI would be Not Significant . No Effect from Rocksavage HAGI.	

Table 8F.49 NCR 562

Figures: 8.16, 8.17 and 8.18		Viewpoints: None
Administrative area: Cheshire West and Cheshire / Halton		Corridor: West Corridor
Landscape Designations:	None	
Corridor description:	Corridor 562 of the National Cycle Network is in development and would be 36.5km in length. Once completed it will connect Southport with Aston via Burscough, Wigan, St Helens, Widnes and Runcorn. Within the study areas the route passes from Aston to Beechwood via Aston Heath following Aston Lane and running parallel to the A533.	
Sensitivity	Value of views: Medium noting the transient nature of views along Aston Lane and the route running parallel to the A533 within urban areas. Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor)	Construction phase: Trees and hedges, and built-form including the Whitehouse Industrial Estate, Railway Line and settlement of Beechwood adjacent to the route filter the majority of views along the cycle route which runs along the A533 and the northern part of Aston Lane with the following exception: <u>Aston and Aston Heath:</u> A ~0.5-0.6km section along Aston Lane south of the railway line between Aston and Aston Heath (including a crossing point) where there would be open views of the construction works associated with the West Corridor pipeline across agricultural fields including fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be High-Medium.	
	Level of effect:	Major to Major/Moderate and Significant (~0.6-0.7km of route between Aston and Aston Heath) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes:</u> A533, Aston Lane (WH-18, WH-19) Temporary construction access options that would use the same on-road route as cyclists for HGV construction traffic include the A533 between Chester Road and Aston Lane South (~1km). In this section of the route, the traffic generation quantities prepared as part of Chapter 11: Traffic and transport predict a 9.1% increase in HGV traffic using the A5080 between the A557 and South Lane (Low magnitude of change). HGV construction traffic is also routed along Aston Lane between the A533 and construction access points (WH-18 and WH-19) north of Aston (~0.3km). From this point the route would overlap with light construction traffic until Aston where the route	

Figures: 8.16, 8.17 and 8.18		Viewpoints: None
Administrative area: Cheshire West and Cheshire / Halton		Corridor: West Corridor
	joins NCR 5 (assessed above). The increase in HGV traffic along this section of the route would be more noticeable to cyclists since the road is narrow in comparison the A533 and the magnitude of change would be Medium.	
	Level of effect:	Major to Major/Moderate and Significant (~0.15km of route between Aston and Aston Heath) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: The construction works would be Significant for ~0.5-0.6km of the route along Aston Lane between Aston and Aston Heath as a result of the construction of the Pipeline Corridor and for ~0.15km of the route as a result of the temporary construction access. Views from the remainder of the route would be Not Significant .	

Table 8F.50 RCR 70 / Cheshire Cycleway

Figures: 8.17, 8.22, 8.23, 8.25, 8.26 and 8.40 (Sworton Heath BVI ZTV)		Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire West and Cheshire / Cheshire East		Corridor: East Corridor and South Corridor
Landscape Designations:	Weaver Valley Area of Special Countryside Value (a very small section of the South Corridor)	
Corridor description:	RCR 70 / Cheshire Cycleway is a 281.6km circular route in Cheshire connecting the larger settlements of Chester, Ellesmere Port, Macclesfield, Congleton and Alsager. Within the study area, the route passes west and north of High Legh in the East Corridor and through Comberbach, Little Leigh, Willow Green and Acton Bridge in the South Corridor following minor roads.	
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the Weaver Valley ASCV (High) to the remainder of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Magnitude of change		

Figures: 8.17, 8.22, 8.23, 8.25, 8.26 and 8.40 (Sworton Heath BVI ZTV)		Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire West and Cheshire / Cheshire East		Corridor: East Corridor and South Corridor
Pipeline (South Corridor)	Construction phase: Trees and hedges adjacent to the route filter the majority of views along the cycle route with the following exceptions. <u>Acton Lane:</u> A ~0.3km section along Acton Lane between the A49 and north of Acton Bridge where there would be open views of the construction works associated with the south corridor pipeline (including a crossing point) across agricultural fields including fencing, the trench cutting, material storage area, construction machinery and equipment and construction traffic. Part of the hedgerow either side of the lane would be removed as illustrated in Figure 8C.174 of Appendix 8C: Arboricultural Impact Assessment . The magnitude of change would be High-Medium. <u>Acton Swing Bridge:</u> A ~0.1km section along the Acton Swing Bridge over the River Weaver where would be some limited views of the trenchless crossing compounds and other construction works of the south corridor pipeline. The magnitude of change would be Low – Very Low.	
	Level of effect:	Major to Major/Moderate and Significant (~0.3km of the route between A49 and north of Acton Bridge) to Minor and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Pipeline (East Corridor)	Construction phase: Trees and hedges adjacent to the route filter the majority of views along the cycle route with the following exceptions. <u>Western and northern edges of High Legh:</u> Views of the construction works including trenchless crossing compounds from ~1.5km of the route along the western and northern edges of High Legh would be intermittent and filtered due to mature trees and hedgerows along this section of the route. Where visible, the works would affect a relatively small horizontal field of view along this stretch of route. The magnitude of change would be Low to Very Low.	
	Level of effect:	Minor and Not Significant to No Effect .
	Type of effect:	Short-term duration (temporary), direct and adverse.
Sworton Heath BVI (Figure 8.40)	Construction phase: With reference to the ZTV, Sworton Heath BVI from the western edge of High Legh would be visible obliquely and intermittently and filtered due to mature trees and hedgerows along this section of the route as illustrated by the ZTV in Figure 8.40 . At most there may be filtered visibility of the tops of construction machinery in winter views. Where visible, the works would affect a relatively small horizontal field of view and the magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral
	Operation (Year 1) phase:	

Figures: 8.17, 8.22, 8.23, 8.25, 8.26 and 8.40 (Sworton Heath BVI ZTV)		Viewpoints: SBV3 (Figure 8.76)
Administrative area: Cheshire West and Cheshire / Cheshire East		Corridor: East Corridor and South Corridor
	At most there may be filtered and fleeting visibility of the top of the perimeter fence in winter views. Where visible, the magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Long-term, direct and adverse
	Operation (Year 15) phase: At Year 15, the screening provided by the intervening roadside hedgerow and hedgerow trees would be augmented by the gradual maturation of the vegetation proposed close to the BVI (Figure 13 of the Outline LEMP). The magnitude of change would reduce to zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
Temporary construction accesses	Temporary construction access routes: A49 (Warrington Road), Acton Lane (SH-05, SH-06), B5159 (West Lane). Temporary construction access options that would use the same on-road route as cyclists for HGV construction traffic include the A49 at Bartington (~0.3km) and Acton Lane (for ~0.1km) to the access points. The temporary increase in HGV traffic at Acton Lane would result in a Medium magnitude of change for 0.1 km. HGV construction traffic would also overlap the route at High Legh on the B5159 (West Lane) and the incremental increase to the baseline HGV traffic would result in a Medium magnitude of change for ~ 1.2 km.	
	Level of effect:	Major/Moderate and Significant (short sections of Acton Lane and West Lane) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: The construction works would be Significant for ~0.5km of the route along Shutley Lane and ~0.3km along Acton Lane as a result of the construction of the Pipeline Corridor and as a result of the temporary construction access. Views from the remainder of the route would be Not Significant .	
	Operation (Year 1) phase: No views of the Sworton Heath BVI. No Effect	
	Operation (Year 15) phase: No views of the Sworton Haeth BVI. No Effect	

Table 8F.51 NCR 573

Figures: 8.26 and 8.27		Viewpoints: None	
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor	
Landscape Designations:	None		
Corridor description:	NCR 573 is a 31.5km route which runs from Congleton to Davenham passing through Goostrey. Within the study area, the route passes through Davenham and a small section passes to the west of Lach Dennis in the South Corridor following minor roads.		
Sensitivity	Value of views: Medium noting the transient nature of views along minor roads between Davenham and Lach Dennis. Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features. Overall sensitivity: High		
Magnitude of change			
Pipeline (South Corridor)	Construction phase: Trees and hedges adjacent to the route filter the majority of views along the cycle route including built-up areas within Davenham to the west of the route. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Temporary construction accesses	None of the temporary construction access routes would be visible from this route due to screening from intervening vegetation and / or built-form. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Overall assessment	Construction phase: There would be No Significant visual effects of the construction works associated with the south corridor from this route due to screening from hedgerows and trees along this route, built-form along Davenham to the west of the route and the layering effect of vegetation between agricultural fields.		

Table 8F.52 RCR 71

Figures: 8.26 and 8.27		Viewpoints: None	
Administrative area: Cheshire West and Cheshire		Corridor: South Corridor	
Landscape Designations:	None		
Corridor description:	RCR 71 is a 150.3km route which runs from Penrith to Kirby Knowle passing through Appleby-in-Westmorland and Northallerton. Within the study area, the route passes east of Meadowbank to the southwest of Moulton and joins NCR5 north of the Newbridge Swing Bridge. From here it joins NCR5 and travels south following the eastern side of the Weaver Navigation to Wharton where it leaves the study area and continues south and east.		
Sensitivity	Value of views: Medium noting the transient nature of views along the minor road east of Meadowbank to High at Newbridge Swing Bridge. Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features. Overall sensitivity: High		
Magnitude of change			
Pipeline (South Corridor)	Construction phase: Trees and hedges adjacent to the route and dense mature woodland either side of the River Weaver filter the majority of views along the cycle route. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Temporary construction accesses	None of the temporary construction access routes would be visible from this route due to screening from intervening vegetation. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Overall assessment	Construction phase: There would be No Significant visual effects of the construction works associated with the south corridor from this route due to screening from hedgerows and trees along this route and dense mature woodland either side of the River Weaver.		

Table 8F.53 NCR 62

Figures: 8.19, 8.20, 8.23, 8.24, 8.33 (Higher Walton HAGI (HWH8) ZTV) and 8.35 (Warburton HAGI ZTV)		Viewpoints: W4 (Figure 8.55)	
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor	
Landscape Designations:	None		
Corridor description:	NCR 62 is a 335.9km route which connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. Within the study area, the route passes along the River Mersey / Railway Line south of Great Sankey / Penketh before crossing the river at Wilderspool into Warrington and along the Manchester Ship Canal in the North Corridor and north of Dunham Woodhouses in the East Corridor which is off-road vegetated route along an old railway line. The E8 and Trans Pennine Trail long distance footpaths overlap with the NCR 62 within the study area. The Mersey Way also overlaps with this route between Great Sankey / Penketh and Wilderspool within the study area. The Palatine Plod also overlaps with this route between Great Sankey / Penketh and Sankey Bridges within the study area		
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the rural landscape (High) to the remainder of the route along minor roads and old railway line (Medium-High). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: Trees and hedges (and built-form in some areas) adjacent to the route filter the majority of views along the cycle route with the following exceptions. <u>East of Fiddler’s Ferry:</u> A ~0.3-0.4km section east of Fiddler’s Ferry woodland / golf course where there would be relatively open views of the construction works associated with the north corridor pipeline (including a crossing point, however, this would be trenchless under the railway line) across fields to the south including fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be High.		
	Level of effect:	Major to Major/Moderate and Significant (~0.3-0.4km of route east of Fiddler’s Ferry) to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Warrington Spur	Construction phase:		

Figures: 8.19, 8.20, 8.23, 8.24, 8.33 (Higher Walton HAGI (HWH8) ZTV) and 8.35 (Warburton HAGI ZTV)		Viewpoints: W4 (Figure 8.55)
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor
	Trees and hedges (and built-form in some areas) adjacent to the route filter the majority of views along the cycle route with the following exceptions. <u>Junction of River Mersey and Runcorn and Latchford Canal:</u> A ~0.5km section along this route near the junction of River Mersey and the disused Runcorn and Latchford Canal where there would be open views of the construction works associated with the north corridor pipeline including a trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be Medium. <u>North of Morley Common:</u> A ~0.4km section under the railway line and north of Morley Common where would be open views of the construction works associated with the north corridor pipeline (WSp1 and WSp3 Novellis Latchford Spur options) running parallel to the route and a trenchless crossing compound. The magnitude of change would be High. <u>Chester Road to Cranborne Avenue (WSp3):</u> A ~0.3km section east of Chester Road where would be open views of the construction works associated with the north corridor pipeline (WSp3 Novellis Latchford Spur options) running parallel to the route and a trenchless crossing compound. The magnitude of change would be High. <u>Knutsford Road north of Latchford Swing Bridge:</u> A very short section of Knutsford Road north of Latchford Swing Bridge as the north corridor pipeline (Novelis Spur) crosses the road. Construction works including fencing, trench cutting, machinery and equipment would be visible in the context of road traffic and in an urban setting. The magnitude of change would be Medium. <u>Manchester Ship Canal:</u> A ~0.8km section along the Manchester Ship Canal between Knutsford Road and Latchford Locks where there would be open views of the construction works of the north corridor pipeline (Novellis Spur) including fencing, trench cutting, machinery, equipment and construction traffic as the route runs parallel and adjacent to the works. The magnitude of change would be High.	
	Level of effect:	Major to Major/Moderate and Significant (~0.5km near the junction of River Mersey and Runcorn and Latchford Canal, ~0.3km section east of Chester Road (WSp3 Option), ~0.4km north of Morley Common, Knutsford Road north of Latchford Swing Bridge and ~0.8km Manchester Ship Canal) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Pipeline (East Corridor)	Construction phase: Trees and hedges adjacent to the route filter the majority of views along the cycle route with the following exceptions. <u>North of Dunham Woodhouses:</u> Views of the construction works including material storage area from ~0.5km of the route north of Dunham Woodhouses would be intermittent and heavily filtered due to mature trees and hedgerows along this section of the route (Viewpoint W4) and further layering effect of vegetation around fields. Where visible, the works would affect a relatively small horizontal field of view along this stretch of route. However, the crossing point of the Pipeline Corridor would be visible from this section of the route and some vegetation would be lost during construction as illustrated in Figure 8C.143 of Appendix 8C: Arboricultural Impact Assessment. The magnitude of change would be High.	
	Level of effect:	Major and Significant (crossing point) to No Effect .

Figures: 8.19, 8.20, 8.23, 8.24, 8.33 (Higher Walton HAGI (HWH8) ZTV) and 8.35 (Warburton HAGI ZTV)		Viewpoints: W4 (Figure 8.55)
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	Construction phase: <u>Temporary construction access routes:</u> Forest Way, Eastford Road / Taylor Street, A5060 (Chester Road), A50 (Knutsford Road Swing Bridge). Temporary construction access options that would use the same on-road route as cyclists for HGV construction traffic are located in Warrington and include: Forest Way, Eastford Road / Taylor Street, A5060 (Chester Road), A50 (Knutsford Road Swing Bridge). The increased traffic relative to the baseline would be visible for cyclists on residential or semi-rural roads (Eastford Road / Taylor Street, and Forest Way) where the increase to baseline HGV movement would be greater than that of 'A' roads. The magnitude of change would range from Low to Zero.	
	Level of effect:	Moderate and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Higher Walton HAGI (HWH8) (Figure 8.33)	Construction phase: A short section of the route passes through the LVIA Study Area for the Higher Walton (HWH8) HAGI. The separation distance and intervening built form and vegetation would result in a zero magnitude of change.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 1) phase: The ZTV in Figure 8.33 indicates no areas of intervisibility with the Higher Walton (HWH8) HAGI from the route and accordingly, the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: There would be no change to the assessment of effects concluded for Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A

Figures: 8.19, 8.20, 8.23, 8.24, 8.33 (Higher Walton HAGI (HWH8) ZTV) and 8.35 (Warburton HAGI ZTV)		Viewpoints: W4 (Figure 8.55)
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor
Warburton HAGI (Figure 8.35)	Construction phase: Some limited construction works associated with Warburton HAGI may be visible from this heavily vegetated section of the route to the south of the HAGI. Although the ZTV in Figure 8.35 illustrates theoretical visibility along the route, views would be filtered as illustrated in Viewpoint W4 (Figure 8.74). The magnitude of change would be Low.	
	Level of effect:	Moderate and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: Very limited components of the HAGI would be visible from this route due to the heavily vegetated section of the route to the south. The magnitude of change would Very Low.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Long-term duration, direct and adverse.
	Operation (Year 15) phase: Proposed woodland and woodland edge planting to the south of the HAGI would have matured increasing the density of existing vegetation in views although there may be heavily filtered views of fencing. The magnitude of change would remain Very Low.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Long-term duration, direct and adverse.
Overall assessment	Construction phase: The construction works would be Significant for ~0.3-0.4km of route east of Fiddler's Ferry, ~0.5km near the junction of River Mersey and Runcorn and Latchford Canal, ~0.4km north of Morley Common, Knutsford Road north of Latchford Swing Bridge and ~0.8km Manchester Ship Canal as a result of the construction of the north Pipeline Corridor and where the east Pipeline Corridor crosses the route north of Dunham Woodhouses. Views from the remainder of the route would be Not Significant .	
	Operation (Year 1) phase: Views from the route during operation and maintenance would be Not Significant .	
	Operation (Year 15) phase: Views from the route during operation and maintenance would be Not Significant .	

Table 8F.54 Weaver Way

Figures: 8.16, 8.17, 8.25, 8.26 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: None
Administrative area: Chester West and Chester		Corridor: West Corridor and South Corridor
Landscape Designations:	Weaver Valley ASCV	
Corridor description:	Stretching from its most southerly point at Audlem to Frodsham in the north, this 64km route stretches along the Trent and Mersey and Shropshire Union Canals as well as along the River Weaver. Within the study area, the route passes along the River Weaver from Frodsham via south of Bartington and Barnton in the West Corridor and through Northwich and Winsford in the South Corridor. The North Cheshire Way overlaps with the Weaver Way for the majority of its length within the study area between east of Frodsham and Barnton / Anderton.	
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the Weaver Valley ASCV (High) to parts of the route within urban areas (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor)	Construction phase: Trees and hedges (and built-form in urban areas) adjacent to the route filter the majority of views along this route with the following exceptions. <u>East of Dutton Locks</u> : A ~0.5km section from the bridge east of Dutton Locks along the River Weaver until vegetation and local landform restricts views. From this ~0.5km of the route there would be relatively open views of the construction works associated with the West Corridor pipeline to the north including a trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be Medium.	
	Level of effect:	Major/Moderate and Significant (~0.5km of route east of Dutton Locks) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Pipeline (South Corridor)	Construction phase: Trees and hedges (and built-form in urban areas) adjacent to the route filter the majority of views along the route with the following exceptions. <u>Bartington</u> : A ~0.3km section along the River Weaver on this route to the south of Bartington where there would be intermittent views of the construction works associated with the south corridor pipeline (including a crossing point although this would be trenchless under the	

Figures: 8.16, 8.17, 8.25, 8.26 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: None
Administrative area: Chester West and Chester		Corridor: West Corridor and South Corridor
	river) including a trenchless crossing compound (on either side of the river), fencing, material storage area, construction machinery and equipment and construction traffic. Where visible, the magnitude of change would be High.	
	Level of effect:	Major and Significant (~0.3km section south of Bartington) to Moderate and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes: A49 (Warrington Road).</u> There would be no parts of the Weaver Way that are overlapped by temporary construction access routes. Receptors using the route would experience some HGV construction activity as the route crosses the A49 (Warrington Road) at Bartington which would result in a Very Low magnitude of change. Elsewhere along the route there may be visibility of construction traffic, machinery and equipment at access points, affecting very short sections of the route and not dissimilar to farm traffic or machinery. The magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Rocksavage HAGI (Figure 8.29)	Construction phase: Temporary construction: With reference to the ZTV in Figure 8.29 , the construction compounds at the Rocksavage HAGI would not be visible from this route due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: No visibility due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 15) phase: No visibility due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A

Figures: 8.16, 8.17, 8.25, 8.26 and 8.29 (Rocksavage HAGI ZTV)		Viewpoints: None
Administrative area: Chester West and Chester		Corridor: West Corridor and South Corridor
Overall assessment	Construction phase: The construction works would be Significant for ~0.5km of route east of Dutton Locks as a result of the construction of the west Pipeline Corridor and ~0.3km section south of Bartington. Views from the remainder of the route would be Not Significant .	
	Operation (Year 1) phase: Views from the route during operation and maintenance would be Not Significant .	
	Operation (Year 15) phase: Views from the route during operation and maintenance would be Not Significant .	

Table 8F.55 Trent and Mersey Canal Walk

Figures: 8.17, 8.25 and 8.27		Viewpoints: None	
Administrative area: Chester West and Chester / Halton		Corridor: West Corridor and South Corridor	
Landscape Designations:	Weaver Valley ASCV		
Corridor description:	Initially following the Bridgewater Canal from the River Mersey to Preston Brook, the route then takes to the Trent & Mersey Canal which it follows to Derwent Mouth on the River Trent, passing sites of interest such as the Anderton Boat Lift. A total of 75 locks and 230 bridges are also passed with a total length of 153km. Within the study area, the route passes from Preston on the Hill and Dutton in the West Corridor and through Bartington and Whatcroft in the South Corridor. The Dane Valley Way overlaps with this route through Whatcroft. The Cheshire Ring Canal Walk overlaps with this route from Preston on the Hill to Whatcroft within the study area.		
Sensitivity	Value of views: High noting the transient nature of views along the Canal and scenic value within the Weaver Valley ASCV. Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (West Corridor)	Construction phase: Trees and hedges adjacent to and beyond the route filter the majority of views along this route with the following exceptions. <u>Dutton</u> : A ~0.8km section south of Dutton Hall where there would be relatively open views of the construction works associated with the West Corridor pipeline (including a crossing point although this would be trenchless under the canal) to the north and south including trenchless crossing compounds (on either side of the canal), fencing, construction machinery and equipment and construction traffic. The magnitude of change would vary along this section of route ranging from High for ~0.4km of the route in close proximity to the trenchless crossing compound reducing to Medium for the remainder ~0.4km of the route where there would be views of the works associated with the pipeline.		
	Level of effect:	Major to Major/Moderate and Significant (~0.8km of route south of Dutton Hall) to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Pipeline (South Corridor including Options SP5 and SP6)	Construction phase: Trees and hedges adjacent to and beyond the route filter the majority of views along the route with the following exceptions. <u>Bartington</u> : A ~0.8km section on this route to the north of Bartington where there would be relatively open views of the construction works associated with the south corridor pipeline (including a crossing point although this would be trenchless under the canal) including a trenchless crossing compound (in close proximity on either side of the canal (SP5), and at ~0.1km in filtered views to the south of the		

Figures: 8.17, 8.25 and 8.27		Viewpoints: None
Administrative area: Chester West and Chester / Halton		Corridor: West Corridor and South Corridor
	canal (SP6)), fencing, trench cutting to the south-west, construction machinery and equipment and construction traffic. The magnitude of change would vary along this section of route ranging from High for ~0.25km of the route in close proximity to the trenchless crossing compound (SP5) reducing to Medium for SP6 and for the remainder ~0.65km of the route where there would be views of the works associated with the pipeline. <u>Rudheath:</u> A ~0.25km section on the edge of Rudheath where there would be limited views of the material storage area through and above intervening vegetation and beyond traffic moving along the A530. Where visible, the magnitude of change would be Low to Very Low. <u>Whatcroft:</u> A ~0.2-0.4km section south of Whatcroft (where this route overlaps with the Dane Valley Way) where there would be intermittent views (due to the hedgerows) of the construction works associated with the south corridor pipeline (including a crossing point although this would be trenchless under the canal) including two trenchless crossing compounds (on the opposite side of the canal), fencing, construction machinery and equipment and construction traffic. Where visible, the magnitude of change would be High reducing to Low with distance.	
	Level of effect:	Major to Major/Moderate and Significant (~0.8km section north of Bartington and ~0.2-0.4km south of Whatcroft) to Moderate and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes: A49 (Warrington Road).</u> There would no parts of the Trent and Mersey Canal Walk that would be overlapped by temporary construction access routes. Receptors using the route would experience some HGV construction activity as the route passes beneath the A49 (Warrington Road) at Bartington, and along Whatcroft Hall Lane in filtered views across the canal (both Very Low magnitude of change). Elsewhere along the route there may be visibility of construction traffic, machinery and equipment at access points, affecting very short sections of the route and not dissimilar to farm traffic or machinery. The magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant to No Effect .
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: The construction works would be Significant for ~0.8km of route south of Dutton Hall as a result of the construction of the west Pipeline Corridor and ~0.8km section north of Bartington and ~0.2-0.4km south of Whatcroft. Views from the remainder of the route would be Not Significant .	

Table 8F.56 E8

Assessed above as part of NCR 62 as it overlaps with this route within the study area.

Table 8F.57 North Cheshire Way

Figures: 8.18, 8.19, 8.20, 8.23 and 8.24		Viewpoints: None
Administrative area: Chester West and Chester / Cheshire East		Corridor: West Corridor, South Corridor and East Corridor
Landscape Designations:	Weaver Valley ASCV, Helsby and Frodsham Hills ASCV	
Corridor description:	The North Cheshire Way is one of Cheshire's longest paths. It provides 113km of waymarked walking from Wirral to the Peak District. Within the study area, the route passes from Helsby and Bradley before following the Weaver Way along the River Weaver in the West and South Corridor before heading north through Marbury and Arley in the East Corridor.	
Sensitivity	Value of views: High noting the transient nature of views along the river and scenic value within the Weaver Valley ASCV and Helsby and Frodsham Hills ASCV (High) to parts of the route within urban areas and minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Assessment		
This route overlaps with the Weaver Way for the majority of its length within the study area between east of Frodsham and Barnton / Anderton and is therefore assessed above as part of the Weaver Way. The remainder of the route which doesn't follow the Weaver Way would have no view of the Pipeline Corridor, access routes or any HAGIs due to screening from intervening vegetation and / or built-form.		

Table 8F.58 Delamere Way

Figures: 8.17, 8.18, 8.19 and 8.25		Viewpoints: None
Administrative area: Chester West and Chester / Warrington		Corridor: West Corridor, North Corridor, South Corridor
Landscape Designations:	Weaver Valley ASCV, Helsby and Frodsham Hills ASCV	
Corridor description:	The Delamere Way is a 34km route following rights of way and minor roads from Frodsham to Warrington via Delamere Forest Park. Within the study area, the route passes through the built settlement of Frodsham and north of Dutton Locks in the West Corridor through Acton Bridge in the South Corridor and east of Dutton and Hatton in the North Corridor.	
Sensitivity	Value of views: High noting the transient nature of views along the river and scenic value within the Weaver Valley ASCV and Helsby and Frodsham Hills ASCV (High) to parts of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features	

Figures: 8.17, 8.18, 8.19 and 8.25		Viewpoints: None	
Administrative area: Chester West and Chester / Warrington		Corridor: West Corridor, North Corridor, South Corridor	
	Overall sensitivity: High		
Magnitude of change			
Pipeline (West Corridor)	Construction phase: Built-form within Frodsham would screen views along this route as it passes through the settlement within the study area. The magnitude of change would be Zero. <u>Dutton Park Farm:</u> A ~0.4km section on this route to the east of Dutton Park Farm and south of Dutton Lodge Farm (overlaps with NCR 5) where there would be relatively open views of the construction works associated with the West Corridor pipeline (including a crossing point), including a trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be High.		
	Level of effect:	Major and Significant (~0.4km section on this route to the east of Dutton Park Farm and south of Dutton Lodge Farm) to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Pipeline (South Corridor)	Construction phase: Trees and hedges (and built-form in some areas) adjacent to and beyond the route screen views of the south corridor pipeline. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Pipeline (North Corridor)	Construction phase: Trees and hedges adjacent to and beyond the route filter the majority of views along this route with the following exceptions. <u>Lightwood Farm / Marsh Lane:</u> A ~0.8-0.9km section east of Lightwood Farm and Marsh Lane where there would be relatively open views of the construction works associated with the north corridor pipeline (including a crossing point) including fencing, the trench cutting, construction machinery and equipment and construction traffic. There would be some loss of hedgerow as illustrated in Figure 8C.137 and Figure 8C.138 of Appendix 8C: Arboricultural Impact Assessment that would be visible from the route. The magnitude of change would vary along this section of route would be High to Medium.		
	Level of effect:	Major to Major/Moderate and Significant (~0.8-0.9km of route east of Lightwood Farm and Marsh Lane) to Minor and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	

Figures: 8.17, 8.18, 8.19 and 8.25		Viewpoints: None
Administrative area: Chester West and Chester / Warrington		Corridor: West Corridor, North Corridor, South Corridor
Temporary construction accesses	<u>Temporary construction access routes:</u> Marsh Lane (NH-01, NH-02). There would no parts of the Delamere Way that would be overlapped by temporary construction access routes with the exception of a short section (~0.1km) at Marsh Lane in the north corridor, temporary construction access would be off Marsh Lane and there would be some small loss of roadside hedgerow as the route departs Marsh Lane to access the agricultural fields at NH-01, NH-02. This would be partially visible to users of the route and would include the movement of construction vehicles and equipment. There would be a High-Medium magnitude of change at this location (for 0.1km). Elsewhere along the route there would be several temporary construction access routes visible from parts of this route. All of the access routes would use existing access tracks / roads. There would be visibility of construction traffic, machinery and equipment along the routes, affecting very short sections of the route and not dissimilar to traffic or machinery. The magnitude of change would be Low to Very Low.	
	Level of effect:	Major/Moderate and Significant (Marsh Lane) to Minor and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: The construction works would be Significant for ~0.4km section on this route to the east of Dutton Park Farm and south of Dutton Lodge Farm as a result of the construction of the west Pipeline Corridor and ~0.8-0.9km section east of Lightwood Farm and Marsh Lane as a result of north corridor pipeline. There would also be significant visual effects on Marsh Lane due to the temporary construction access. Views from the remainder of the route would be Not Significant.	

Table 8F.59 Dane Valley Way

Figures: 8.25 and 8.26		Viewpoints: None
Administrative area: Chester West and Chester		Corridor: South Corridor
Landscape Designations:	None	
Corridor description:	The Dane Valley Way is a 77km route which extends from the Pavilion Gardens in Buxton to the confluence of the River Dane with the River Weaver at Northwich. In 2013 the second half of the route was modified to avoid major roads and extended from its original finish in Middlewich. Within the study area, the route follows the Trent and Mersey Canal Walk at Whatcroft in the South Corridor. The remainder of the route is outwith the study area.	
Sensitivity	Value of views: High noting the transient nature and scenic value of views along the Canal.	

	Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High
Assessment	
This route overlaps with the Trent and Mersey Canal Walk for the majority of its length within the study area at Whatcroft and is therefore assessed above as part of the Trent and Mersey Canal Walk. The remainder of the route which doesn't follow the Trent and Mersey Canal Walk would have No Effect of the Pipeline Corridor, access routes and HAGIs due to screening from intervening vegetation and / or built-form.	

Table 8F.60 Bollin Valley Way

Figures: 8.23, 8.24 and 8.35 (Warburton HAGI ZTV)		Viewpoints: W5 (Figure 8.56)
Administrative area: Trafford / Cheshire East		Corridor: East Corridor
Landscape Designations:	None	
Corridor description:	The River Bollin rises in the Pennine Foothills and flows through Macclesfield, Prestbury, Wilmslow, Hale and Bowdon, eventually running into the Manchester Ship Canal (ie, the Mersey) at Bollin Point. The 40km route follows the river and is also a spine route giving access to a wider footpath network. Within the study area, the route passes from north-east of Heatley to Little Bollington via Dunham Woodhouses in the East Corridor.	
Sensitivity	Value of views: High noting the transient nature and scenic value of views along the river to parts of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High	
Magnitude of change		
Pipeline (East Corridor)	Construction phase: Trees and hedges adjacent to and beyond the route filter the majority of views along the route with the following exceptions. <u>Cargreen Lane:</u> A ~0.2km section on this route along and off Cargreen Lane where there would be relatively open views of the construction works associated with the east corridor pipeline, particularly a material storage area. The magnitude of change would be High-Medium. <u>Barns Lane:</u> A ~0.4-0.5km section on this route along and west of Barns Lane up to the junction with the NCR 62 where there would be relatively open views (occasional trees / hedgerows) of the construction works associated with the east corridor pipeline, (including a crossing point) including fencing, the trench cutting, material storage area, construction machinery and equipment and construction	

Figures: 8.23, 8.24 and 8.35 (Warburton HAGI ZTV)		Viewpoints: W5 (Figure 8.56)
Administrative area: Trafford / Cheshire East		Corridor: East Corridor
	traffic. There would be some loss of trees and shrubs to the north at NCR62 as illustrated in Figure 8C.143 of Appendix 8C: Arboricultural Impact Assessment. The magnitude of change would be High.	
	Level of effect:	Major to Major/Moderate and Significant (~0.6-0.7km section on this route along and off Carrgreen and Barns Lanes) to Minor and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes: Woodhouse Lane</u> There would no parts of the Delamere Way that would be overlapped by temporary construction access routes with the exception of a small section at Woodhouse Lane (0.05km) where the route would overlap with a Light vehicle access route (not HGV). The increase in baseline traffic along this section of the route would be barely perceptible and the magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and adverse to neutral.
Warburton HAGI (Figure 8.35)	Construction phase: With reference to the ZTV (Figure 8.35) and review in the field there may be filtered views of the construction works associated with Warburton HAGI from a small section of the route between the NCR 62 and Barns Lane through intervening vegetation, mainly in the winter. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct and neutral.
	Operation (Year 1) phase: There may be filtered views of the HAGI from a small section of the route between the NCR 62 and Barns Lane through intervening vegetation, mainly in the winter. The magnitude of change would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Long-term duration, direct and neutral.
	Operation (Year 15) phase: Proposed hedgerow to the northwest of the HAGI and woodland / woodland edge planting to the south of the HAGI (as shown in Figure 8 of the Outline LEMP) would have matured fully screening the HAGI in views. The exception relates to a very short section of route to the south of the HAGI, where trees removed during the construction phase to facilitate the open cut laying of the pipeline, and where the	

Figures: 8.23, 8.24 and 8.35 (Warburton HAGI ZTV)		Viewpoints: W5 (Figure 8.56)	
Administrative area: Trafford / Cheshire East		Corridor: East Corridor	
	pipeline easement restricts reinstatement (within a 12m section) thereby leaving a permanent gap, facilitates glimpsed views. The magnitude of change would continue to be Very Low to Zero.		
	Level of effect:	Minor and Not Significant to No Effect.	
	Type of effect:	Long-term duration, direct and neutral.	
Overall assessment	Construction phase: The construction works would be Significant for ~0.6-0.7km section on this route along and off Carrgreen and Barns Lanes as a result of the construction of the east Pipeline Corridor including a material storage area. Views from the remainder of the route would be Not Significant .		
	Operation (Year 1) phase: Views from the route during operation and maintenance would be Not Significant .		
	Operation (Year 15) phase: Views from the route during operation and maintenance would be Not Significant .		

Table 8F.61 Timberland Trail

Figures: 8.16, 8.18 and 8.19		Viewpoints: None
Administrative area: Halton / Warrington		Corridor: North Corridor
Landscape Designations:	None	
Corridor description:	Passing through Lymm, the 35km route connects with the towpath of the Bridgewater Canal and passes Lymm Dam, Grappenhall Wood, Appleton Dingle, Daresbury Firs, Windmill Hill and Halton Village. It is partly urban, mostly rural, taking in low-lying hills, woodland, parkland, farmland and sections of the Bridgewater Canal. It broadly follows the sandstone edge of the Cheshire Plain or drops to the Mersey valley below it, giving views from both levels. There are links with the Trans Pennine Trail and the Delamere Way. Within the study area, the route passes from Keckwick Hill west of Daresbury to Appleton Reservoir in the North Corridor. The remainder of the route is outwith the study area.	
Sensitivity	Value of views: High noting the transient nature of views and scenic value within the rural landscape (High) to parts of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features	

Figures: 8.16, 8.18 and 8.19		Viewpoints: None
Administrative area: Halton / Warrington		Corridor: North Corridor
	Overall sensitivity: High	
Magnitude of change		
Pipeline (North Corridor)	Construction phase: Trees and hedges adjacent to and beyond the route filter the majority of views along this route with the following exceptions. <u>Hall Lane Farm Stables:</u> A ~0.5km section off Daresbury Lane north of Hall Lane Farm Stables where there would be intermittent views (in between trees / hedgerows) of the construction works associated with the north corridor pipeline beyond agricultural fields. The magnitude of change would be Very Low. <u>Outer Wood and Row's Wood:</u> A ~0.4km section between Outer Wood and Row's Wood where there would be relatively open views of the construction works associated with the north corridor pipeline, particularly trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The trenchless crossing compound and trench cutting would be located over 0.4km to the north and the magnitude of change would be Low. <u>Warrington Road:</u> A ~0.9-1km section along Warrington Road and further east along the off road route where there would be relatively open views (some trees / hedgerows) of the construction works associated with the north corridor pipeline (including a crossing point) including fencing, the trench cutting, construction machinery and equipment and construction traffic. There would be some loss of hedgerow trees and shrubs as the route heads east from Warrington Road as illustrated in Figure 8C.132 of Appendix 8C: Arboricultural Impact Assessment . The magnitude of change would vary between High to Medium.	
	Level of effect:	Major to Major/Moderate and Significant (0.9-1km along Warrington Road and further east along the off-road route) to Minor and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes: Daresbury Lane</u> The Timberland Trail would be overlapped by temporary light construction traffic access for ~0.5km along Daresbury Lane between Chester Road and Hall Lane. There would be a temporary increase in baseline traffic along this section of the route which include the movement of construction vehicles and equipment. The magnitude of change would be Low.	
	Level of effect:	Moderate and Significant (Daresbury Lane) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: The construction works would be Significant for 0.9-1km along Warrington Road and further east along the off road route as a result of north corridor pipeline. There would also be significant visual effects on Daresbury Lane due to the temporary construction access. Views from the remainder of the route would be Not Significant .	

Table 8F.62 Mersey Way

Figures: 8.18, 8.19, 8.20 and 8.33 Higher Walton(HWH8) HAGI ZTV		Viewpoints: None	
Administrative area: Halton / Warrington		Corridor: North Corridor	
Landscape Designations:	None		
Corridor description:	The 35km Mersey Way closely follows the north bank of the river and estuary of the Mersey from Rixton, east of Warrington to Garston, Liverpool, linking Paddington Meadows and the Pickering Pasture and Speke & Garston Coastal Nature Reserves. The route in part follows the Woolston New Cut as well as the St Helens Canal between Warrington and Widnes, where it is concurrent with the Trans-Pennine Trail. Within the study area, the route passes along the River Mersey / Railway Line south of Great Sankey / Penketh before following the river through Warrington and heading east past Woolston. This route also partially overlaps with the NCR 62, Trans Pennine Trail and the E8 routes between south of Great Sankey / Penketh and Wilderspool within the study area.		
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the rural landscape (High) to the remainder of the route along minor roads (Medium-High). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: Trees and hedges (and built-form in some areas) adjacent to the route filter the majority of views along the route with the following exceptions. East of Fiddler's Ferry: A ~0.3-0.4km section east of Fiddler's Ferry woodland / golf course where there would be relatively open views of the construction works associated with the north corridor pipeline (including a crossing point, however, this would be trenchless under the railway line) across fields to the south including fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be Medium.		
	Level of effect:	Major to Major/Moderate and Significant (~0.3-0.4km of route east of Fiddler's Ferry) to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Warrington Spur	Construction phase: Trees and hedges (and built-form in some areas) adjacent to the route filter the majority of views along the route with the following exceptions.		

Figures: 8.18, 8.19, 8.20 and 8.33 Higher Walton(HWH8) HAGI ZTV		Viewpoints: None
Administrative area: Halton / Warrington		Corridor: North Corridor
	<u>Junction of River Mersey and Runcorn and Latchford Canal</u>: A ~0.5km section along this route near the junction of River Mersey and the disused Runcorn and Latchford Canal where there would be open views of the construction works associated with the north corridor pipeline (including a crossing point associated with the Silicas Spur) including a trenchless crossing compound, fencing, the trench cutting, material storage area, construction machinery and equipment and construction traffic. The magnitude of change would be High. <u>North of Morley Common</u>: A ~0.4km section under the railway line and north of Morley Common where would be open views of the construction works associated with the north corridor pipeline (WSp1 and WSp3 Novellis Latchford Spur options) running parallel to the route and a trenchless crossing compound. The magnitude of change would be High. <u>Chester Road to Cranborne Avenue (WSp3)</u>: A ~0.3km section east of Chester Road where would be open views of the construction works associated with the Warrington Spur running parallel to the route and a trenchless crossing compound. The magnitude of change would be High. <u>Warrington Spur – A5060</u>: A ~0.2km section of the A5060 at Wilderspool as the route travels along the road where there would be relatively open views (some trees) of the construction works associated with the Warrington Spur pipeline (including a crossing point) including trenchless crossing compound, fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be High to High-Medium.	
	Level of effect:	Major to Major/Moderate and Significant (~0.3km section east of Chester Road (WSP3 option), ~0.5km near the junction of River Mersey and Runcorn and Latchford Canal, ~0.4km north of Morley Common and ~0.2km along the A5060 at Wilderspool) to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes</u>: Forest Way, Eastford Road / Taylor Street, A5060 (Chester Road). Temporary construction access options that would use the same on-road route as cyclists for HGV construction traffic are located in Warrington and include: Forest Way, Eastford Road / Taylor Street, and A5060 (Chester Road). The increased traffic relative to the baseline would be visible for walkers on residential or semi-rural roads (Eastford Road / Taylor Street, and Forest Way) where the increase to baseline HGV movement would be greater than that of 'A' roads. The magnitude of change would range from Low to Zero.	
	Level of effect:	Moderate and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Higher Walton HAGI (HWH8) (Figure 8.33)	Construction phase: A short section of the route passes through the LVIA Study Area for the Higher Walton (HWH8) HAGI. The separation distance and intervening built form and vegetation would result in a zero magnitude of change.	
	Level of effect:	No Effect
	Type of effect:	N/A

Figures: 8.18, 8.19, 8.20 and 8.33 Higher Walton(HWH8) HAGI ZTV		Viewpoints: None
Administrative area: Halton / Warrington		Corridor: North Corridor
	Operation (Year 1) phase: The ZTV in Figure 8.33 indicates no areas of intervisibility with the Higher Walton (HWH8) HAGI from the route and accordingly, the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: There would be no change to the assessment of effects concluded for Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would be Significant for ~0.3-0.4km of route east of Fiddler's Ferry, ~0.5km near the junction of River Mersey and Runcorn and Latchford Canal, ~0.4km north of Morley Common, ~0.2km along the A5060 at Wilderspool as a result of the construction of the north Pipeline Corridor and Warrington Spur. Views from the remainder of the route would be Not Significant .	

Table 8F.63 Trans Pennine Trail

Assessed above as part of NCR 62 and E8 as it overlaps with these routes within the study area.
It also partially overlaps with the Mersey Way between south of Great Sankey / Penketh and Wilderspool within the study area.

Table 8F.64 Bridgewater Way

Figures: 8.16, 8.18, 8.19, 8.23, 8.24, 8.32 and 8.33 (Higher Walton HAGI (HWH2 and HWH8) ZTVs)		Viewpoints: None
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor
Landscape Designations:	None	

Figures: 8.16, 8.18, 8.19, 8.23, 8.24, 8.32 and 8.33 (Higher Walton HAGI (HWH2 and HWH8) ZTVs)		Viewpoints: None	
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor	
Corridor description:	The Bridgewater Way is a new 63km route being developed that follows the towpath of the Bridgewater Canal - in Salford, Trafford, Manchester, Warrington, Halton and Cheshire. The Bridgewater Canal, built in the 1760s to carry coal, was the first man-made canal in Britain and it started the Canal mania that followed in the late 18th and early 19th Centuries that revolutionised transport in this country and was an integral part of the industrial revolution. Today the canal is well used and maintained but much of the canal towpath is uninviting and unattractive, and the development of the Bridgewater Way aims to upgrade the towpath for use by pedestrians and cyclists. The canal is named on OS maps and the first section into Manchester overlaps with the Cheshire Ring Canal Walk. Within the study area, the route passes along the Canal near Keckwick to Walton in the North Corridor and between east of Lymm and Little Bollington in the East Corridor.		
Sensitivity	Value of views: High, noting the transient nature of views and generally scenic value along the Canal. Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: Trees and hedges (and built-form in some urban areas) adjacent to the route filter the majority of views along the route with the following exceptions. <u>West of Higher Walton:</u> A ~0.4km section west of Higher Walton and north of Hollyhedge Farm along this stretch of route where there would be some open views (particularly in the winter) through hedgerows, of the construction works associated with the north corridor pipeline (including a crossing point although this would be trenchless under the canal) including two trenchless crossing compounds (either side of the canal), fencing, material storage area, construction machinery and equipment and construction traffic. The magnitude of change would be High (particularly in the winter) reducing to Low in the summer months.		
	Level of effect:	Major and Significant (particularly in the winter: ~0.4km west of Higher Walton and north of Hollyhedge Farm) to Moderate and Not Significant to No Effect (remainder of route)	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Pipeline (East Corridor)	Construction phase: Trees and hedges (and built-form through urban areas) adjacent to the route filter the majority of views along the route with the following exceptions. <u>Agden Bridge:</u> A ~0.4km section at Agden Bridge along this stretch of route where there would be some open views (particularly in the winter) through hedgerows, of the construction works associated with the east corridor pipeline (including a crossing point although this would be trenchless under the canal) including a trenchless crossing compound, fencing, the trench cutting to the south, construction machinery and equipment and construction traffic. The magnitude of change would be High (particularly in the winter) reducing to Low in		

Figures: 8.16, 8.18, 8.19, 8.23, 8.24, 8.32 and 8.33 (Higher Walton HAGI (HWH2 and HWH8) ZTVs)		Viewpoints: None
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor and East Corridor
	the summer months. Beyond the ~0.4km section, visibility would reduce due to increased distance and screening from further vegetation. The magnitude of change would be Low.	
	Level of effect:	Major and Significant (particularly in the winter months: ~0.4km at Agden Bridge) to Moderate and Not Significant to No Effect (remainder of route)
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes: Runcorn Road, and A56 (Chester Road).</u> There would no parts of the Bridgewater Way that would be overlapped by temporary construction access routes. There may be indirect visibility of HGV traffic routed along Runcorn Road to the north of the Bridgewater Way, and the A56 (Chester Road) as the route passes beneath the road. magnitude of change would be Very Low to Zero. There would be a small number of temporary construction access routes visible from parts of this route. All of the access routes would use existing access tracks / roads. There would be visibility of construction traffic, machinery and equipment along the routes, affecting very short sections of the route and not dissimilar to farm traffic or machinery. The magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant to No Effect.
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Higher Walton HAGIs (Options HWH2 and HWH8) (Figures 8.32 and 8.33)	Construction phase: With reference to the ZTVs (Figure 8.32 and Figure 8.33) neither Higher Walton HAGI Options would be visible from this route due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: No visibility due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	No Effect.
	Type of effect:	N/A
	Operation (Year 1) phase: No visibility due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	

Figures: 8.16, 8.18, 8.19, 8.23, 8.24, 8.32 and 8.33 (Higher Walton HAGI (HWH2 and HWH8) ZTVs)			Viewpoints: None
Administrative area: Halton / Warrington / Trafford			Corridor: North Corridor and East Corridor
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Overall assessment	Construction phase: The construction works would be Significant (particularly in the winter) for ~0.4km west of Higher Walton and north of Hollyhedge Farm as a result of the construction of the north Pipeline Corridor and ~0.4km at Agden Bridge in relation to the east corridor pipeline. Views from the remainder of the route would be Not Significant .		
	Operation (Year 1) phase: Views from the route during operation and maintenance would be Not Significant .		
	Operation (Year 15) phase: Views from the route during operation and maintenance would be Not Significant .		

Table 8F.65 Cheshire Ring Canal Walk

Assessed above as part of Bridgewater Way and Trent and Mersey Canal Walk routes as it overlaps with these routes within the study area.

Table 8F.66 Palatine Plod

Figures: 8.19, 8.20 and 8.24			Viewpoints: None
Administrative area: Halton / Warrington			Corridor: North Corridor
Landscape Designations:	None		
Corridor description:	The Palatine Plod is a 612km long distance route which extends from Liverpool South Parkway Station, linking the most distant towns of Mossley and Barrow-in-Furness, and passes The Old Man of Coniston before ending on Walney Island. Within the study area, the route passes along the River Mersey / Railway Line south of Great Sankey / Penketh before passing through Warrington. This route also partially overlaps with the NCR 62, Trans Pennine Trail and the E8 routes between south of Great Sankey / Penketh and Sankey Bridges within the study area.		
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the rural landscape and along the river (High) to the remainder of the route along minor roads (Medium-High).		

Figures: 8.19, 8.20 and 8.24		Viewpoints: None	
Administrative area: Halton / Warrington		Corridor: North Corridor	
	Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (North Corridor)	Construction phase: Trees and hedges (and built-form in some areas) adjacent to the route filter the majority of views along the route with the following exceptions. <u>East of Fiddler's Ferry:</u> A ~0.3-0.4km section east of Fiddler's Ferry woodland / golf course where there would be relatively open views of the construction works associated with the north corridor pipeline (including a crossing point, however, this would be trenchless under the railway line) across fields to the south including fencing, the trench cutting, construction machinery and equipment and construction traffic. The magnitude of change would be Medium.		
	Level of effect:	Major/Moderate and Significant (~0.5-0.6km of route east of Fiddler's Ferry) to Moderate and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction accesses	Construction phase: <u>Temporary construction access routes:</u> Runcorn Road, and A56 (Chester Road). The Palatine Plod would be overlapped by HGV construction traffic routes at Liverpool Road / Old Liverpool Road for ~0.3km. There would be an incremental increase in HGV traffic relative to the baseline on this section of the route that would result in a Low magnitude of change for receptors using this section of the route. The magnitude of change would be Very Low to Zero elsewhere on the route.		
	Level of effect:	Moderate and Not Significant to No Effect.	
	Type of effect:	Short-term duration (temporary), direct, and adverse.	
Overall assessment		Construction phase: The construction works would be Significant for ~0.3-0.4km of route east of Fiddler's Ferry as a result of the construction of the north Pipeline Corridor. Views from the remainder of the route would be Not Significant including those related to the Warrington Spur.	

Table 8F.67 Longster Trail

Figures: 8.15		Viewpoints: None	
Administrative area: Chester West and Cheshire		Corridor: West Corridor	
Landscape Designations:	Helsby and Frodsham Hills ASCV		
Corridor description:	The Longster Trail is a 16km route from Helsby Hill via Barrow to Piper's Ash Chester. Within the study area, the route passes Helsby Hill to Hammers Wood in the West Corridor.		
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the Helsby and Frodsham Hills ASCV (High) to the remainder of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (West Corridor)	Construction phase: Trees and hedges adjacent to the route filter the majority of views along the route with the following exceptions. <u>Helsby Hill:</u> A ~0.1-0.2km section of the route around Helsby Hill including the summit where there would be elevated, open views of the construction works associated with the West Corridor pipeline including fencing, the trench cutting, construction machinery and equipment and construction traffic. These views would be seen in panoramic views beyond the settlement of Helsby and the M56. The magnitude of change would be Very Low.		
	Level of effect:	Minor and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction accesses	There would no parts of the Longster Trail that would be overlapped by temporary construction access routes. There may be indirect visibility of temporary construction access routes from Helsby Hill. All of the access routes would use existing roads / tracks. There would be distant / low-lying visibility of construction traffic, machinery and equipment along the route, affecting very short sections of the route and not dissimilar to traffic in an urban setting. The magnitude of change would be Very Low to Zero.		
	Level of effect:	Minor and Not Significant to No Effect.	
	Type of effect:	Short-term duration (temporary), direct, and adverse.	
Overall assessment	Construction phase: Views of the construction works would be Not Significant from this route.		

Table 8F.68 Sandstone Trail

Figures: 8.15 and 8.16		Viewpoints: None	
Administrative area: Chester West and Cheshire		Corridor: West Corridor	
Landscape Designations:	Helsby and Frodsham Hills ASCV		
Corridor description:	The 51km trail follows the dissected central Cheshire sandstone ridge rising to heights of over 213m AOD and taking in Delamere Plain, Beeston Gap, the wooded Peckforton Hills and Bickerton Hills, to reach the Shropshire Union Canal where it links with the South Cheshire Way. Lowland heath and undulating farmland complete the Trail's wide range of terrain. Within the study area, the route passes through Frodsham and above Frodsham Woods in the West Corridor.		
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the Helsby and Frodsham Hills ASCV (High) to the remainder of the route along minor roads (Medium). Susceptibility of visual receptors: High as a nationally promoted route where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (West Corridor)	Construction phase: Trees and hedges (and built-up areas within Frodsham) adjacent to the route filter the majority of views along the route with the following exceptions. <u>Frodsham Woods:</u> A ~0.2km section of the route from Frodsham War Memorial and Overton Hill where there would be elevated views (vegetation screening from parts of the route) of the construction works associated with the West Corridor pipeline including fencing, the trench cutting, construction machinery and equipment and construction traffic. These views would be seen in panoramic views beyond the settlements of Frodsham and Helsby and the M56. The magnitude of change would be Very Low.		
	Level of effect:	Minor and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction accesses	There would no parts of the Sandstone Trail that would be overlapped by temporary construction access routes. There may be indirect visibility of temporary construction access routes from between Frodsham War Memorial and Overton Hill. All of the access routes would use existing roads / tracks. There would be distant / low-lying visibility of construction traffic, machinery and equipment along the route, affecting very short sections of the route and not dissimilar to traffic in an urban setting. The magnitude of change would be Very Low.		
	Level of effect:	Minor and Not Significant to No Effect.	

Figures: 8.15 and 8.16		Viewpoints: None
Administrative area: Chester West and Cheshire		Corridor: West Corridor
	Type of effect:	Short-term duration (temporary), direct, and adverse.
Overall assessment	Construction phase: Views of the construction works would be Not Significant from this route.	

Table 8F.69 Eddisbury Way

No Effect due to screening from intervening vegetation and/or built-form.

Table 8F.70 Salford Trail

No Effect due to screening from intervening vegetation and/or built-form.

Visual effects on recreational canal / river users

Table 8F.71 Manchester Ship Canal

Figures: 8.18, 8.19, 8.32 (Higher Walton (HWH2) HAGI ZTV), 8.33 (Higher Walton (HWH8) HAGI ZTV), 8.35 and 8.36		Viewpoints: None
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor, East Corridor and West Corridor
Landscape Designations:	None	
Canal description:	The Manchester Ship Canal is a 58 km long inland waterway linking Manchester to the Irish Sea. Starting at the Mersey Estuary near Liverpool, it generally follows the original routes of the rivers Mersey and Irwell through Cheshire and Lancashire. Several sets of locks lift vessels about 18m to the canal's terminus in Manchester. Within the study area, the canal extends from Halton Moss through Warrington in the North Corridor and a small section between Cadishead and Partington in the East Corridor.	
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the rural landscape and along the canal (High) to parts of the route through urban and industrial areas (Medium). Susceptibility of visual receptors: High where recreational users would have an awareness of surrounding landscape features. Overall sensitivity: High	
Magnitude of change		
Pipeline (North Corridor and Warrington Spur)	Construction phase: Trees and hedges (and built-form in some areas) adjacent to the canal filter the majority of views along the canal with the following exceptions. <u>Acton Grange Viaduct:</u> HWH2 option: A ~0.3km section from west of Acton Grange Viaduct where there would be intermittent and filtered views of the construction works associated with the north corridor pipeline (including a crossing point although this would be trenchless under the canal) including one trenchless crossing compound, fencing, construction machinery and equipment and construction traffic. Some vegetation may be temporarily lost during the construction works which would result in greater views. The magnitude of change would range from High to Low. HWH8 Option: A ~0.6km section from east of Acton Grange Viaduct where there would be intermittent and filtered views of the construction works associated with the north corridor pipeline (including a crossing point although this would be trenchless under the canal) including one trenchless crossing compound, fencing, construction machinery and equipment and construction traffic. Some vegetation may be temporarily lost during the construction works which would result in greater views. The magnitude of change would range from High to Low. <u>Warrington Spur:</u> A ~1km section between Knutsford Road Swing Bridge and Latchford Locks where there would be filtered views of the Warrington Spur construction works beyond vegetation along the canal, mainly in the winter. The magnitude of change would be Low.	

Figures: 8.18, 8.19, 8.32 (Higher Walton (HWH2) HAGI ZTV), 8.33 (Higher Walton (HWH8) HAGI ZTV), 8.35 and 8.36		Viewpoints: None	
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor, East Corridor and West Corridor	
	Level of effect:	Major and Significant (~0.3km section west of Acton Grange Viaduct (NWH2 Option) / 0.6km section west of Acton Grange Viaduct (NWH8 Option)) to Moderate and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Pipeline (East Corridor)	Construction phase: Trees, hedges and built-form within Partington adjacent to and beyond the canal screen views of the east corridor pipeline. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Pipeline (West Corridor)	Construction phase: Embankments adjacent to the southern bank of the canal and intervening vegetation and buildings between Stanlow and the Rover Weaver screen views of the West Corridor pipeline. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Temporary construction accesses	Temporary construction access routes: Chester Road Swing Bridge and Knutsford Road Swing Bridge. There would be some temporary construction access routes visible from parts of this canal. Views along the canal are generally filtered or screened by vegetation alongside the canal or intervening buildings. Increased construction traffic may be visible as receptors pass beneath Chester Road Swing Bridge and Knutsford Road Swing Bridge. Elsewhere, there would be filtered visibility of construction traffic, machinery and equipment at access points along the route, affecting very short sections of the canal and not dissimilar to traffic in an urban setting. The magnitude of change would be Very Low.		
	Level of effect:	Minor and Not Significant to No Effect.	
	Type of effect:	Short-term duration (temporary), direct, and adverse.	
Higher Walton HAGI (Option HWH2 (Figure 8.32))	Construction phase: With reference to the ZTV and review in the field there would be intermittent and filtered views of the construction works associated with the Higher Walton HAGI (HWH2) located adjacent to the canal west of Acton Grange Viaduct including fencing, construction machinery and equipment and construction traffic. Some vegetation may be temporarily lost along the canal during the construction works which would result in greater views. The magnitude of change would be High to Medium (reduced slightly given the industrial setting).		

Figures: 8.18, 8.19, 8.32 (Higher Walton (HWH2) HAGI ZTV), 8.33 (Higher Walton (HWH8) HAGI ZTV), 8.35 and 8.36		Viewpoints: None
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor, East Corridor and West Corridor
	The HAGI would not be visible from the remainder of the route due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	Major to Major/Moderate and Significant (west of Acton Grange Viaduct) to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: There would be intermittent and filtered views of the Higher Walton HAGI (HWH2) located adjacent to the canal west of Acton Grange Viaduct as illustrated in the ZTV in Figure 8.32 . The magnitude of change would be High to Medium.	
	Level of effect:	HWH2: Major to Major / Moderate and Significant (west of Acton Grange Viaduct) to No Effect .
	Type of effect:	Long-term duration, direct and adverse.
	Operation (Year 15) phase: There would be intermittent and filtered views of the Higher Walton HAGI (HWH2) located adjacent to the canal west of Acton Grange Viaduct (Figure 8.33). The gradual maturation of scrub and woodland planting to the east and west of the HAGI (Figure 5 of the Outline LEMP) would result in heavily filtered views of low lying components and fencing from the canal. The magnitude of change would reduce to Low to Very Low.	
	Level of effect:	HWH2: Moderate to Minor and Not Significant (west of Acton Grange Viaduct) to No Effect .
	Type of effect:	Long-term duration, direct and adverse.
	Higher Walton HAGI (Option HWH8) (Figure 8.33)	
	Construction phase: There would be intermittent and heavily filtered views of the north end of the construction compound associated with the Higher Walton HAGI (HWH8) located ~80m south of the canal to the east of Acton Grange Viaduct. The HAGI would be set back beyond the canal cutting and an intervening pylon. Views would include fencing, construction machinery and equipment and construction traffic. The magnitude of change would be Low. The HAGI's would not be visible from the remainder of the route due to screening from built-form and / or vegetation. The magnitude of change would be Zero.	
	Level of effect:	Moderate and Significant (east of Acton Grange Viaduct)
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase:	

Figures: 8.18, 8.19, 8.32 (Higher Walton (HWH2) HAGI ZTV), 8.33 (Higher Walton (HWH8) HAGI ZTV), 8.35 and 8.36		Viewpoints: None
Administrative area: Halton / Warrington / Trafford		Corridor: North Corridor, East Corridor and West Corridor
	Reference to the ZTV in Figure 8.33 indicates no areas of intervisibility from within the Manchester Ship Canal and the magnitude of change would be Zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: There would be no change to the assessment of effects at Year 1.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would be Significant for ~0.3km section west of Acton Grange Viaduct (NWH2 Option) / 0.6km section west of Acton Grange Viaduct (NWH8) Option as a result of the construction of the north Pipeline Corridor. There would also be Significant views in relation to the construction works associated with the Higher Walton HAGI west of Acton Grange Viaduct. Views from the remainder of the canal would be Not Significant including those related to the Warrington Spur and the east corridor pipeline.	
	Operation (Year 1) phase: Views of the Higher Walton HAGI (HWH2) from the canal west of Acton Grange Viaduct during operation would be Significant whilst views during operation and maintenance from the remainder of the canal would be Not Significant . Views of the Higher Walton HAGI (HWH8) from the canal would be Not Significant .	
	Operation (Year 15) phase: Views of the Higher Walton HAGI (HWH2) from the canal west of Acton Grange Viaduct during operation, and from the remainder of the canal during operation and maintenance, would be Not Significant . Views of the Higher Walton HAGI (HWH8) from the canal would be Not Significant .	

Table 8F.72 Weaver Navigation

Figures: 8.16, 8.29 (Rocksavage HAGI ZTV), 8.30 (Runcorn HAGI ZTV), 8.31 and 8.32		Viewpoints: None
Administrative area: Halton / Cheshire West and Chester		Corridor: West Corridor
Landscape Designations:	Weaver Valley ASCV	
Canal description:	The Weaver Navigation Canal is a short canal which branches off north of the River Weaver between Runcorn and Frodsham. All of the Weaver Navigation Canal is within the study area in the West Corridor.	
Sensitivity	Value of views: Medium to High, noting the transient nature of views and scenic value within the Weaver Valley ASCV (High) and to parts of the canal through industrial areas (Medium). Susceptibility of visual receptors: High where recreational users would have an awareness of surrounding landscape features. Overall sensitivity: High	
Magnitude of change		
Pipeline (West Corridor)	Construction phase: Trees and hedges (and built-form / industrial estates in some areas) adjacent to the canal filter the majority of views along the canal with the following exceptions. <u>M56 Overbridge to A56 Overbridge:</u> A ~0.8km section from the M56 overbridge and the A56 overbridge where there would be open views (canal vegetation restricting some views) of the construction works associated with the West Corridor pipeline (including two crossing points although these would be trenchless under the canal) including four trenchless crossing compounds (either side of the canal), fencing, construction machinery and equipment and construction traffic. Some vegetation along the canal would be temporarily lost during the construction works as illustrated in Figure 8C.102 of Appendix 8C: Arboricultural Impact Assessment which would result in greater views. The magnitude of change would range from High to Medium given the industrial setting.	
	Level of effect:	Major to Major/Moderate and Significant (~0.8km section from the M56 overbridge and the A56 overbridge) to Minor and Not Significant to No Effect (remainder of route).
	Type of effect:	Short-term duration (temporary), direct and adverse.
Temporary construction accesses	<u>Temporary construction access routes:</u> M56 and Sutton Weaver Swing Bridge. Incremental increase in HGV traffic construction traffic routed across the M56 and Sutton Weaver Swing Bridge would be barely discernible against the baseline of traffic on these routes as receptors pass beneath. The magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant to No Effect .
	Type of effect:	Short-term duration (temporary), direct and adverse.

Figures: 8.16, 8.29 (Rocksavage HAGI ZTV), 8.30 (Runcorn HAGI ZTV), 8.31 and 8.32		Viewpoints: None
Administrative area: Halton / Cheshire West and Chester		Corridor: West Corridor
Rocksavage HAGI (Figure 8.29)	Construction phase: There would be filtered and intermittent open views of the construction works associated with the Rocksavage HAGI from the Weaver Navigation due to its location adjacent to the canal including fencing, construction machinery and equipment and construction traffic. Some vegetation would be temporarily lost along the canal during the construction works as illustrated in Figure 8C.102 of Appendix 8C: Arboricultural Impact Assessment which would result in greater views to the northeast of the HAGI. The magnitude of change would be High/Medium.	
	Level of effect:	Major/Moderate and Significant (north-east of Frodsham Substation).
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: The ZTV (Figure 8.29) indicates that views towards the Rocksavage HAGI would potentially be available to recreational receptors using the Weaver Navigation between the M56 and Frodsham Substation where the canal would pass within ~50m of the HAGI. There would be views of the HAGI above ground components and fencing. Additional vegetation loss to the northeast of the HAGI during construction works would increase views from the canal in this area. Effects would be Major to Major/Moderate and Significant.	
	Level of effect:	Major to Major/Moderate and Significant (north-east of Frodsham Substation).
	Type of effect:	Long-term duration, direct and adverse.
	Operation (Year 15) phase: The assessment assumes that trees removed within the trenchless crossing compounds to the north-east of the HAGI during the construction phase would be replanted (outside of the 50m no planting zone and pipeline easement) and would combine with existing groups of trees to result in heavily filtered views of the HAGI compound and above ground components. Effects would reduce to Minor and Not Significant	
	Level of effect:	Minor and Not Significant
	Type of effect:	Long-term duration, direct and adverse.
Runcorn HAGI (Figure 8.30)	Construction phase: There would be heavily filtered views of the construction works associated with the Runcorn HAGI due to its location north of Weaver View and the presence of intervening scrub, trees and hedges adjacent to the canal and either side of Weaver View. The magnitude of change would be Very Low.	
	Level of effect:	Minor and Not Significant
	Type of effect:	Short-term duration (temporary), direct and adverse.

Figures: 8.16, 8.29 (Rocksavage HAGI ZTV), 8.30 (Runcorn HAGI ZTV), 8.31 and 8.32		Viewpoints: None
Administrative area: Halton / Cheshire West and Chester		Corridor: West Corridor
	Operation (Year 1) phase: As indicated by the ZTV (Figure 8.30) there would be no views of the Runcorn HAGI from the waterway and the magnitude of change would be zero.	
	Level of effect:	No Effect
	Type of effect:	N/A
	Operation (Year 15) phase: The assessment of effects at Year 1 remains valid at Year 15.	
	Level of effect:	No Effect
	Type of effect:	N/A
Overall assessment	Construction phase: The construction works would be Significant for ~0.8km section between the M56 overbridge and the A56 overbridge as a result of the construction of the west Pipeline Corridor. Views of the Rocksavage HAGI would be Significant . Views from the remainder of the canal would be Not Significant .	
	Operation (Year 1) phase: Views of the Rocksavage HAGI from the route north of Frodsham Substation during operation would be Significant whilst views during operation and maintenance from the remainder of the route would be Not Significant .	
	Operation (Year 15) phase: There would be no significant views of the Project from the Weaver Navigation	

Table 8F.73 River Weaver

Assessed above as part of the Weaver Way recreational route as the route runs along the River.

Table 8F.74 River Mersey

Assessed above as part of the Mersey Way recreational route as the route runs along the River.

Table 8F.75 River Bollin

Figures: 8.23 and 8.35 (Warburton HAGI ZTV)		Viewpoints: None	
Administrative area: Trafford / Cheshire East / Warrington		Corridor: East Corridor	
Landscape Designations:	None		
River description:	The River Bollin rises in the Pennine Foothills and flows through Macclesfield, Prestbury, Wilmslow, Hale and Bowdon, eventually running into the Manchester Ship Canal (i.e. the Mersey) at Bollin Point. Within the study area, the river passes between Heatley and Dunham Woodhouses in the East Corridor. The Bollin Valley Way does not follow River Bollin within the study area.		
Sensitivity	Value of views: High noting the transient nature and scenic value of rural views along the river. Susceptibility of visual receptors: High where users would have an awareness of surrounding landscape features Overall sensitivity: High		
Magnitude of change			
Pipeline (East Corridor)	Construction phase: Trees and hedges adjacent to and beyond the river filter the majority of views along the river with the following exceptions. A ~0.4-0.5km section along the river between two rows of pylons and overhead lines from north-east of Heatley Farm and west of Dunham Woodhouses where there would be relatively open views (some vegetation along the river) of the construction works associated with the east corridor pipeline. The River Bollin would be crossed using a trenchless crossing including trenchless crossing compounds (to the north and south of the river), fencing, construction machinery and equipment and construction traffic. Some vegetation along the canal may be temporarily lost during the construction works which would result in greater views. The magnitude of change would be High.		
	Level of effect:	Major and Significant (~0.4-0.5km section north-east of Heatley Farm and west of Dunham Woodhouses) to Moderate and Not Significant to No Effect (remainder of route).	
	Type of effect:	Short-term duration (temporary), direct and adverse.	
Temporary construction accesses	There would be no temporary construction access routes visible from this section of the river due to screening from intervening vegetation. The magnitude of change would be Zero.		
	Level of effect:	No Effect.	
	Type of effect:	N/A	
Warburton HAGI (Figure 8.35)	Construction phase: The LVIA study area for the Warburton HAGI coincides with a section of the River Bollin between Heatley farm and the Dunham Massey Wastewater Treatment Works. A temporary construction compound would be located close to the National Grid Above Ground Installation (AGI) facility at Carrgreen Lane. The presence of vegetation and tree cover between the River Bollin and the HAGI and its associated		

Figures: 8.23 and 8.35 (Warburton HAGI ZTV)		Viewpoints: None
Administrative area: Trafford / Cheshire East / Warrington		Corridor: East Corridor
	construction compound including along the former railway corridor which now hosts the Trans Pennine Trail, means that views would be partially restricted. The magnitude of change would be Low to Zero .	
	Level of effect:	Moderate and Not Significant to No Effect
	Type of effect:	Short-term duration (temporary), direct and adverse.
	Operation (Year 1) phase: With reference to the ZTV (Figure 8.35) and review in the field, moderate levels of intervening vegetative screening elements means that visual effects from the River Bollin would be Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and adverse to neutral.
	Operation (Year 15) phase: Proposed mitigation woodland and woodland edge planting to the south of the HAGI would have matured increasing the density of existing vegetation in filtered views. The magnitude of change would remain Very Low to Zero.	
	Level of effect:	Minor and Not Significant to No Effect
	Type of effect:	Long-term duration, direct and adverse to neutral.
Overall assessment	Construction phase: The construction works would be Significant for ~0.4-0.5km section along the river north-east of Heatley Farm and west of Dunham Woodhouses as a result of the construction of the east Pipeline Corridor. Views from the remainder of the river would be Not Significant .	
	Operation (Year 1) phase: Views from the river during operation would be Not Significant .	
	Operation (Year 15) phase: Views from the river during operation would be Not Significant .	

Table 8F.76 Trent and Mersey Canal

Assessed above as part of the Trent and Mersey Canal Walk recreational route as the route runs along the Canal.

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent
Your Gas Network