

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Appendix 10.4: Representative Viewpoints

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Appendix 10.4 ◆ Representative Viewpoints

1.0 EFFECTS AT VIEWPOINTS

- 1.1 The following tables (Tables 1-1 to 1-30) provide a detailed description of the existing baseline and the effects of construction and operation of the Proposed Development on each of the 26 representative viewpoints.
- 1.2 The locations of representative viewpoints are shown in PEIR Figure 10.5.1 (Representative Viewpoint Locations).
- 1.3 Baseline photographs are presented for all 30 viewpoints. Photomontage visualisations of the opening year of Proposed Development (Years 0 and 15) are presented from:
 - Viewpoint 4 (PEIR Figure 10.6.4.2);
 - Viewpoint 6 (PEIR Figure 10.6.6.2);
 - Viewpoint 7 (PEIR Figure 10.6.7.3 and 10.6.7.4);
 - Viewpoint 8 (PEIR Figure 10.6.8.3 and 10.6.8.4);
 - Viewpoint 9 (PEIR Figure 10.6.9.3 and 10.6.9.4);
 - Viewpoint 19 (PEIR Figure 10.6.19.3 and 10.6.19.4); and
 - Viewpoint 24 (PEIR Figure 10.6.24.3 and 10.6.24.4).
- 1.4 Views are described below in relative terms of short, medium or long-distance distance from the nearest physical operational stage component of the Proposed Development, which for the purpose of this assessment considers:
 - Short-range – 0 to 100m.
 - Medium-distance – 101 to 500m.
 - Long-distance – greater than 501m.

Table 1.1 Viewpoint 1 assessment

Viewpoint 1: Track close to the Huskisson Memorial		
Refer to PEIR Figures 10.6.1.1 to 10.6.1.3		
Ordnance Survey (OS) Grid Ref: 360474, 395490	Elevation: 28m AOD	Direction of view: South-east to South-west
Visual receptor sensitivity: Medium This viewpoint is representative of users of a well-worn track, running parallel to, and located just to the south of, the Manchester-Liverpool railway line. Despite not being a legal Public Right of Way recorded on the Definitive Map as, it is understood to be used by the public to access the wider footpath network from Parkside Road. Users of the access track would experience views of open arable fields to the south and south-east, and the woodland at Highfield Moss Site of Special Scientific Interest (SSSI) to the east, views to the north are restricted by the metal security fence beside the Liverpool to Manchester railway. Despite close-range views of the metal fence line beside the railway line, recreational users of the track would be expected to take interest in the views to the south and are considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: The wider view to the east and south-east is across flat, open, large-scale arable farmland with poorly defined field boundaries, limited hedgerows and some individual hedgerow trees. To the north a metal security fence is maintained to prevent access to the railway line with a few existing trees along the southern edge of the track. The existing buildings at Highfield Farm are visible in the centre-left of the view, surrounded by hedgerow and trees. Parkside Road is evident in the centre of the view, associated vehicular traffic and poorly maintained boundary vegetation visible. To the west, at the start of the track, security gates at the entrance on Parkside Road are evident. Long-distance views of the surrounding landscape are restricted by subtle undulations in landform which slopes gently to the south and by the tree cover on the horizon towards the east. Pylons and transmission cables are evident visible crossing the north-western extent of the Site, close to Parkside Road.		
Embedded mitigation of relevance to this viewpoint: This track would become a footpath and provide a key connection into the wider footpath		

network within and adjacent to the Site, to the east. Functional fence treatment would be required for security and as such there would be limited space for screen planting.

Construction effect:

It is likely that this route would be temporarily stopped up during construction operations. It forms a proposed link into the Public Right of Way (PRoW) network to the east, including within the Main Site, and will therefore be opened as a key link on or prior to the commencement of the Operation Phase of the Proposed Development. It will likely retain a very similar alignment once operational.

For any periods that this route remains open during the construction phase, construction activity would be visible at short-distance, with the implementation of the rail line into the Site and the construction of buildings within Zone C comprising two of the closest activities to this route.

Whilst the presence of the adjacent railway line would partially reduce the change due to the construction of the Proposed Development, the visual changes associated with the construction of the Proposed Development would form a dominant element within the view at close-distance and result in substantial change to the quality and character of the available view to the east and south-east. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction, and whilst the track remains open, is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

During operation, the new route which would replace the well-worn track in this location, would have security fencing on either side, restricting views out. There would be no planting proposed beside the route therefore. The adjacent rail line would be evident at close range to the south and buildings within Zone C, comprising maximum 30m high warehouse buildings, would be evident at close-range.

The addition of the Proposed Development to the existing view to the south, would form a dominant element within the view and result in noticeable change to the quality and character of the available view. At Year 0 there would be no notable seasonal differences in visual effect (i.e. between summer and winter). The scale of visual effect would therefore be **High**. Whilst the Proposed Development would be in situ for up to 15 years prior to the establishment of mitigation planting (and consideration of the Year 15 assessment), this route would not benefit from any mitigation planting due to the narrow space available for the route. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

At Year 15 of operation and beyond, the scale of visual effect would be **High** and it is considered to be **Long-term**. The effect is considered to be Irreversible due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would

remain as **Large** and the level of effect at Year 15 would remain as **Moderate to Major Adverse** which is **Significant**.

Table 1.2 Viewpoint 2 assessment

Viewpoint 2: View from Footpath 91 at Highfield Moss		
Refer to PEIR Figures 10.6.2.1 to 10.6.2.3		
Ordnance Survey (OS) Grid Ref: 361064, 395584	Elevation: 23m AOD	Direction of view: South-east to south-west
Visual receptor sensitivity: Medium This viewpoint is representative of the view from the footpath which runs along the south west edge of Highfield Moss SSSI. It is located to the north east of Highfield Farm on Wigan Footpath 91 (006/91/10) and users of the footpath would experience views of open countryside to the south, and the woodland and moss at Highfield Moss SSSI to the south-east. Recreational users of the track would be expected to take interest in the views to the south and are considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view of the Site located along footpath 91 which connects the footpath network to the north of Highfield Moss SSSI via a level crossing on the Liverpool - Manchester railway. The viewpoint is located within the Main Site and faces in a south direction. The view takes in the low-lying moss land and trees on the edge of Highfield Moss SSSI to the east. Longer range views are available to the south across flat, open, large-scale arable farmland with poorly defined field boundaries, limited hedgerows and individual hedgerow trees. The existing buildings at Highfield Farm are visible in the centre of the view, surrounded by hedgerow and trees. To the north, a security fence is glimpsed beside the railway line with a linear belt of trees along the southern edge of the track. Long-distance views of the surrounding landscape are restricted by the topography which slopes gently to the south and by the tree cover on the horizon towards the south east. Pylons and transmission cables are evident visible crossing the north-western extent of the Site, close to Parkside Road.		
Embedded mitigation of relevance to this viewpoint: The area directly to the south of this viewpoint comprises a ‘green corridor’ which will primarily provide ecological mitigation, and specifically a protective buffer area to Highfield Moss SSSI. Whilst it will remain relatively open, some planting is proposed along the southern boundary of the buffer zone, which will provide partial screening of lower level activity within the rail freight		

terminal.

Construction effect:

This route forms part of the wider Public Right of Way (PRoW) network in the vicinity of Highfield Moss SSSI, and within the Main Site and would be protected during construction.

Construction activity would be visible at short-distance, with the implementation of the rail line into the Site, the rail terminal, rail gantries and the construction of buildings within Zone C comprising the closest activities to this route.

The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at close-distance and result in substantial change to the quality and character of the available view. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

During operation, there would be security fencing beside the Proposed Development, partially, restricting views out. There would be no substantial planting, such as trees, proposed in this location as it comprises an ecological buffer area. The adjacent rail line, the rail terminal, rail gantries and the buildings within Zone C would be evident at close range to the south. The units would comprise maximum 30m high warehouse buildings and would be evident at close-range.

The addition of the Proposed Development to the existing view to the south, would form a dominant element within the view and result in noticeable change to the quality and character of the available view. At Year 0 there would be no notable seasonal differences in visual effect (i.e. between summer and winter). The scale of visual effect would therefore be **High**. Whilst the Proposed Development would be in situ for up to 15 years prior to the establishment of mitigation planting (and consideration of the Year 15 assessment), this route would not benefit from any mitigation planting due to the narrow space available for the route. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

At Year 15 of operation and beyond, the scale of visual effect would be **High** and it is considered to be **Long-term**. The effect is considered to be Irreversible due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Large** and the level of effect at Year 15 would remain as **Major Adverse** which is **Significant**.

Table 1.3 Viewpoint 3 assessment

Viewpoint 3: View from Footpath 101 near Kenyon Hall Farm		
Refer to PEIR Figures 10.6.3.1 to 10.6.3.3		
Ordnance Survey (OS) Grid Ref:	Elevation:	Direction of view:
361974, 395013	18m AOD	South-West to North-East
Visual receptor sensitivity: Medium This viewpoint is representative of the view from the footpath which is located directly to the west of Kenyon Hall Farm, and is Wigan Footpath 101. Views are of arable farmland from the south-west to the northeast. It is located to the west of the existing buildings at Kenyon Hall Farm, on the opposite side of Winwick Lane. Footpath 101 would be stopped up due to the Proposed Development. However, it would be replaced with a new link, slightly further north. However, the viewpoint is representative of views of construction from the vicinity of Winwick Lane and recreational users of proposed routes to the west of the Lane. This viewpoint is on a recreational route and users would experience views of open countryside to the west, and the woodland and moss at Highfield Moss SSSI to the north. Whilst it does not directly connect to a wider network of footpaths, recreational Users of the footpath would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view of the Site on its eastern boundary, located along footpath 101 which is located directly to the west of Kenyon Hall Farm and Winwick Lane. The viewpoint is located just within the Site boundary facing in a westerly direction. The view takes in the broadly flat, open, large-scale arable farmland with poorly defined field boundaries, limited hedgerows and some individual hedgerow trees. Kenyon Hall Farm is visible to the east, away from the Site, and is partially surrounded by trees beside Winwick Lane. In the foreground is the farm track along which the footpath is routed. The track leads to existing buildings associated with the Warrington Model Flying Club and Kenyon Hall Farm airstrip. To the north is the A579 Winwick Lane with a hedgerow on the northern boundary and a few existing trees along the southern boundary of the road. Longer range views to the west and north are restricted by slight undulations in topography and tree cover at Highfield Moss SSSI. There is a long-distance view available towards the Pennine Hills in the north-east. Pylons and		

transmission cables are evident visible crossing the north-western extent of the Site, close to Parkside Road.

Embedded mitigation of relevance to this viewpoint:

This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.

Construction effect:

Footpath 101 would be stopped up during construction operations. It would be replaced with a new link, slightly further north, embedded within the design of the Proposed Development. However, the viewpoint is representative of views of construction from the vicinity of Winwick Lane and recreational users of proposed routes within a proposed 'green corridor' to the west of the road.

Construction activity would be visible at short-distance, with the creation of earth bunds and planting in very close proximity. The construction of buildings within Zones C, D and E would be evident at close-distance, as would the eastern extent of the rail terminal and gantries.

Whilst the presence of the adjacent busy road would partially reduce the change due to the construction of the Proposed Development, the visual changes associated with the construction of the Proposed Development would form a dominant element within the view at close-distance and result in substantial change to the quality and character of the available view. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

During operation, this viewpoint would be located within the mitigation corridor beside Winwick Lane. There would be grassed earth bunds, new tree planting and recreational routes running through the corridor.

At Year 0, the fundamental change would be that the open views across the site would be restricted. The earth bund to the west of this viewpoint will likely screen the majority of views of the Proposed Development, however there would potentially be views of the tops of the closes warehouse buildings (9, 13 and 15) and the rail gantries at the eastern extent of the terminal.

The addition of the Proposed Development to the existing view, would form a dominant element within the view and result in noticeable change to the quality and character of the available view. At Year 0 there would be no notable seasonal differences in visual effect (i.e. between summer and winter). The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**.

The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting would have reached an average of 8m in height. This viewpoint will therefore likely be within a wooded corridor, with minimal views of the wider extents of the Proposed Development, including warehouses.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Medium** and the level of effect at Year 15 would reduce to **Moderate Adverse** which is **Not Significant**.

Table 1.4 Viewpoint 4 assessment

Viewpoint 4: Croft		
Refer to PEIR Figures 10.6.4.1 to 10.6.4.6		
Ordnance Survey (OS) Grid Ref: 363092, 393968	Elevation: 24m AOD	Direction of view: North-West
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view from beside a residential property on Wildings Old Lane and from the footpath adjacent, which connects the village of Croft to the local footpath network to the west. It consists of views of agricultural land towards the north. This viewpoint is located on a footpath and is a recreational route and, whilst there are potentially views from the upper storey windows of the adjacent property, it is most representative of the footpath network on the western edge of Croft. Recreational users of the footpath would be expected to take interest in the views and it is therefore considered to be of Medium to High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view from the footpath towards the Site approximately, 1.4 km to the west, north-west, the viewpoint is in close proximity to a residential property on Wildings Old Lane. The footpath is routed along the lane and connects the village of Croft to the local footpath network to the west. The view takes in flat, open, large-scale arable farmland with intermittently defined field boundaries, occasional hedgerows and some individual hedgerow trees and small blocks of woodland. The track connects with local footpaths to the west. To the west, earthworks from a sand quarry are partially visible through vegetation. Residential properties and agricultural buildings are visible in the right of view to the north-west in the vicinity of Sandy Brow Lane and are partially surrounded by tree cover. The horizon is mainly wooded with traffic infrastructure, farm buildings and residential properties along Winwick Lane visible on the horizon in the west. Longer range views to the north-west are restricted by intervening tree cover.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane. In relatively close proximity to the viewpoint, a linear belt of woodland and understorey planting is proposed to the west of		

Croft which would contribute to screening from the village and from this viewpoint.

Construction effect:

Construction activity would be visible at long-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A, B, D and E along the eastern boundary would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, the proposed linear belt of woodland and understorey planting proposed to the west of Croft would have reached an average of 8m in height and would effectively screen lower level activity within the Proposed Development, such as truck movements, and the majority of buildings, with only the very top levels potentially visible, particularly during winter months.

At Year 15 of operation and beyond, the scale of visual effect would reduce to **Low** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform

changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Small** and the level of effect at Year 15 would reduce to as **Minor Adverse** which is **Not Significant**.

Table 1.5 Viewpoint 5 assessment

Viewpoint 5: View from Winwick Interchange		
Refer to PEIR Figures 10.6.5.1 and 10.6.5.2		
Ordnance Survey (OS) Grid Ref: 361546, 394163	Elevation: 22m AOD	Direction of view: North-West
Visual receptor sensitivity: Low This viewpoint is representative of the view from Winwick Interchange which is a recently constructed junction connecting the new Parkside Link Road with the A579 Winwick Lane. This viewpoint is located on the southern side of the Winwick Interchange Road junction and is representative of the view for motorists and other road users on Winwick Lane. Motorists are likely to experience fleeting views of the Site from this location and would not be expected to take particular interest in the views available, it is therefore considered to be of Low susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value. N.B. Since winter photography was undertaken at this viewpoint, construction has continued on the Parkside Link Road directly within the view of this viewpoint. Whilst this view remains representative of views from this location, further photography will be undertaken in winter months and included in the ES with the final DCO submission.		
Existing view: This is a close-range view towards the Site, close to the M6 Winwick Interchange and a recently constructed roundabout that connects Winwick Lane with Parkside Road. The view comprises traffic infrastructure and vehicles in the foreground. The Site is visible to the north and north-west on the other side of the interchange. Visible in the left of the view to the west are the farm buildings at Woodhead on Parkside Road with surrounding and intervening vegetation adjacent to the M6 evident, also visible are signage and lighting for the M6 motorway. Pylons are visible on the horizon to the north. Recently planted trees are evident along the southern Site boundary which consists of wooden fencing.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.		

Construction effect:

Construction activity would be visible at close-distance. The construction of buildings within Zones A, B, D and E along the eastern boundary would be most evident.

The construction activity would be evident within a relatively wide view to the north-west, however they would be set behind a busy road interchange, which connects to the new Parkside Link Road. The visual changes associated with the construction of the Proposed Development would result in noticeable change to the quality and character of the available view to the north and north-west, with the change limited by the existing presence of a busy road interchange. The scale of visual effect would therefore be **Medium**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor to Moderate Adverse** which is **Not Significant**.

Operation effect:

At Year 0, buildings within Zones A and B would be most evident at close-range. The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed.

The addition of the Proposed Development to the existing view, would result in noticeable change to the quality and character of the available view at close-distance. The scale of visual effect would therefore be **Medium**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium**. The level of effect at Year 0 is considered to be **Minor to Moderate Adverse** which is **Not Significant**.

By Year 15, proposed woodland planting on the eastern boundary would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements, particularly during summer months.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. Whilst proposed planting beside Zone A would enhance the view of the boundary area of the Site, the magnitude of effect would remain as **Medium** and the worst-case level of effect at Year 15 would remain as **Minor to Moderate Adverse** which is **Not Significant**.

Table 1.6 Viewpoint 6 assessment

Viewpoint 6: View from Winwick		
Refer to PEIR Figures 10.6.6.1 to 10.6.6.3		
Ordnance Survey (OS) Grid Ref: 360436, 393288	Elevation: 26m AOD	Direction of view: North-East
Visual receptor sensitivity: Low This viewpoint is representative of the long-range view towards the Site from the A573 Golborne Road, Winwick. Whilst there are potential upper storey views towards the Site from some properties on the northern edge of Winwick, views out from Winwick are largely enclosed by built form. This viewpoint is located to the north of the village of Winwick on Golborne Road. Motorists are likely to experience fleeting views of the Site from this location and would not be expected to take particular interest in the views available. In addition, pedestrians on the pavement are likely to use the route for mainly functional reasons, as opposed to recreation, and it is therefore considered to be of Low susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value. N.B. Since winter photography was undertaken at this viewpoint, construction has commenced on a housing development located on the northern edge of Winwick, and directly within the view of this viewpoint. Whilst this view remains representative of views from the edge of Winwick, further photography will be undertaken in winter months and included in the ES with the final DCO submission.		
Existing view: This is a long-range view towards the Site which is approximately 1.1km to the north-east of the viewpoint. The view takes in the A573 Golborne road and gently undulating agricultural fields. At the centre of the view is the A573 Golborne Road which connects Winwick with Golborne to the north. Visible to the north is the former Parkside Colliery with the amended landform evident. This is allocated for a warehouse led development, similar to the Proposed Development and it can be assumed that this will form part of the view in future years. Pylons feature prominently in the view, visible on the horizon to the north and in the foreground oversailing the road. Tree cover at Hermitage Green is visible in the centre of the view. An open, arable field, with gapped hedgerows and few hedgerow trees is evident in the view to the east. The gently rising topography of the field prevents direct views towards the Site, there are some		

distant views to the Pennines in the north-east.

The M6 motorway is located on the western boundary of the Main Site, however it is screened from view as it is in cutting/false cutting, with tree cover beside it.

Embedded mitigation of relevance to this viewpoint:

This viewpoint location would benefit from the screening provided by tree planting located on the western boundary of the Main Site, adjacent to the M6.

Construction effect:

Construction activity would be visible at long-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A and F on the western boundary of the Main Site, would be most evident.

Whilst the construction activity would be evident within a relatively wide view to the north-east, it would not disrupt existing views to the north, south and west. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, including the Low sensitivity of the viewpoint receptors, the level of visual effect on this receptor during construction is considered to be **Moderate Adverse** which is **Not Significant**.

Operation effect:

At Year 0, buildings within Zones A and F would be most evident. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The design of the Proposed Development, with warehouses located beside the M6, would limit the view of internal activity, such as the rail freight terminal and truck movements.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the north-east and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months by existing vegetation within the intervening landscape, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. Considering the low sensitivity of the viewpoint receptors, the level of effect

at Year 0 is considered to be **Moderate Adverse** which is **Not Significant**.

By Year 15, proposed woodland planting on the western boundary would have reached an average of 8m in height and would further screen lower parts of the proposed warehouses within the Proposed Development.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium to High** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst- magnitude of effect would remain as **Medium to Large** and the case level of effect at Year 15 would remain as **Moderate Adverse** which is **Not Significant**.

Table 1.7 Viewpoint 7 assessment

Viewpoint 7: View from Newton Road (west)		
Refer to PEIR Figures 10.6.7.1 to 10.6.7.9		
Ordnance Survey (OS) Grid Ref: 360497, 395987	Elevation: 28m AOD	Direction of view: South-East
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from Newton Road, Lowton. The viewpoint is representative of residential receptors and, to a lesser extent, road users. Residents are considered to be of High susceptibility to visual change. Motorists are likely to experience fleeting views of the Site from this location and would not be expected to take particular interest in the views available. Overall this viewpoint is therefore considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a medium-range view towards the Site which is approximately 0.3km to the south of the viewpoint. The view takes in the A572 Newton Road and gently undulating agricultural fields to the south. A572 Newton Road is evident at close range and this is a well-used road. To the north of the road are around approximately twelve detached houses. The road is bound to the south by a flat-topped hedgerow. The landscape to the south of the hedge is agricultural with large arable fields and poorly maintained field boundaries with intermittent hedgerow trees and blocks of woodland. Sand Up Farm is visible to the south-east, surrounded by tree cover with a further block of woodland to the south. Pylons feature prominently in the view, visible running towards the Site in the south and in the foreground oversailing Newton Road.		
Embedded mitigation of relevance to this viewpoint: Proposed woodland planting in fields located directly to the south of the Site would provide effective screening of the view of the Proposed Development.		
Construction effect: Construction activity would be visible at medium-distance within the Main Site, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones F		

and C on the northern boundary would be most evident, as would the northern extent of the rail terminal and gantries.

The construction activity would be evident within a relatively wide view to the south. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the south. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones F and C would be most evident, as would the northern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The intervening tree cover, particularly the trees beside the Liverpool-Manchester railway line, would limit the view of truck movements within internal roads within the Proposed Development. The Proposed Development would be better screened during summer months, with views slightly more open during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at medium-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, whilst long range views would be restricted, proposed woodland planting located to the south, south-east of this viewpoint, just to the north of the Main Site and the Liverpool-Manchester railway line, would have reached an average of 8m in height and would effectively screen the Proposed Development during both summer and winter months with only the very top levels potentially visible, particularly during winter months.

At Year 15 of operation and beyond, the scale of visual effect would be **Low to Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to as **Small to Medium** and the level of effect at Year 15 would reduce to **Minor to Moderate Adverse** which is **Not Significant**.

Table 1.8 Viewpoint 8 assessment

Viewpoint 8: View from Newton Road (east)		
Refer to PEIR Figures 10.6.8.1 to 10.6.8.9		
Ordnance Survey (OS) Grid Ref: 361842, 396468	Elevation: 25m AOD	Direction of view: South
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from Newton Road, Lowton. The viewpoint is representative of residential receptors and, to a lesser extent, road users. Residents are considered to be of High susceptibility to visual change. Motorists are likely to experience fleeting views of the Site from this location and would not be expected to take particular interest in the views available. Overall this viewpoint is therefore considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Main Site which is approximately 1.1km to the south-east of the viewpoint. The view takes in the A572 Newton Road in the foreground and gently undulating agricultural fields to the south. Prominent in the view is the A572 Newton Road which connects Newton Le Willows with Lowton and Leigh further to the east. This is a busy road used by local traffic. To the north of the road are a series of semi-detached houses, beside the viewpoint. The road is bound to the south by a managed hedgerow. Further east along Newton Road are further residential properties with views from elevations to the south and some mixed vegetation in gardens to the rear. The landscape to the south of the hedge is relatively flat and open agricultural land with large arable fields and poorly maintained field boundaries with intermittent hedgerow trees and blocks of woodland, a linear group of trees runs alongside the railway line to the south and forms a partially wooded horizon. Agricultural buildings are visible in the left of the view with some existing tree cover in the vicinity. Pylons are visible on the horizon to the south east running towards the Site in the south with distant views to hills.		
Embedded mitigation of relevance to this viewpoint: Proposed woodland planting in fields located directly to the south of the Site would provide effective screening of the view of the Proposed Development.		

Construction effect:

Construction activity would be visible at medium-distance within the Main Site, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones C, D and E on the northern boundary would be most evident, as would the northern extent of the rail terminal and gantries.

The construction activity would be evident within a relatively wide view to the south. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at long-distance and result in substantial change to the quality and character of the available view to the south. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones C, D and E would be most evident, as would the northern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The intervening tree cover, particularly the trees beside the Liverpool-Manchester railway line, would limit the view of truck movements within internal roads within the Proposed Development. The Proposed Development would be better screened during summer months, with views slightly more open during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a dominant element within the view to the south and south-west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be some screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the northern boundary, in close proximity to Newton Road, would have reached an average of 8m in height and would effectively screen the Proposed Development during both summer and winter months. Whilst this would alter the view and screen the existing view across open fields, it would screen the built form within Proposed Development and will create a wooded area which will avoid the influence of warehouses on this viewpoint. The mitigation planting would avoid the Proposed Development materially affecting the quality of the view, albeit whilst altering the character of the view from a more open view across arable fields, interspersed with pylons and adjacent properties, to a

more enclosed, wooded aspect.

At Year 15 of operation and beyond, the scale of visual effect would be **Low to Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Small to Medium** and the level of effect at Year 15 would reduce to as **Minor to Moderate Adverse** which is **Not Significant**.

Table 1.9 Viewpoint 9 assessment

Viewpoint 9: View from Kenyon		
Refer to PEIR Figures 10.6.9.1 to 10.6.9.9		
Ordnance Survey (OS) Grid Ref: 362770, 395171	Elevation: 23m AOD	Direction of view: West
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view towards the Site from a footpath located directly to the west of the village of Kenyon. This viewpoint is located on a footpath and is a recreational route. Users of the footpath would experience views of open countryside. Recreational users of the footpath would be expected to take interest in the views and it is therefore considered to be of Medium to High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Main Site which is located approximately 1.2 km to the west of the viewpoint. The view takes in the gently undulating agricultural fields with some woodland along field boundaries. The view takes in flat, open, large-scale arable farmland with intermittently defined field boundaries, limited hedgerows and some individual hedgerow trees. The footpath follows the field boundary through woodland to the south and up to Main Lane in the north. The farm buildings , and agricultural buildings at Kenyon Hall Farm and Morris’s Farm are visible in the centre of the view. The horizon is partially wooded with longer range views to the north and south-west restricted by intervening tree cover. Pylons are visible on the horizon to the west in the direction of the Site.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would benefit from the screening provided by woodland and understorey planting located on field boundaries to the west of Kenyon which would contribute to screening from the village and from this viewpoint.		

Construction effect:

Construction activity would be visible at long-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A, B, D and E on the eastern boundary would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, the proposed linear belt of woodland and understorey planting proposed to the west of Kenyon would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements, and the majority of buildings, with only the very top levels potentially visible, particularly during winter months.

At Year 15 of operation and beyond, the scale of visual effect would be **Low** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce as **Small** and the level of effect at Year 15 would reduce to **Minor Adverse** which is **Not**

Significant.

Table 1.10 Viewpoint 10 assessment

Viewpoint 10: View from Culcheth Heights		
Refer to PEIR Figure 10.6.10		
Ordnance Survey (OS) Grid Ref: 366325, 393795	Elevation: 41m AOD	Direction of view: West
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from Culcheth Heights, the viewpoint is located on a former landfill site to the north-east of Warrington, known locally as Culcheth Heights. This viewpoint is not located on a public right of way but it is well used by local walkers and can be considered as a recreational route. Visitors would experience long range views from an elevated position towards the Site in the west. Recreational users of Culcheth Heights would be expected to take interest in the views and considered to be of Medium to High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 4.5km to the west of the viewpoint. The view is from an elevated position and takes in the grass topped former landfill site in the foreground. Expansive views to the west in the direction of the Site are restricted by dense intervening woodland. There are agricultural sheds visible in the centre right of the view. The horizon is mainly wooded with longer range views to the north-west and south-west restricted by intervening tree cover. There are long range views available to Billing Hill.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Glimpsed views of construction activity would be possible, above the intervening tree line. Crane activity and the construction of the warehouses would be glimpsed. The visual changes associated with the construction of the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be Low at most. The construction period would be for ten years which is Medium-term. The overall		

magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor Adverse** at most, which is **Not Significant**.

Operation effect:

Glimpsed views of the tops of warehouses would be possible from this location. The visual changes associated with the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The overall magnitude of effect would be **Small**. The operational period would be **Long-term**.

Combining all of these considerations, the level of visual effect at Year 0 on this receptor is considered to be **Minor Adverse** at most, which is **Not Significant**. Given that mitigation planting would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment applies at both Year 0 and Year 15.

Table 1.11 Viewpoint 11 assessment

Viewpoint 11: View from Footpath 575 beside M62		
Refer to PEIR Figure 10.6.11		
Ordnance Survey (OS) Grid Ref:	Elevation:	Direction of view:
361381, 392030	3m AOD	North
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from a footpath to the south-east of Winwick. This viewpoint is located on Footpath 575 to the north of Warrington, this footpath connects Houghton Green with Winwick via a pedestrian bridge across the M62 Motorway. This viewpoint is located on a public right is used by local walkers and can be considered as a recreational route. Footpath users would experience views of an open and expansive agricultural landscape. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 1.9km to the north of the viewpoint. The view takes in the gently undulating agricultural fields with some woodland along poorly maintained field boundaries with few hedgerows. The Site to the north and the view in that direction comprises an arable landscape with small pockets of woodland. Long range views to the north in the direction of the Site are restricted by the topography and the intervening woodland. Houses at Winwick are visible to the left of the view. There are agricultural sheds visible in the centre of the view. There are Pylons evident on the horizon which is mainly tree lined with longer range views to the north-west and north-east restricted by intervening vegetation.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Glimpsed views of construction activity would be possible, above the intervening tree line. Crane		

activity and the construction of the warehouses would be glimpsed.

The visual changes associated with the construction of the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor Adverse** at most, which is **Not Significant**.

Operation effect:

Glimpsed views of the tops of warehouses would be possible from this location. The visual changes associated with the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The operational period would be **Long-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect at Year 0 on this receptor is considered to be **Minor Adverse** at most, which is **Not Significant**. Given that mitigation planting would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment applies at both Year 0 and Year 15.

Table 1.12 Viewpoint 12 assessment

Viewpoint 12: View from Burtonwood Footpath 231		
Refer to PEIR Figure 10.6.12		
Ordnance Survey (OS) Grid Ref: 357487, 392579	Elevation: 15m AOD	Direction of view: North-East
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from a footpath to the east of Burtonwood. This footpath connects Burtonwood with the local footpath network and with Warrington via a pedestrian bridge across the M62 Motorway, which is located just to the south. Footpath users would experience views of an open and expansive agricultural landscape. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 3.9km to the north-east of the viewpoint. The view takes in the flat, open agricultural fields with some woodland along poorly maintained field boundaries with few hedgerows. The Site to the north and the view in that direction comprises a mainly arable landscape with small pockets of woodland with poorly maintained field boundaries. Long range views to the north-east in the direction of the Site are restricted by the topography and the intervening woodland. The Church spire at Winwick is visible to the right of the view. There are agricultural buildings visible in the east. There are Pylons evident on the horizon which is mainly tree lined with longer range views to the north and east restricted by the gentle topography and by intervening vegetation.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Glimpsed views of construction activity would be possible, above the intervening tree line. Crane		

activity and the construction of the warehouses would be glimpsed.

The visual changes associated with the construction of the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor Adverse** at most, which is **Not Significant**.

Operation effect:

Glimpsed views of the tops of warehouses would be possible from this location. The visual changes associated with the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The operational period would be **Long-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect at Year 0 on this receptor is considered to be **Minor Adverse** at most, which is **Not Significant**. Given that mitigation planting would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment applies at both Year 0 and Year 15.

Table 1.13 Viewpoint 13 assessment

Viewpoint 13: View from Skylark Hill, Haydock		
Refer to PEIR Figure 10.6.13		
Ordnance Survey (OS) Grid Ref: 356583, 396296	Elevation: 64m AOD	Direction of view: East
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from Skylark Hill, Haydock, the viewpoint is located on a former landfill site to the south of Haydock within Lyme and Wood Country Park, known locally as Skylark Hill. Visitors would experience long range views from an elevated position towards the Site in the east, including views across the surrounding urban areas. Recreational users of Culcheth Heights would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is 3.8km to the east of the viewpoint. The view takes in the landform of the former landfill and the urban area of Newton Le Willows. The view is from an elevated position and takes in the grass topped former landfill site in the foreground. Expansive views to the east in the direction of the Site are partially restricted by intervening vegetation. The town of Newton Le Willows is visible in the centre of the view. The horizon is mainly wooded with longer range views available towards Manchester and the Pennine Hills in the east. The Site is not clearly evident in the view and this would be emphasised in summer when trees are in leaf.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Theoretical glimpsed views of construction activity would be possible, above the intervening tree line. However, the panoramic view takes in a diverse urban landscape in which it would be		

hard to identify views of the construction activity.

The visual changes associated with the construction of the Proposed Development would be barely discernible. The scale and magnitude of visual effect would therefore be **Negligible**. The level of visual effect on this receptor during construction is therefore also considered to be **Negligible**, which is **Not Significant**.

Operation effect:

There are theoretical glimpsed views of the tops of warehouses within the Proposed Development, above the intervening tree line. However, the panoramic view takes in a diverse urban landscape in which it would be hard to identify views of the buildings.

The visual changes associated with the Proposed Development would be barely discernible. The scale and magnitude of visual effect would therefore be **Negligible** at Years 0 and 15. The level of visual effect on this receptor during operation is therefore also considered to be **Negligible**, which is **Not Significant**.

Table 1.14 Viewpoint 14 assessment

Viewpoint 14: View from Golborne		
Refer to PEIR Figure 10.6.14		
Ordnance Survey (OS) Grid Ref: 360250, 397091	Elevation: 31m AOD	Direction of view: South
Visual receptor sensitivity: Low This viewpoint is representative of the view towards the Site from the junction of the A580, East Lancashire Road and A573 Warrington Road just to the south of Golborne. The view is representative of the view for motorists and other road users on the East Lancs Road. Motorists are likely to experience only fleeting views of the Site from this location and would not be expected to take particular interest in the views available, it is therefore considered to be of Low susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 1.3km to the south of the viewpoint. The view takes in the agricultural land and traffic infrastructure. The view is from the footway on the south side of the A580 East Lancashire Road and takes in flat, arable farmland, with poorly maintained field boundaries, with the A573 Warrington Road visible heading south. Also visible is the overhead supply cables for the West Coast Main Line. Expansive views to the south in the direction of the Site are restricted by intervening woodland. The horizon is tree lined with pylons breaking the skyline above the trees.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Glimpsed views of construction activity would be possible, above the intervening tree line. Crane activity and the construction of the warehouses would be glimpsed. The visual changes associated with the construction of the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be		

Low at most. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor Adverse** at most, which is **Not Significant**.

Operation effect:

Glimpsed views of the tops of warehouses would be possible from this location. The visual changes associated with the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The operational period would be **Long-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect at Year 0 on this receptor is considered to be **Minor Adverse** at most, which is **Not Significant**. Given that mitigation planting would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment applies at both Year 0 and Year 15.

Table 1.15 Viewpoint 15 assessment

Viewpoint 15: View from A49, Mill Lane, Newton Le Willows		
Refer to PEIR Figure 10.6.15		
Ordnance Survey (OS) Grid Ref: 359469, 394857	Elevation: 30m AOD	Direction of view: East
Visual receptor sensitivity: Low This viewpoint is representative of the view towards the Western Rail Chord part of the DCO Site from the railway bridge on A49, Mill Lane to the south of Newton Le Willows. The view is representative of the view for motorists and other road users on Mill Lane. Motorists are likely to experience only fleeting views of the Site from this location and would not be expected to take particular interest in the views available, it is therefore considered to be of Low susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view towards the western part of the Site which is approximately 18m to the east of the viewpoint. The view takes in the railway and the wooded western section of the Site. The view is from the footway on the east side of the A49 Mill Lane and takes in the railway gantries of the West Coast Main Line in the foreground. The western part of the Site located on the other side of the railway line is the former Parkside Colliery and is contains a dense mixture of trees and shrubs. Expansive views to the east in the direction of the Site are restricted by the density of the intervening vegetation which makes up most of the visible horizon.		
Embedded mitigation of relevance to this viewpoint: Narrow belt of tree and shrub planting between the West Coast Mainline and the proposed Western Rail Chord.		
Construction effect: There would be close-range, albeit brief, views towards construction activity within the Western Rail Chord part of the DCO Site from the bridge. This would involve vegetation clearance and earthworks. Glimpsed views of construction activity within the Main Site would also be possible, above the		

intervening tree line. Crane activity and the construction of the warehouses would be glimpsed. The proposed Parkside West development will also be evident in views, reducing the change due to the Proposed Development.

The visual changes associated with the construction of the Proposed Development would form a noticeable element within the view from the rear of properties. The change is limited by the presence of the West Coast Mainline in the immediate foreground and the brief view that receptors would experience passing over the bridge. The scale of visual effect would therefore be **Medium** at most. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor to Moderate Adverse**, which is **Not Significant**.

Operation effect:

There would likely be views of the tops of freight trains and associated OHLE gantries within the Western Rail Chord part of the DCO Site would be evident at close range.

Glimpsed views of the tops of warehouses would be possible from this location. The proposed Parkside West development will also be evident in views, reducing the change due to the Proposed Development.

The visual changes associated with the operation of the Proposed Development would form a noticeable element within the view from the rear of properties. The change is limited by the presence of the West Coast Mainline in the immediate foreground. The scale of visual effect would therefore be **Medium** at most. The operational period would be **Long-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor at Year 0 of operation is considered to be **Minor to Moderate Adverse**, which is **Not Significant**.

Whilst mitigation planting may reduce the visual influence of the Western Rail Chord, it would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment also applies at Year 15. The magnitude of visual effect at Year 15 will therefore remain as **Medium** and the level of effect **Minor to Moderate Adverse**, which is **Not Significant**.

Table 1.16 Viewpoint 16 assessment

Viewpoint 16: View from Newton Le Willows Station		
Refer to PEIR Figure 10.6.16		
Ordnance Survey (OS) Grid Ref: 359373, 395301	Elevation: 25m AOD	Direction of view: East
Visual receptor sensitivity: Low This viewpoint is representative of the view towards the Site from the railway station at Newton Le Willows. The view is representative of the view for station users and motorists. Users of the station are would not be expected to take particular interest in the views available, it is therefore considered to be of Low susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view towards the western part of the Site which is 31m to the east of the viewpoint. The view takes in the railway station car park. The view is from the bus stop at Newton Le Willows station. The bus stop and car park dominate the foreground view. The rear elevations of properties located on Banastre Drive are visible to the rear of the car park. The railway embankment is partially blocked from view by trees and wooden fencing. Expansive views to the east in the direction of the Site are restricted by the density of the intervening vegetation and the housing.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Construction activity would be screened from view by intervening buildings. There would be No change to the view from this viewpoint.		
Operation effect: The Proposed Development would be screened from view by intervening buildings.		

There would be **No change** to the view from this viewpoint.

Table 1.17 Viewpoint 17 assessment

Viewpoint 17: View from Footpath near M6		
Refer to PEIR Figure 10.6.17		
Ordnance Survey (OS) Grid Ref: 359473, 396103	Elevation: 32m AOD	Direction of view: South-East
Visual receptor sensitivity: Low to Medium This viewpoint is representative of the view towards the Site from the footpath connecting Willow Park, Newton-Le-Willows with Castle Hill. This viewpoint is located on a public right of way which is used by local walkers and can be considered as a recreational route. Footpath users would experience views of some agricultural land and woodland but would not be expected to take interest in views which are dominated by the close proximity of the M6 Motorway it is therefore considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a medium-range view towards the Site which is approximately 750m to the south-east of the viewpoint. The view takes in the some arable farmland, woodland and the M6 Motorway. The view is from the footpath that connects Willow Park in Newton Le Willows to Castle Hill on the other side of the M6 motorway. The landscape is arable farmland which slopes gently down to the woodland located along the Brook which feeds into Newton lake to the south. The motorway forms a prominent feature within the view. Views to the south east in the direction of the Site are restricted by the density of the intervening tree cover.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Theoretical glimpsed views of construction activity would be possible, above the intervening tree line. However, it would be glimpsed at most, particularly winter months when trees are not in leaf. The visual changes associated with the construction of the Proposed Development would be barely discernible. The scale and magnitude of visual effect would therefore be Negligible. The		

level of visual effect on this receptor during construction is therefore also considered to be **Negligible**, which is **Not Significant**.

Operation effect:

There are theoretical glimpsed views of the tops of warehouses within the Proposed Development, above the intervening tree line. However, it would be glimpsed at most, particularly winter months when trees are not in leaf.

The visual changes associated with the Proposed Development would be barely discernible. The scale and magnitude of visual effect would therefore be **Negligible** at Years 0 and 15. The level of visual effect on this receptor during operation is therefore also considered to be **Negligible**, which is **Not Significant**.

Table 1.18 Viewpoint 18 assessment

Viewpoint 18: View from Parkside Road		
Refer to PEIR Figures 10.6.18.1 to 10.6.18.3		
Ordnance Survey (OS) Grid Ref: 360400, 395569	Elevation: 37m AOD	Direction of view: South-East
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from Parkside Road to the east of Newton Le Willows. It is representative of residential receptors at Mosslands and other neighbouring properties on the western side of Parkside Road and road users. Residents are likely to take a particular interest in the view from front elevations and are considered to be of High susceptibility to visual change. Overall, this viewpoint is therefore considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view of the Main Site which is taken from within the Site Boundary from Parkside Road. Direct views towards the Main Site to the south and west across Parkside Road which is bordered by hedgerow and some individual mature trees, including two large oak. Beyond this are open arable fields beyond that are bound to the south by woodland alongside the railway line. The horizon is mainly wooded with distant views to the Pennines in the south-east. The view also includes other man-made components visible within the landscape such as electricity pylons and the Manchester to Liverpool and the West Coast Main Line Railways.		
Embedded mitigation of relevance to this viewpoint: This receptor would benefit from the screening provided by tree planting located within the proposed 'community land' located opposite.		
Construction effect: Construction activity would be visible at close-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zone Con on the north-western boundary, would be most evident. Whilst the construction activity would be evident within a relatively wide view to the east and		

south-east, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view and result in substantial change to the quality and character of the available view to the west. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse**, which is **Significant**.

Operation effect:

At Year 0, the view would initially comprise the 'community land' which would have been landscaped during construction. No buildings are proposed in the land directly opposite, however improved footpath and cycle provision would be evident on the eastern side of Parkside Road.

Buildings within Zone C would be most evident within the Main Site. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the east and result in notable change to the quality and character of the available view at close-distance. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse**, which is **Significant**.

By Year 15, proposed woodland planting on the western boundary of the Site directly opposite the properties and adjacent to retained trees, would have reached an average of 8m in height and would effectively screen the majority of the Proposed Development, albeit with glimpsed views during winter months when trees aren't in leaf.

At Year 15 of operation and beyond, the scale of visual effect would be Low and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case scale and magnitude of effect would reduce to **Small** and the level of effect at Year 15 would reduce to **Minor Adverse**, which is **Not Significant**.

Table 1.19 Viewpoint 19 assessment

Viewpoint 19: View from Highfield Farm		
Refer to PEIR Figures 10.6.19.1 to 10.6.19.9		
Ordnance Survey (OS) Grid Ref: 361436, 396075	Elevation: 39m AOD	Direction of view: South
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from a footpath adjacent to Highfield Farm which is to the south of Newton Road. The viewpoint is representative of residential receptors at Highfield Farm and footpath users. Residents are considered to be of High susceptibility to visual change. This viewpoint is also located on a public right of way which is used by local walkers and can be considered as a recreational route. Footpath users would experience views of an open and expansive agricultural landscape. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a relatively close-range view of the Site which is taken from a footpath adjacent to Highfield Farm. The view is from a relatively elevated position within a generally flat landscape and takes in the expansive agricultural land towards the Site in the south. Prominent in the foreground view is a large, open arable field with poorly maintained field boundaries and few hedgerow trees. The field is bound to the south by the Liverpool to Manchester railway, with woodland alongside the railway restricting views further south. In the right of view to the south of Highfield Farm is a small group of mixed deciduous and coniferous trees which reduce visibility to the south-east. The existing agricultural buildings at Parkside Farm are visible in the distance to the South. Pylons are visible in the east, oversailing the Site from north to south.		
Embedded mitigation of relevance to this viewpoint: Proposed woodland planting in fields located directly to the south of the Site would provide screening of the some of the view of the Proposed Development.		

Construction effect:

Construction activity would be visible at medium-distance within the Main Site, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones C, D and E on the northern boundary would be most evident, as would the northern extent of the rail terminal and gantries.

The construction activity would be evident within a relatively wide view to the south. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at long-distance and result in substantial change to the quality and character of the available view to the south. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones C, D and E would be most evident, as would the northern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The intervening tree cover, particularly the trees beside the Liverpool-Manchester railway line, would limit the view of truck movements within internal roads within the Proposed Development. The Proposed Development would be better screened during summer months, with views slightly more open during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a dominant element within the view to the south and result in substantial change to the quality and character of the available view, albeit at medium-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting located in close proximity to the south-west of this viewpoint would have reached an average of 8m in height and would effectively screen the Proposed Development during both summer and winter months. Whilst this would alter this view, creating a sense of enclosure and screening some of the existing view across open fields, it would screen the built form within part of the Proposed Development and will create a wooded area which will avoid the influence of warehouses on this viewpoint. The mitigation planting would limit the extent to which the Proposed Development would affect the quality of the view.

At Year 15 of operation and beyond, the scale of visual effect would reduce to **Low to Medium** and it is considered to be **Long-term**. The overall magnitude of effect would be **Small to Medium**. The

effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case level of effect at Year 15 would reduce to as **Minor to Moderate Adverse** which is **Not Significant**.

Table 1.20 Viewpoint 20 assessment

Viewpoint 20: View from Highfield Moss SSSI Footpath		
Refer to PEIR Figures 10.20.6.1 to 10.20.6.3		
Ordnance Survey (OS) Grid Ref:	Elevation:	Direction of view:
361285, 395657	32m AOD	South
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from a footpath adjacent to Highfield Moss SSSI which is to the south of the Liverpool to Manchester Railway. The viewpoint is located on a public right of way and is representative of footpath users and can be considered as a recreational route. Footpath users would experience views of an open and expansive moss land within a flat agricultural landscape. Recreational users of the footpath would be expected to take interest in the views, however urban features are evident in the view, and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, while the Moss is a SSSI, there is no designated landscape within the view and it is not a designated trail, which indicates low, or local level, value. However, there is elevated local value attribute to the Moss and as such, the value is considered to be Medium.		
Existing view: This is a close-range view of the Site which is taken from a footpath adjacent to Highfield Moss SSSI. The view takes in the Mossland which lies within a flat, expansive agricultural landscape towards the Site in the south. Prominent in the foreground view is Highfield Moss SSSI which was created by the spoils from the construction of the railway and is a SSSI as a unique lowland raised valley mire landscape. The moss is made up of heathland, with two small ponds and gorse growing on the sandy banks on the northern perimeter. A number of birch trees are evident around the ponds in the foreground, the edges of the moss are tree lined which reduces visibility of the Site to the south. The moss is bound to the north by the Liverpool to Manchester railway, with woodland alongside the railway restricting views further west and east. There are partial views of man-made structures to the south including Kenyon Hall Farm and the building used for the Model Flying Club. Pylons are visible in the east, oversailing the Site from north to south.		
Embedded mitigation of relevance to this viewpoint: No visual mitigation is proposed beside this footpath.		

Construction effect:

This route forms part of the wider Public Right of Way (PRoW) network in the vicinity of Highfield Moss SSSI, and within the Main Site and would be protected during construction.

Construction activity would be visible at short-distance, with the implementation of the rail line into the Site, the rail terminal, rail gantries and the construction of buildings within Zones C, D and E, comprising the closest activities to this route.

The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at close-distance and result in substantial change to the quality and character of the available view. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

During operation, there would be security fencing beside the Proposed Development, partially, restricting views out. There would be no planting proposed in this location as it comprises an ecological buffer area. The adjacent rail line, the rail terminal, rail gantries and buildings within Zones C, D and E would be evident at close range to the south. The buildings would comprise maximum 30m high warehouse buildings and would be evident at close-range.

The addition of the Proposed Development to the existing view to the south, would form a dominant element within the view and result in noticeable change to the quality and character of the available view. At Year 0 there would be no notable seasonal differences in visual effect (i.e. between summer and winter). The scale of visual effect would therefore be **High**. Whilst the Proposed Development would be in situ for up to 15 years prior to the establishment of mitigation planting (and consideration of the Year 15 assessment), this route would not benefit from any mitigation planting due to the narrow space available for the route. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

At Year 15 of operation and beyond, the scale of visual effect would be **High** and it is considered to be **Long-term**. The effect is considered to be Irreversible due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Large** and the level of effect at Year 15 would remain as **Major Adverse** which is **Significant**.

Table 1.21 Viewpoint 21 assessment

Viewpoint 21: View from Morris's Farm		
Refer to PEIR Figures 10.6.21.1 and 10.6.21.2		
Ordnance Survey (OS) Grid Ref: 362192, 395397	Elevation: 32m AOD	Direction of view: West
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from Main Lane adjacent to Morris's Farm which is to the east of A579, Winwick Lane. The viewpoint is representative of residential receptors at Morris's Farm. Whilst views from within the property are not orientated to the west, in the direction of the Site, residents are likely to take a particular interest in the surrounding view and are considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view of the Site which is taken from Main Lane, close to Morris's Farm. The view is of a generally flat, agricultural landscape towards the Site in the north. Main Lane is evident in the foreground of the view and the junction with Winwick Lane, to the south-east in the left of the view is a large arable field bound by well-maintained low hedgerows, There are partial long-range views of the agricultural buildings at Woodhead Farm with the M6 Winwick interchange also partially visible within a tree lined horizon to the south-east. To the west in the centre of the view the Main Site is partially obscured by the hedgerows along Winwick Road and woodland in the vicinity of Highfield Moss SSSI makes up the visible horizon. To the north of the viewpoint is Morris's Farm with the dense tree cover in the right of view to the west of the farm restricting further views to the north-west. Pylons are visible in the west, oversailing the Site from north to south.		
Embedded mitigation of relevance to this viewpoint: Proposed planting on a field boundary to the west of this viewpoint would provide an effective screen to views once established. This viewpoint location would also partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.		

Construction effect:

Construction activity would be visible at close-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A, B, D and E on the eastern boundary would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the south and east. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at close-distance and result in substantial change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a dominant element within the view to the west and result in substantial change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain clearly evident above the tree line during all seasons. The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the eastern boundary and on a field boundary to the west of this viewpoint would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements, and the lower parts of buildings, with only the tops of buildings potentially visible, particularly during winter months when trees aren't in leaf.

At Year 15 of operation and beyond, the scale of visual effect would reduce to **Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Medium** and the level of effect at Year 15 would reduce to **Moderate Adverse**.

which is **Not Significant**.

Table 1.22 Viewpoint 22 assessment

Viewpoint 22: View from Little Town Footpath		
Refer to PEIR Figure 10.6.22		
Ordnance Survey (OS) Grid Ref: 363993, 394719	Elevation: 40m AOD	Direction of view: West
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view towards the Site from Footpath 221, located directly to the north of the village of Little Town. This viewpoint is located on a public right of way is representative of footpath users. Users of the footpath would experience views of open countryside to the west. Recreational users of the footpath would be expected to take interest in the views and are considered to be of Medium to High susceptibility to visual change. The viewpoint is close to residential receptors at the nearby detached properties which are accessed from Heath Lane, however it is primarily representative of the footpath network. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is located approximately 2km to the west of the viewpoint. The view takes in open and expansive, large-scale arable landscape with hedgerows and some individual hedgerow trees. Evident in the centre right of the view is a detached residential property. The footpath follows the field boundary running adjacent to the property in the west. The rear elevations of some of the properties on Heath Lane are partially visible in the right of the view. The horizon is mainly wooded with longer range views to the north and south-west restricted by intervening tree cover. There are some limited long-range views in the direction of the site to the west where pylons are visible on the distant wooded horizon.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane and on the western extents of New Lane End and Croft.		
Construction effect: Construction activity would be visible at long-distance, partially screened by intervening tree and		

hedgerow cover. The construction of buildings within Zones A, B, D and E on the eastern boundary would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the eastern boundary of the Site and to the west of New Lane End and Croft would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements, leaving views of the very tops of buildings.

At Year 15 of operation and beyond, the scale of visual effect would be **Low to Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Small to Medium** and the level of effect at Year 15 would reduce to as **Moderate Adverse** which is **Not Significant**.

Table 1.23 Viewpoint 23 assessment

Viewpoint 23: View from Footpath leading to Southworth Hall Farm**Refer to PEIR Figure 10.6.23**

Ordnance Survey (OS) Grid Ref: 362696, 393639	Elevation: 23m AOD	Direction of view: North-West
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from Footpath 209 to the west of the village of Croft. This viewpoint is located on a public right of way is representative of footpath users. Recreational users of the footpath would be expected to take interest in the views, however the M6 is located in close proximity and is clearly audible from this location, and it is therefore considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 1.2km to the west of the viewpoint. The view takes in an open and expansive, large-scale arable landscape with hedgerows and some individual hedgerow trees. Visible in the left of the view is the residential property at Southworth Hall Farm. Evident to the west, north-west are earthworks from the nearby sand quarry with a block of woodland evident to the south of the quarry. The topography of the field slopes gently away from the viewpoint to the north and west and longer range visibility towards the Site is restricted by the change in topography and the visual obstruction caused by the quarry earthworks.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.		
Construction effect: Construction activity would be visible at long-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A, B, D and E on the eastern boundary would be most evident, as would the eastern extent of the rail terminal and gantries. Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with		

the construction of the Proposed Development would form a conspicuous element within the view at long-distance and result in some change to the quality and character of the available view to the north-west. The scale of visual effect would therefore be **Medium**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate Adverse** which is **Not Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a conspicuous element within the view to the west and result in some change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium**. The level of effect at Year 0 is considered to be **Moderate Adverse** which is **Not Significant**.

By Year 15, proposed woodland planting on the eastern boundary would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Medium** and the level of effect at Year 15 would remain as **Moderate Adverse** which is **Not Significant**.

Table 1.24 Viewpoint 24 assessment

Viewpoint 24: View from Footpath at Hermitage Green		
Refer to PEIR Figures 10.6.24.1 to 10.6.24.9		
Ordnance Survey (OS) Grid Ref: 360867, 394075	Elevation: 35m AOD	Direction of view: North
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from Footpath 413 to the north of the village of Hermitage Green Users of the footpath would experience views of a field to the west. Recreational users of the footpath would be expected to take interest in the views, however the M6 is located in close proximity and is clearly audible from this location, and it is considered to be of Medium susceptibility to visual change. The viewpoint is located close to residential receptors at the nearby detached properties which are accessed from Golborne Road. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a relatively short-range view towards the Site which is 0.3 km to the east of the viewpoint. The view takes in a large-scale arable field with hedgerows and some individual hedgerow trees. Evident in the centre right of the view is a large arable field which slopes gently to the north, beyond the field is the M6 Motorway, with the trees planted alongside the motorway visible on the horizon. A residential property at Woodhead Farm is also evident on the horizon. The traffic infrastructure associated with the Winwick Interchange is evident to the south. The topography of the field and the tree cover in the vicinity of the M6 restrict visibility towards the Site.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Construction activity would be visible at close-distance, albeit all ground level activity would be screened by intervening tree and hedgerow cover. The construction of buildings within Zones A and F on the western boundary of the Main Site would be most evident.		

Whilst the construction activity would be evident within a relatively wide view to the east and north-east, it would not disrupt existing views to the south and west. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view and result in noticeable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, including the Low sensitivity of the viewpoint receptors, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A and F would be most evident. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The design of the Proposed Development, with warehouses located beside the M6, would limit the view of internal activity, such as the rail freight terminal and truck movements.

The addition of the Proposed Development to the existing view, would form a dominant element within the view to the east and north-east and result in noticeable change to the quality and character of the available view. Whilst the lower extent of the Proposed Development, including the base of the proposed 30 m high buildings, would be screened by tree cover to the east of the viewpoint, close to the M6 motorway, the tops of buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. Considering the Medium sensitivity of the viewpoint receptors, the level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the western boundary would have reached an average of 8m in height, however it would not alter the view of the tops of proposed warehouse buildings.

At Year 15 of operation and beyond, the scale of visual effect would remain as **High** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Large** and the level of effect at Year 15 would remain as **Moderate to Major Adverse** which is **Significant**.

Table 1.25 Viewpoint 25 assessment

Viewpoint 25: View from Vulcan Park Way		
Refer to PEIR Figure 10.6.25		
Ordnance Survey (OS) Grid Ref: 358672, 394368	Elevation: 26m AOD	Direction of view: East
Visual receptor sensitivity: High This viewpoint is representative of the view towards the Site from the Vulcan Park Way in the south of Newton Le Willows. This viewpoint is located on a public right of way is representative of footpath users. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. The viewpoint is also representative of residential receptors of nearby properties within Vulcan Village. Residents are considered to be of High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a relatively long-range view towards the Site which is 1km to the east of the viewpoint. The view takes in the suburban landscape of Newton Le Willows with a playing field, grassland and housing estate. Evident in the centre of the view is Vulcan Park Way which is used by local residents of Vulcan Village to access Newton Le Willows. The view is relatively enclosed by woodland on the horizon and by the housing estate to the right. Visible to the north in the view is the is a playing field which is enclosed by woodland to the east. The dense intervening tree cover to the east of the viewpoint restricts visibility towards the Site.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Construction activity would be screened from view by intervening tree cover and buildings, even during winter months when trees aren't in leaf.		

There would be **No change** to the view from this viewpoint.

Operation effect:

The Proposed Development would be screened from view by intervening tree cover and buildings, even during winter months when trees aren't in leaf.

There would be **No change** to the view from this viewpoint.

Table 1.26 Viewpoint 26 assessment

Viewpoint 26: View from Sankey Valley Trail		
Refer to PEIR Figure 10.6.26		
Ordnance Survey (OS) Grid Ref: 358914, 392505	Elevation: 13m AOD	Direction of view: North-East
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from the Sankey Valley Trail to the north of Warrington. This viewpoint is located on Sankey Valley Trail to the north of Warrington which connects Warrington with Newton Le Willows. Footpath users would experience views of an open and expansive agricultural landscape. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view, however it is located on a designated trail, which indicates Medium value.		
Existing view: This is a long-range view towards the Site which is approximately 2.3km to the north-east of the viewpoint. The view is towards the Main Site to the north-east and is of an agricultural landscape with large arable fields with small pockets of woodland with poorly maintained field boundaries. Long range views to the north-east in the direction of the Main Site are restricted by the topography and the intervening woodland. The West Coast Main Line is visible running north to south in the centre of view. A church spire in Winwick (St Oswald's Church) is visible on the horizon to the east. Pylons are also evident within a horizon which is mainly tree lined with longer range views to the north and east restricted by the gentle topography and by intervening vegetation.		
Embedded mitigation of relevance to this viewpoint: No mitigation proposed for this view.		
Construction effect: Glimpsed views of construction activity would be possible, above the intervening tree line. Crane activity and the construction of the warehouses would be glimpsed. The visual changes associated with the construction of the Proposed Development would form a		

visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Minor Adverse** at most, which is **Not Significant**.

Operation effect:

Glimpsed views of the tops of warehouses would be possible from this location. The visual changes associated with the Proposed Development would form a visible, but only minor element within the view at long-distance and not result in notable change to the quality and character of the available view. The scale of visual effect would therefore be **Low** at most. The operational period would be **Long-term**. The overall magnitude of effect would be **Small**.

Combining all of these considerations, the level of visual effect at Year 0 on this receptor is considered to be **Minor Adverse** at most, which is **Not Significant**. Given that mitigation planting would not alter the view of the tops of the maximum 30m high warehouse buildings, the Year 0 assessment applies at both Year 0 and Year 15.

Table 1.27 Viewpoint 27 assessment

Viewpoint 27: View from Kenyon Footpath 13		
Refer to PEIR Figure 10.6.27		
Ordnance Survey (OS) Grid Ref: 363351, 395762	Elevation: 39m AOD	Direction of view: West
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view towards the Site from Footpath 13 to the west of the village of Kenyon. This viewpoint is located on a public right of way is representative of footpath users. This viewpoint is located on Warrington Footpath 13 users of the footpath would experience views of open countryside to the west. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium to High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a long-range view towards the Site which is approximately 1.1km to the west of the viewpoint. The view takes in flat, open, large-scale arable farmland with hedgerows and some individual hedgerow trees. The properties which make up the village of Kenyon are evident in the foreground of the view. A break in the field boundary vegetation allows longer range views towards the Site in the west and specifically agricultural buildings located off Winwick Lane are visible, with the skyline made up of the tree cover at Highfield Moss SSSI. The rest of the horizon is mainly wooded with a large block of woodland in the vicinity of High Peak Nursing Home restricting longer range views to the north and south-west. Pylons are visible with low voltage cables in the foreground and higher voltage cables on the horizon to the west in the direction of the Site.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane and on the western extents of New Lane End and Kenyon.		
Construction effect: Construction activity would be visible at long-distance, partially screened by intervening tree and		

hedgerow cover. The construction of buildings within Zones A, B, D and E on the eastern boundary, would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the eastern boundary of the Site and on the western extents of New Lane End and Kenyon would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements, with only views of the very tops of buildings, particularly during winter months.

At Year 15 of operation and beyond, the scale of visual effect would reduce to **Low** and it is considered to be **Long-term**. The overall magnitude of effect would reduce to **Small**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case level of effect at Year 15 would reduce to **Minor to Moderate Adverse** which is **Not Significant**.

Table 1.28 Viewpoint 28 assessment

Viewpoint 28: View from Moss Lane Footpath		
Refer to PEIR Figures 10.6.28.1 and 10.6.28.2		
Ordnance Survey (OS) Grid Ref: 360958, 395840	Elevation: 35m AOD	Direction of view: South
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view towards the Site from a footpath accessed from Newton Road via Moss Lane (006/86/10). The viewpoint is representative of residential receptors at Highfield Farm and footpath users. Residents are considered to be of Medium to High susceptibility to visual change. This viewpoint is also located on a public right of way which is used by local walkers and can be considered as a recreational route. Footpath users would experience views of an open and expansive agricultural landscape. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view of the Site which is located 0.2 km to the south and is taken from a footpath south of Newton Road. The view is from a slightly elevated position within a generally flat landscape and takes in the expansive agricultural land towards the Site in the south. Evident in the foreground view is a large, open arable field with poorly maintained field boundaries and few hedgerow trees. The field is bound to the south by the Liverpool to Manchester railway, with woodland alongside the railway restricting views further south. The existing agricultural buildings at Parkside Farm are visible in the distance to the South. Pylons are visible in the east, oversailing the Site from north to south.		
Embedded mitigation of relevance to this viewpoint: Proposed woodland planting in fields located directly to the east of this viewpoint would provide screening of the some of the view of the Proposed Development.		
Construction effect: Construction activity would be visible at medium-distance within the Main Site, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones C,		

D and E on the northern boundary would be most evident, as would the northern extent of the rail terminal and gantries.

The construction activity would be evident within a relatively wide view to the south. The visual changes associated with the construction of the Proposed Development would form a dominant element within the view at long-distance and result in substantial change to the quality and character of the available view to the south. The scale of visual effect would therefore be **High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones C, D and E on the northern boundary would be most evident, as would the northern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The intervening tree cover, particularly the trees beside the Liverpool-Manchester railway line, would limit the view of truck movements within internal roads within the Proposed Development. The Proposed Development would be better screened during summer months, with views slightly more open during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a dominant element within the view to the west and result in substantial change to the quality and character of the available view, albeit at medium-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Large**. The level of effect at Year 0 is considered to be **Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting located in close proximity to the east of this viewpoint would have reached an average of 8m in height and would screen the north-eastern part of the Proposed Development during both summer and winter months. Whilst this would alter the view and create some enclosure in the view from this position, it would also screen the built form within part of the Proposed Development and will create a wooded area which will limit the influence of warehouses on this viewpoint. The mitigation planting would limit the extent to which the Proposed Development would affect the quality of the view.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would reduce to **Medium** and the level of effect at Year 15 would reduce to **Moderate to Major**.

Adverse which is Significant.

Table 1.29 Viewpoint 29 assessment

Viewpoint 29: View from Moss Lane Footpath		
Refer to PEIR Figures 10.6.29.1 and 10.6.29.2		
Ordnance Survey (OS) Grid Ref: 362650, 394456	Elevation: 32m AOD	Direction of view: West
Visual receptor sensitivity: Medium to High This viewpoint is representative of the view towards the Site from Footpath 209 to the south of Stonepit Lane. This viewpoint is located on a public right of way is representative of footpath users. Recreational users of the footpath would be expected to take interest in the views and it is considered to be of Medium to High susceptibility to visual change. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a medium-range view towards the Site which is approximately 0.8km to the west of the viewpoint. The view takes in the gently undulating agricultural fields with some woodland along field boundaries. The view takes in an open and expansive, large-scale arable landscape with hedgerows and some individual hedgerow trees. Visible to the south in the view are earthworks from the nearby sand quarry with a block of woodland evident to the south and west of the quarry. In the far-distance, to the west, the residential and agricultural properties near Winwick Interchange are visible, with partial views of the associated traffic infrastructure. The topography of the field slopes gently away from the viewpoint to the north and west and longer-range visibility towards the Site is restricted by the change in topography, intervening tree cover and the visual obstruction caused by the quarry earthworks.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.		
Construction effect: Construction activity would be visible at long-distance, partially screened by intervening tree and		

hedgerow cover. The construction of buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries.

Whilst the construction activity would be evident within a relatively wide view to the west, it would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the eastern boundary would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements. However, the tops of proposed warehouses would remain visible, particularly during winter months when trees aren't in leaf.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium to High** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Medium to Large** and the level of effect at Year 15 would remain as **Moderate to Major Adverse** which is **Significant**.

Table 1.30 Viewpoint 30 assessment

Viewpoint 30: View from Sandy Brow Lane		
Refer to PEIR Figure 10.6.30		
Ordnance Survey (OS) Grid Ref:	Elevation:	Direction of view:
362220, 394628	31m AOD	West
Visual receptor sensitivity: Medium This viewpoint is representative of the view towards the Site from Sandy Brow Lane, which is representative of the view experienced by cyclists, pedestrians and vehicle users driving west towards Winwick Lane. Cyclists and pedestrians are considered to be of Medium susceptibility to visual change in this location, which takes in views along a local road towards Winwick Lane. With regards value attributed to the view from this receptor, there is no designated landscape within the view and it is not a designated trail, which indicates Low, or local level, value.		
Existing view: This is a close-range view towards the Site which is approximately 0.3km to the west of the viewpoint. The view takes in the relatively flat agricultural fields with intermittent woodland located along field boundaries and Sandy Brow Lane. The view along Sandy Brow Lane is west towards the junction with Winwick Lane. The view also takes in an open and expansive, large-scale arable landscape with hedgerows and some individual hedgerow trees to the south of the lane. In the far distance to the west, residential and agricultural properties near Winwick Interchange are visible, along with partial views of the associated traffic infrastructure at the junction and on the M6. Visibility to the north of the Lane is restricted by a dense and tall roadside hedgerow. The dense roadside hedgerow and roadside trees restrict visibility towards the site, although the more open and expansive landscape to the south enables views of the southern part of the Site.		
Embedded mitigation of relevance to this viewpoint: This viewpoint location would partly benefit from the screening provided by tree planting located within the proposed publicly accessible corridor along Winwick Lane.		
Construction effect: Construction activity would be visible at long-distance, partially screened by intervening tree and hedgerow cover. The construction of buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. Whilst the construction activity would be evident within a relatively wide view to the west, it		

would not disrupt existing views to the north, south and east. The visual changes associated with the construction of the Proposed Development would form a prominent element within the view at long-distance and result in notable change to the quality and character of the available view to the west. The scale of visual effect would therefore be **Medium to High**. The construction period would be for ten years which is **Medium-term**. The overall magnitude of effect would be **Medium to Large**.

Combining all of these considerations, the level of visual effect on this receptor during construction is considered to be **Moderate to Major Adverse** which is **Significant**.

Operation effect:

At Year 0, buildings within Zones A, B, D and E would be most evident, as would the eastern extent of the rail terminal and gantries. The lower parts of the Proposed Development would be screened by existing tree and hedgerow cover in the intervening landscape.

The proposed earth bund on the eastern boundary of the Site would limit the view of truck movements within internal roads within the Proposed Development, however they may be glimpsed, particularly during winter months when trees aren't in leaf.

The addition of the Proposed Development to the existing view, would form a prominent element within the view to the west and result in notable change to the quality and character of the available view, albeit at long-distance. At Year 0, there would likely be greater screening of the lower levels of the Proposed Development during summer months, however this assessment assesses the worst-case scenario, during winter months, and the 30 m high buildings would remain evident above the tree line during all seasons. The scale of visual effect would therefore be **Medium to High**. The duration of effect, up to Year 15, would be **Long-term**. The overall magnitude of effect would be **Medium to Large**. The level of effect at Year 0 is considered to be **Moderate to Major Adverse** which is **Significant**.

By Year 15, proposed woodland planting on the eastern boundary would have reached an average of 8m in height and would further screen lower level activity within the Proposed Development, such as truck movements.

At Year 15 of operation and beyond, the scale of visual effect would be **Medium to High** and it is considered to be **Long-term**. The effect is considered to be **Irreversible** due mainly to landform changes within the design of the Proposed Development. The worst-case magnitude of effect would remain as **Medium to Large** and the level of effect at Year 15 would remain as **Moderate to Major Adverse** which is **Significant**.