

Landscape and Visual Impact Appraisal and Green Belt Appraisal

Land adjoining Atlas Business Park, Manchester

June 2023

Turley

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Client
Aviva Investors

Our reference
AVIM3003

June 2023

1. Introduction

- 1.1 This Landscape and Visual Impact Appraisal (LVIA) and Green Belt Appraisal has been prepared by a Chartered Member of the Landscape Institute from the Turley Landscape and VIA team for the land adjoining Atlas Business Park, Manchester (the 'Site' or 'Application Site'). This LVIA and Green Belt Appraisal has been prepared on behalf of Aviva Investors (the client) and assesses the effect of the Proposed Scheme on the landscape and visual receptors of the Site and its surroundings and potential impacts on Green Belt openness. The description of development for planning purposes is:

"Application for full planning permission for the proposed construction of five units (general industrial (Use Class B2) and/or storage or distribution (Use Class B8), together with ancillary offices (Use Class E(g)(i)) and associated service yards, parking, landscaping, amenity space and infrastructure, with vehicular access off Simonsway."

- 1.2 The LVIA should be read in conjunction with the Design and Access Statement (DAS) and drawing pack that supports this application produced by the project architects 'Hale Architecture'.
- 1.3 National and local planning policy provides further guidance with regard to the requirement for assessment of both landscape and visual impacts, in relation to new development and design. This underpins the purpose and structure of this report and is set out in **Appendix 1**.

Structure of the Report

- 1.4 The LVIA report is set out in six sections with supporting appendices. This introductory **Section 1** provides a summary of our approach and methodology for the assessment of landscape and visual impacts for development on Site. This is followed by **Sections 2 and 3** which assess the baseline situation of the Site in terms of landscape character and visual amenity, including the value of the character areas and the identification of key visual receptors and representative views likely to be affected by the Proposed Development.
- 1.5 **Section 4** provides a description of the Green Belt context and considers the contribution of the Site to Green Belt openness.
- 1.6 **Section 5** provides an assessment of the effects of the Proposed Scheme on the baseline situation and is supported by an assessment for each of the representative views set out in **Section 6**. A summary of the findings is set out at the end of the document within **Section 7**. The LVIA and Green Belt Appraisal is supported by a series of figures that can be found within **Appendix 3**.
- 1.7 Thirteen representative viewpoints have been used to inform the assessment of potential landscape and visual effects. The location of these viewpoints and the supporting photographs can be found within **Appendix 3**
- 1.8 The planning application is to be submitted by Turley on behalf of Aviva Investors. This assessment should be read in conjunction with the submitted application documents.

Site Location and Description

- 1.9 The Site covers an area of 9.1 hectares of land located to the east of the existing built form at Atlas Business Park and to the south of the existing residential area, Woodhouse. An asphalt driveway traverses the Site, centrally, forming a crescent shaped loop road, this road broadly divides the area into two halves. The western half of the Site comprises an area of hand standing that was previously developed. The eastern half is formed by a grassed area including scrub and self-seeded vegetation.

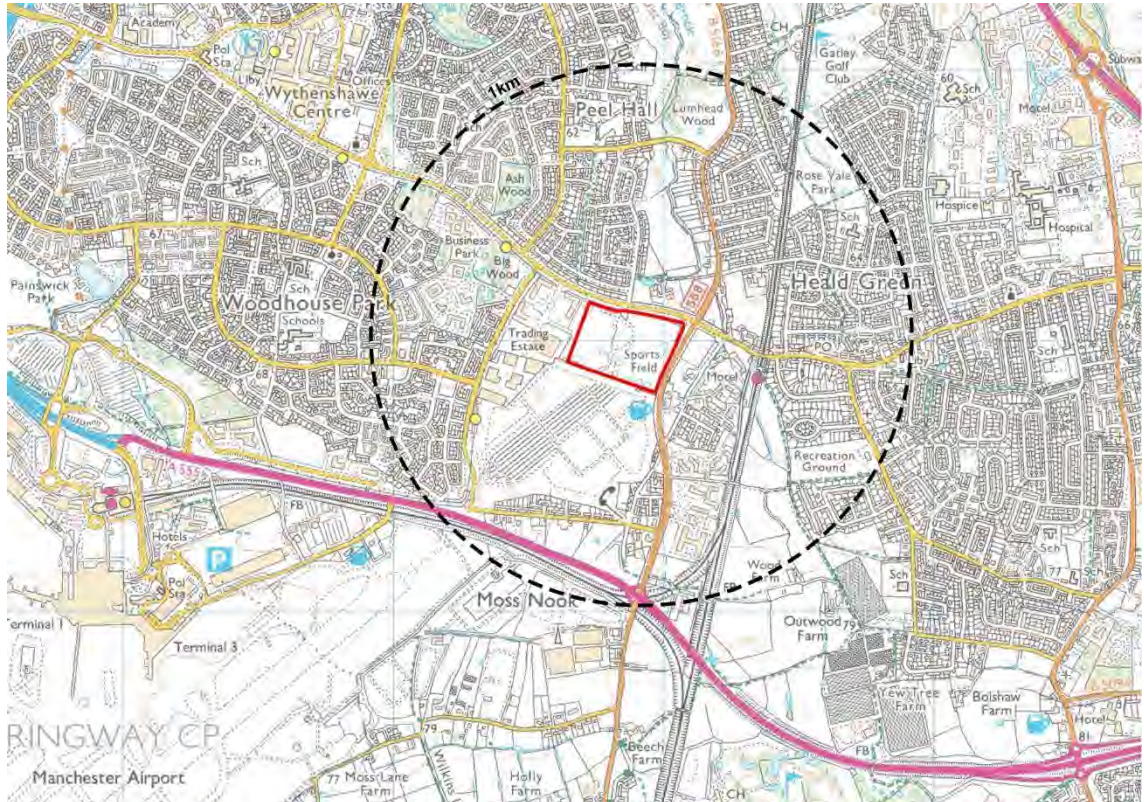


Figure 1.1: Site Location and 1km study area

- 1.10 The northern boundary is formed by a mixture of 25m tall mature Lombardy Poplar trees; a group of young beech and ash trees; a group of semi mature sycamore, willow, and London plane; some small areas of self-seeded vegetation; a mature oak tree; iron railings; and a low brick wall, beyond this is the wide grass verge including mature trees associated with Simonsway. The eastern boundary is formed by a mixture of a low brick wall and wire mesh fencing; with various early mature trees and dense bramble; there are two mature oak trees on this boundary, beyond this is the grass verge and vegetation associated with Styal Road. The southern boundary comprises of a wire mesh and concrete post fence separating the Site from the Manchester Airport JetParks Ringway car park; this boundary is vegetated with a mixture of early mature and young trees including willow, oak, ash and birch. The western boundary is formed by a palisade fence that separates the Site from the adjacent existing built form and associated parking areas at Atlas Business Park, clusters of dense, self-seeded vegetation can be found along this edge.

Study Area

- 1.11 The principal study area for this appraisal includes both the Site and the surrounding wider context within a 1km radius. This is considered to be an appropriate area of study in terms of the enclosure of the Site and the scale of the potential development. The landscape character appraisal considers the Site at a regional and local level. The visual appraisal considers potential viewing opportunities within a 1km radius from the centre of the Site, with further more distant visual receptors being considered where identified and relevant. The Study Area is identified within **Figure 1 of Appendix 3** and the ZTV is set out at **Figure 2 of Appendix 3**.

Surveys

- 1.12 A preliminary desk study was undertaken to establish the physical components of the Site and its surroundings. This involved the identification of local landscape character areas within the Study Area to help describe the context of the Site and understand how the development may affect the wider landscape. Potential visual receptors to the Site from the surrounding area were also identified, along with a number of supporting representative views from a selection of these key visual receptors. Ordnance Survey (OS) maps and aerial photography were utilised to identify these features.
- 1.13 A field study was undertaken by a chartered landscape architect from Turley Landscape and VIA in August 2022, during which the visibility was good. The key landscape features of the Site were confirmed, and the representative viewpoints were explored and confirmed as appropriate. The field study also involved travelling throughout the Study Area and producing a working photographic record.

Methodology

- 1.14 The appraisal is carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment¹; and An Approach to Landscape Character Assessment².
- 1.15 The LVIA methodology is set out at **Appendix 2** to this report. In summary, the baseline conditions of the existing landscape character and visual amenity of the Site and the surrounding area were established. The Proposed Scheme was then considered, and from this the potential degree of 'effect' on the first day of operation was assessed.
- 1.16 The analysis of Green Belt openness considers both the physical / spatial and the visual impact of the proposals on Green Belt openness in accordance with guidance provided in the Planning Practice Guidance 2019³

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

² An Approach to Landscape Character Assessment (2014) Christine Tudor, Natural England

³ Ministry of Housing, Communities & Local Government (2019) Planning Practice Guidance: Green Belt - Paragraph: 001 Reference ID: 64-001-20190722

Pre-application Engagement

- 1.17 This application submission has been informed by a process of pre-application engagement with planning officers. The design for the Proposed Scheme has undergone several iterations, in response to the advice received throughout the process. The evolution of the design in response to feedback is described in detail in the DAS.
- 1.18 The scope of proposed representative viewpoints contained within this LVIA was issued to the Case Officer, Rob Griffin, at Manchester for comment. Rob Griffin subsequently requested two further viewpoint locations be assessed as part of the LVIA. These two viewpoints include an additional view taken from Shadowmoss Road looking east towards the Site and a viewpoint taken from within the existing business park looking east towards the Site. The email correspondences are contained in **Appendix 4**.

2. Baseline Landscape Appraisal

2.1 The baseline landscape appraisal comprises the following parts:

- review of relevant designations
- review of the relevant landscape character assessments (at national and County level) to understand the landscape character context of the Site.
- analysis of the local landscape elements and characteristics of the Site and its immediate context; and,
- identification of key landscape receptors against which the impact of the proposals should be assessed.

Designations

2.2 There are no landscape-related designations covering the Application Site. About 50% of the Application Site is located within the Green Belt. The Green Belt boundary, to the extent which it is present on the Site, is defined by the Site's easternmost internal road, accessed from Simonsway via the gate almost opposite the junction between Simonsway and Pasture Field Road. The remaining eastern side of the Site is located outside the Green Belt boundary. Within the study area, there is a small number of designations relating to ecological, landscape or heritage value, as illustrated on **Figure 1** of **Appendix 3** including:

- **Big Wood Site of Biological Interest (SBI)**, which is located c.275m from the Site and comprises 3.7 hectares of mature woodland, containing sycamore, oak, horse chestnut, and scots pine trees.
- **Chamber Hall** farmhouse and **Chamber Hall Barn** are two Grade II Listed Buildings located c.100m from the Site.
- **Bridge of Approach over Moat to Former Peel Hall**, Peel Hall Road is a Grade II Listed Building located c.730m from the Site.
- **Peel Hall moated Site** is a scheduled monument located c.730m from the Site.
- **Cheadle Royal Hospital** is a Grade II listed Park and Garden, located c.1km from the Site.

2.3 The Site is located with the area formerly known as the Red Rose Community Forest, now called the City of Trees. City of Trees is a charitable organisation set up in the Greater Manchester regions dedicated to the planting of trees.; the development of this Site would offer the opportunity to positively contribute towards the objectives of this initiative.

Published Characterisation Studies

National Level Character Assessment

- 2.4 At a national level, the NCA Profiles prepared by Natural England, provide a high level overview of landscape character in England. Within this, the Site is located towards the southern edge of NCA 55: Manchester Conurbation⁴, c.1.2km from the boundary NCA 61: Shropshire, Cheshire and Staffordshire Plain.
- 2.5 The summary of NCA 55 describes the area as characterised by dense development of urban and industrial uses, retail and administrative centres, and commuter suburbs and housing, with green infrastructure networks in between. NCA 55 is situated on low hills with river valleys interspersing the built development⁵.
- 2.6 The NCA profile provides a high level overview of the landscape characteristics. The Site and its immediate setting are urban fringe in nature and as such development would not be at odds with the adjacent land use and characteristics described within the NCA assessment. As such the effects of the Proposed Scheme on NCA 55 have been scoped out of the LVIA.

Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA')⁶

- 2.7 Manchester City Council and other nine Greater Manchester local authorities, the Greater Manchester Combined Authority, commissioned the Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA') to produce landscape evidence in support of the management and enhancement of Greater Manchester's natural assets, green infrastructure and the Green Belt. The assessment provides guidance on the suitability of sites or areas to accommodate development, particularly in edge-of-town or rural areas. 'Landscape Character Areas' (LCA) were delineated, which are different areas of land within Greater Manchester in which the landscape character and the constraints and suitability for development could be described. LCAs were then grouped into Landscape Character Types (LCT) on the basis of shared landscape, urban and geographical characteristics.
- 2.8 The Site partially falls within LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' LCT. LCA 40 is comprised of land between the Bramhall, Kitt's Moss and Heald Green suburban areas, and the Stockport District boundary (predominantly designated as Green Belt land in the Greater Manchester Green Belt Assessment (2016)), as well as Green Belt land surrounding Gatley Brook, generally corresponding with Green Belt Land Parcel MA14 as designated in the Greater Manchester Green Belt Assessment (2016) (refer to Chapter 4 of this report for a description of the Green Belt Land Parcel MA14 area). LCA 40 crosses both the Manchester City Council and Stockport Metropolitan Borough Council areas. The

⁴ Natural England (n.d.) National Character Areas (Webpage): Accessed on 02/09/2022 at <https://nationalcharacterareas.co.uk/>

⁵ Natural England (2013) NCA Profile: Manchester Conurbation (NE463) (Webpage): Accessed on 09/02/2022 at <http://publications.naturalengland.org.uk/publication/5989113924681728?category=587130>

⁶ Greater Manchester Landscape Character and Sensitivity Assessment (2018)

Site is located within the Manchester City Council area, and towards the east of the overall LCA.

- 2.9 An extract of the GMLCSA map, beside the extracted map key, are provided in **Figure 2.1** below. The map is annotated with an arrow (→) to mark the approximate location of the Site.



Figure 2.1: An extract of a map showing the Urban Fringe Farmland LCT in the southern part of Greater Manchester. This figure is an extract of an original map in the Greater Manchester Landscape Character and Sensitivity Assessment.



Figure 2.2: Extract from the Stockport Landscape Character Assessment and Landscape Sensitivity Study, Greater Manchester Landscape Character Types

- 2.10 The Urban Fringe Farmland LCT ('the LCT') is characterised as a predominantly rolling, open landscape with a gentler landform towards the Mersey and Bollin river floodplains. At the edge of built-up areas, the LCT's lower grade agricultural land uses contrast with adjacent residential and industrial land uses. The settlement and road pattern were identified, this consists of scattered farmsteads, ribbon development along roads, and industrial or warehouse development near major roads. Major road and rail routes dominate the landscape where present, an effect that is emphasised by a general lack of tree cover across the open farmland.
- 2.11 The key Characteristics as described in the GMLCSA and relevant to this study area include:
- *"Flatter, more fertile floodplain areas give rise to a mix of pasture and arable cultivation. Fields tend to be larger with subtle boundary features, with occasional small pasture fields to the east of Altrincham.*
 - *Field boundaries comprise often gappy, species-poor hedgerows with occasional established clumps of hedgerow trees. Post and wire fencing replaces hedges in many locations, whilst occasional stone walls provide definition at higher elevations, but many are in a degraded condition.*
 - *Frequent recreational land uses with sports fields and golf courses located close to the urban edge. The manicured lush greens of the courses contrast sharply with areas of semi-improved grazing land.*
 - *The open farmland contrasts strongly with adjoining residential and industrial urban areas, often forming a rural buffer to the Pennine and Dark Peak foothills.*
 - *Established clumps of hawthorn and dog rose line some of the field boundaries and highways, with some incorporating mature broadleaved trees.*
 - *In some areas settlement takes the form of 20th century ribbon development strung along roads. Some industrial development and distribution parks are also located close to major roads."*
- 2.12 In the GMLCSA, each LCT was assessed based on the sensitivity of the landscape to 2-3 storey residential housing developments, and commercial/industrial developments, each represented by a sensitivity score. Landscape sensitivity was defined in GMLCSA paragraph 3.11 as *"the relative extent to which the character and quality of an area (including its visual attributes) is likely to change"*, in the case of this assessment as a result of development. The LCT's 'physical character (including topography and scale)'; 'natural character'; 'form, density and setting of existing settlement/development'; 'views and visual character including skylines; access and recreation'; and 'perceptual and experiential qualities' were assessed as criteria to determine its preceding character and quality on which to base the landscape sensitivity judgment. To account for variation in the landscape sensitivity between LCAs within an LCT, LCA-specific sensitivity scores were given where the landscape sensitivity of the LCA was different from the score given more generally to the LCT.

- 2.13 As provided in GMLCSA table 3.1, the sensitivity of landscapes to development were judged to be:
- 'high sensitivity' ('the key characteristics and qualities of the landscape are highly sensitive to change') ;
 - 'moderate-high' ('the key characteristics and qualities of the landscape are sensitive to change');
 - 'moderate': (some of the key characteristics and qualities of the landscape are sensitive to change);
 - 'low-moderate': (few of the key characteristics and qualities of the landscape are sensitive to change'); or
 - 'low': (the key characteristics and qualities of the landscape are robust and are unlikely to be subject to change).
- 2.14 LCA40, within which the Site is located, was judged to have a 'low-moderate' sensitivity to both 2-3 storey residential housing developments, and commercial/industrial developments. The GMLCSA provides an explanation for these judgments:
- "This LCA is already strongly influenced by urban land uses, housing and industrial developments (including new developments on brownfield land), major transport infrastructure and the sounds/movements of air traffic associated with Manchester Airport. It is therefore of **low-moderate** sensitivity to both development scenarios, providing the guidance below is followed."*
- 2.15 The landscape qualities and key features/attributes that would be sensitive to change in the LCT, relevant to commercial/industrial development in LCA40, were judged to be:
- *"Pockets of relative remoteness and tranquillity, including in the lower-lying south where robust hedgerows and lines of trees provide enclosure..."*
 - *"The LCT's role as an immediate rural backdrop to development and its important function in separating discrete urban areas, preventing coalescence"*
- 2.16 The guidance and opportunities for development and the management or enhancement of the landscape guidelines that are relevant to the Site include:
- *"Utilise dips in the landform, including valley slopes, and existing tree/woodland cover to integrate new development into the landscape"*
 - *"Strengthen and restore the dry stone wall and hedgerow network in association with any new development, reflecting local characteristics (choice of stone and building style; hedgerow species and management regimes). Encourage the restoration of traditional boundaries where fencing is present"*
 - *Design-in the introduction of SuDS to any new development, addressing any changes in hydrology (and subsequent knock-on effects such as increased diffuse pollution from agricultural run-off). This landscape is part of the wider catchment of a number of Greater Manchester's main river valleys"*

- *“Protect the pockets of tranquillity and relative remoteness associated with the landscape, and the role the LCT plays as a rural backdrop and buffer between discrete urban areas”*

Manchester Green and Blue Strategy⁷

- 2.17 Green and blue infrastructure guidance for development in Manchester City Council area is provided by the Manchester Green and Blue Strategy (2015). Policy EN9 of the Manchester Core Strategy sets out the expectation for new development to maintain or enhance the quantity, quality and multiple function of existing green infrastructure, or demonstrate how any loss of green infrastructure as a result of development will be mitigated in terms of quality, quantity, function and future management (see Appendix 1 – Relevant Policy Context).
- 2.18 Section 2.2 sets out the definition of Green Infrastructure, following guidance in the National Planning Policy Framework, and in line with the definition provided in the Manchester Core Strategy. The components of green and blue infrastructure, as in the definition provided in Section 2.2, that is relevant to the Site include *“networks of ‘urban green’ – the collective resource of private gardens, pocket parks, street trees, verges, green roofs and green walls”*.
- 2.19 Objective 2 of the Manchester Green and Blue Infrastructure Strategy provides guidance for the provision of green infrastructure in new development. Of relevance to the Site, Action 3 states that green infrastructure should be embedded *“as part of major employment developments”*.

Townscape/Landscape Elements

Land Use

- 2.20 The Site comprises approximately two thirds of the total Atlas Business Park land holding. The existing business park located towards the west is characterised by four c.15m-high office buildings with associated car parking areas. These buildings are situated around a central internal cul-de-sac accessed from Simonsway. This existing part of the Atlas Business Park is not included within the Application Site boundary. The remainder of the Atlas Business Park land holding, the Site, comprises of previously developed land with areas of hardstanding to the west, and undeveloped land toward the east.
- 2.21 The shared footpath and cycle route running along the southern side of Simonsway defines the northern boundary of the Site, the Site’s eastern boundary is defined by a planted verge and footpath to the west of Styal Road. The southern boundary of the Site is marked by a fence separating the Site from the neighbouring Manchester Airport JetParks Ringway car park. To the west, the Site is bounded by the existing fences enclosing car parks belonging to the existing Atlas Business Park.
- 2.22 The land uses of the Site’s immediate surroundings include the office development at the existing Atlas Business Park development to the west; the residential land uses and ribbon of publicly accessible Green Belt land (surrounding and generally following the course of Gatley Brook) to the north; the commercial and residential land uses to the

⁷ Manchester Green and Blue Infrastructure Strategy (2015) Manchester City Council

east near Heald Green railway station; and the Manchester Airport JetParks Ringway car park to the south. The wider surroundings are characterised predominantly by the residential land uses of the Wythenshawe district, interspersed with commercial and office buildings. The land use to the south is dominated by Manchester Airport.

Urban Grain and Built Form

- 2.23 The Site itself is currently undeveloped. The existing Atlas Business Park, located immediately to the west of the Site, consists of coarse-grain office development situated around an internal access road system and paved car parks. The buildings are predominantly of 3-4 storeys and have a height of c.15m. The buildings are rectilinear in footprint and their positioning around the car parks results in a low building density.
- 2.24 Northwest of the Site, there are finer-grain, detached and semi-detached, predominantly two-storey residential developments along residential through routes and around cul-de-sacs. The interrelationship between the Site and these residential developments is reduced by the screening that trees along the northern boundary of the Site provides. Northeast of the Site is a ribbon of open pasture fields along Gatley Brook that falls within the Green Belt and separates two residential areas. The eastern half of the Site, to the south of Simonsway also falls within Green Belt land which is severed to the south by the Manchester Airport JetParks Ringway car park.
- 2.25 East of the Site, there is a coarser urban grain (relative to the residential development to the northwest of the Site) resultant from the NCP Manchester Flightpath car park and predominantly 2-to-3-storey office and residential buildings situated around car parks and lawns.

Lighting

- 2.26 The Site is currently unlit. There is lighting immediately surrounding the boundaries of the Site. Simonsway and Styal Road, which run parallel with the Site's northern and eastern boundaries respectively, are lit by LED street lighting. To the south, LED security lighting illuminates the Manchester Airport JetParks Ringway car park. In the existing Atlas Business Park to the immediate west, there is internal lighting in the office buildings, as well as the street lighting illuminating the internal cul-de-sac road system and car parks.

Materiality

- 2.27 The Site itself is currently undeveloped and is characterised by a concrete paved surface in the previously developed western half of the Site, and a grassed/scrubby area towards the east of the Site. An unused tarmac internal road divides these two halves of the Site.
- 2.28 The existing Atlas Business Park, immediately west of the Site, consists of office development. The three northernmost of the four office buildings are built with a consistent design: façades are clad with red brick, often with steel roofs and steel-clad top-floor plant room space. Long, repeating horizontal, double-glazed windows extend along each floor of the office buildings and the external materiality of the stairwells is characterised by continuous vertical windows, extending from the ground to the top office floor. The fourth building to the south of the existing Atlas Business Park, currently occupied by Vodafone, is of a different design and materiality, consisting of steel cladding and window and glass panels that are continuous across the storeys. The

existing Atlas Business Park's internal roads are asphalt and the car parks are a mixture of herringbone paving and asphalt. Strips of grass, hedgerows, trees and ornamental shrubs exist between the roads and car parks.



Figure 2.3: Built form within Atlas Business Park

Movement and Connectivity

- 2.29 The Site is well-connected to the road network. The Site is accessed by road from Simonsway, which provides connectivity to the major road network. Immediately northeast of the Site, Simonsway connects with the B5166 Styal Road, which runs parallel with the Site's eastern boundary and connects with the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road. The A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road has onward connections with the M56 North Cheshire Motorway, located within 3km of the Site towards the west, and the A34 Wilmslow – Handforth Bypass, located within 3km of the Site towards the east.
- 2.30 Adjacent to the Site's boundaries, Simonsway (immediately north of the Site) and the B5166 Styal Road (immediately east of the Site) are single carriageway roads with a segregated cycle lanes/footpaths. A grass verge, planted with trees, separates the vehicular carriageway from the cycle lanes/footpaths. This vegetation provides an interruption to the impermeable asphalt surfacing and therefore lowering the visual prominence of road infrastructure and movement in the Site's immediately setting.



Figure 2.4: View along Simonsway, looking towards the northern boundary of the Site

- 2.31 In the wider surroundings is the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road, a dual carriageway with two lanes in each direction. This road is built largely at grade or in shallow cuttings. The lack of screening by trees along the route and its at-grade position, contributes to the visual dominance of road infrastructure and movement in the wider landscape setting of the Site.

- 2.32 The Site is situated close to the Styal Line on the London and North Western Railway network, which passes the Site parallel to its eastern boundary at a distance of c.320m. The Styal Line links stations in Cheshire to Manchester Piccadilly. The B5166 Styal Road, the NCP Manchester Flightpath car park and low-rise residential and office development separates the Site from the Styal Line. The closest station is Heald Green Railway Station, located within 400m of the Site.

- 2.33 An additional railway line close to the Site is the branch line of the Styal Line to Manchester Airport, which runs parallel with the A555 Manchester Airport Relief Road/ Manchester Airport Eastern Link Road, c.720m from the Site's southern boundary. The Styal Line is situated in a deep cutting, reducing the potential for rail infrastructure and movement to be prominent on the landscape surrounding the Site. Additionally, the main (north-south) branch of the Styal Line is particularly well-screened by mature trees on either side of the railway, further reducing the potential for the railway and train movement to be prominent on the landscape.

- 2.34 The Site is located within 300m to the east of tram infrastructure. The Manchester Victoria – Manchester Airport tram line approaches the Site from the west, running parallel with Simonsway until the junction with Shadowmoss Road, northwest of the existing Atlas Park Business Park (the junction is c.300m from the edge of the Site). The tramway then runs parallel with Shadowmoss Road, along the western boundary of the existing Atlas Business Park.

- 2.35 Along both its Simonsway and Shadowmoss Road sections, the tramway is double-track and segregated from traffic, together contributing wide overall transport corridors within the landscape surrounding the Site. On Simonsway, a lack of vegetation along the tramway increases the prominence of tram infrastructure and movement on the landscape. However, on Shadowmoss Road, the tramway, vehicular carriageway and footpaths are each separated by a grass verge consistently lined with trees, reducing the dominating effect of tram infrastructure and movement on the landscape surrounding the Site.



Figure 2.5: View from Shadowmoss Road, looking north east towards the Site

Vegetation and Open Space

- 2.36 The majority of the outer perimeters of the Site are lined with mature trees, a tree survey was carried out by James Royston, Arboricultural Consultant. The existing vegetation comprises of:
- On the northern boundary a group of 25m tall mature Lombardy poplar trees Category B; a group of young beech and ash trees; a group of semi mature sycamore, willow, and London plane, Category B - C; some small areas of self-seeded vegetation, and a mature Category A 16m tall oak tree (this tree is subject to a TPO).
 - On the northern eastern corner is a group of 24m tall mature lombardy poplar trees; one has fallen and needs to be felled.
 - On the eastern boundary are various early mature trees and dense bramble; and two category A mature 17m tall oak tree.
 - On the southern boundary there is a mixture of early mature and young trees including willow, oak, ash and birch.
 - The western boundary consists of clusters of dense self-seeded vegetation.

- 2.37 Around half of the Site on its western portion was previously developed, with an area of gravel in a low mound remaining. The eastern, undeveloped portion of the Site consists of self-seed scrub and groundcover. There are 3 oak trees within the north eastern portion of the Site, these trees are subject to TPOs. At the former access road into the Site there are two groups of ash trees, both of which are badly affected by ash die back.
- 2.38 The ribbon of Green Belt land continuing north from the Site from its north-eastern corner (Green Belt land parcel MA14 as in the Greater Manchester Green Belt Assessment) consists of agricultural land interspersed with clusters of trees immediately around Gateley Brook. The tree-lined Shadowmoss Road, Simonsway and B5166 Styal Road around the perimeters of the Atlas Business Park land holding provide vegetation to its immediate surroundings.

Landscape Receptors

- 2.39 Three landscape receptors have been identified in the Study Area as listed below. The receptors are described in the following paragraphs and an assessment of landscape value was undertaken for each. This included consideration against the 'range of factors that can be considered when identifying landscape value' which are identified in Table 1 of 'Technical Guidance Note 02/21: Assessing landscape value outside national designations' published by the Landscape Institute.

- LCA 40 Heald Green to Bramhall (LCT Urban Fringe Farmland)
- The Site and its immediate setting
- Vegetation within the Site

LCA 40 Heald Green to Bramhall Urban Fringe Farmland

- 2.40 LCA 40 encompasses the eastern part of the Site and extends north along the Gateley Brook and east towards the Heald Green as illustrated on **Figure 2.1 and 2.2**.
- 2.41 The key characteristics of this area have been identified as:
- Low lying land that contrasts strongly with adjoining residential and industrial urban areas.
 - Irregular medium – small field parcels divided by gappy hedgerows and post and wire fences.
 - Mature vegetation and built form provide enclosure.
 - Views are typically restricted by hedgerows, hedgerow trees and development.
- 2.42 The following observations have been made regarding the landscape value of LCA 40 Heald Green to Bramhall (LCT Urban Fringe Farmland):
- **Designations** – There are no national or regional landscape designation within this part of the LCA. The character area does form part of the Green Belt - a planning designation which does not provide an indication of landscape value.
 - **Natural heritage** – The LCA consists largely of pastoral / arable fields with pockets of ancient and riparian woodland. The Local Nature Reserves and Sites

of biological interest provided some natural heritage value. Overall, the LCA has relatively poor levels of biodiversity

- **Cultural heritage** – The character area includes listed buildings and scheduled monuments which provide some cultural heritage value.
- **Landscape condition** - The LCA is strongly influenced by the adjacent urban areas. In the locality of the Site there is a green corridor comprising a series of fields, the field pattern is irregular and of medium scale, separated by gappy hedgerows with mature hedgerow trees. The vegetation associated with these field boundaries and Gatley brook provides some value.
- **Perceptual (scenic quality)** – Within the locality of the Site, views across the LCA are generally contained by intervening vegetation and built form and scenic quality is limited. Where there are long distance views these are generally experienced in the context of the Manchester conurbation.
- **Wilderness/ Tranquillity** – The LCA contains limited locations for tranquillity, particularly in the locality of the Site. The airport and surrounding transport corridors are a visual and audial distraction. The urban edge is almost always evident.
- **Distinctiveness** - The LCA does not include any uncommon characteristics or distinctive features which are identified as being characteristic. It does not include rare or unusual features which may present a strong sense of place or identity.
- **Associations** – There is no known associations with artists, writers, or historical events that contribute to the perception of this landscape.
- **Recreation** – There is a network of Public Rights of way and national cycle routes throughout the LCA providing recreational value. The LCA is interspersed with other amenity space such as recreational grounds which also offer recreational benefits.
- **Functionality** – The LCA functions predominately as agricultural land on the edge of existing urban areas, with limited ecological value. Existing transport links including rail, large roads and motorways dominate the area.

- 2.43 LCA40 has some recreational and conservation value but the LCA otherwise contains no features within the study area which are designated or recognised for their landscape importance. LCA40 is therefore considered to be of **Ordinary Value**.

The Site and its immediate setting

- 2.44 The area referred to as the Site and its immediate setting is shown on **Figure 1** of **Appendix 3**:

- 2.45 The key characteristics of this area have been identified as:

- Mix of brownfield land and built development with strongly defined boundaries formed by walls, fencing and mature vegetation.
- Mixed land uses, including residential development, commercial office blocks and warehouses, airport car parking and heavily trafficked primary routes.
- Primary routes and wide with grass verges segregated footpaths and cycleways.
- Views typically confined along road corridors, where breaks in vegetation allow views across open areas, these are influenced by development and floodlights in airport car park.

2.46 The following observations have been made regarding the landscape value of the Site and its immediate setting:

- **Designations** – There are no national or regional designations within the Site or its immediate setting. The eastern portion of the Site lies within an area of designated Green Belt.
- **Natural heritage** – There are no nationally designated wildlife sites within the Site or its immediate setting. There is a Site of Biological Interest (SBI), Big Wood located within the Site setting providing some natural heritage value.
- **Cultural heritage** – There are 3 listed buildings and a scheduled ancient monument within the study area providing some cultural heritage.
- **Landscape condition** – The landscape of the Site and its immediate setting is best described as urban or urban fringe. The Site is heavily influenced by the adjacent office/ commercial and residential uses. The wide grass verges with mature tree planting, Gatley Brook, and the open fields within the locality of the Site provides some landscape value. The western half of the Site is hard standing/ brownfield, somewhat derelict/ unkempt in its nature.
- **Perceptual (scenic quality)** – The surrounding built form and mature vegetation create a relatively well enclosed landscape. There are limited opportunities for long distance or scenic views. Where long distance views are present these are experienced in the context of the Manchester conurbation and associated infrastructure.
- **Wilderness/ Tranquillity** – The Site and its setting are not considered to be tranquil and there are no dark skies. The airport, tramways, highways network and adjacent land uses are urbanising and detracting features in the landscape.
- **Distinctiveness** – The Site and its setting do not include any uncommon or distinctive landscape characteristics.
- **Associations** – There is no known associations with artists, writers, or historical events that contribute to the perception of this landscape.
- **Recreation** – There are a number of public rights of way in the area. These routes connect to the wider Site setting providing links to local recreation grounds and open land. Some of the surrounding highways network is also

identified as national cycleways, in places these routes benefit from segregated cycle lanes. The setting of the Site has some recreational value. The Site is not publicly accessible and does not provide any recreational value.

- **Functionality** – The open/ rural land within the study area functions as agricultural land, with some evidence of horsiculture. The landscape includes mature trees and vegetation along the green corridor associate with the Gatley Brook. The character area in the vicinity of the Site does not contain any important eco systems or designations.

2.47 The Site setting demonstrates some recreational and conversation value but otherwise contains no features which are designated or recognised for their landscape importance. The Site and its immediate setting are heavily influenced by surrounding urban features and predominantly urban in its nature. The Site is unkempt and somewhat derelict in its appearance. The value of the Site and its immediate setting is considered to be of **Ordinary Value**.

Vegetation within the Site

2.48 The landscape features of the Site are identified as the green infrastructure present within the Site boundary. The following observations have been made about the green infrastructure/ vegetation within the Site:

- The majority of the vegetation within the Site is located on the Site boundaries. There are 6nr Category A Oak trees within the Site. The mature vegetation provides some conservation value. There is no blue infrastructure within the Site.
- The Site comprises a limited area of grassland and trees, the majority of the trees are self-seeded and of poor quality. There are 5 TPOs within the Site.
- The Site is well enclosed by existing vegetation. Where visible, the boundary treatments and unkempt nature of the Site give a derelict appearance. The Site typically makes little contribution to the scenic quality of the wider area. However, the mature trees to the perimeter of the Site provide value and improve visual amenity in the immediate context.
- The vegetation to the Site boundaries has some function as wildlife corridors. The Site does not contain any important landscape eco systems or designations.

2.49 The trees and vegetation within the Site provide some natural heritage and functionality but have limited value within the setting. The vegetation within the Site is considered to be of **Medium Value**.

Summary of Landscape Value

Table 2.1: Summary of Landscape Value

Landscape Receptor	Value
LCA 40 Urban Fringe Farmland	Ordinary
The Site and its immediate setting	Ordinary
Vegetation within the Site	Medium

3. Visual Baseline Appraisal

- 3.1 A baseline appraisal of the local visual context and visual amenity was undertaken to understand the existing extent of visibility of the Site, key views in the vicinity of the Site and key visual receptors likely to be affected by the Proposed Scheme.

Extent of Visibility

- 3.2 The existing visibility of the Site was established through desktop analysis followed by on-site confirmation of the localised screening effect of built form and vegetation.
- 3.3 The key factors that provide containment to the Site include; the existing built form to the north and west of the Site, the existing mature roadside vegetation to the northern and eastern Site boundaries and the existing vegetation along the southern boundary of the Site

Key Views

- 3.4 The Site does not fall within the viewing corridor of any viewpoints that are identified for protection in national or local policy.

Local Visual Amenity

- 3.5 The Site is well-contained by surrounding vegetation so does not form a prominent feature within many views beyond the public rights of way within the immediate vicinity. The Site also demonstrates an unremarkable and generally degraded character which does not positively contribute to the visual amenity of the local area. The exception to this is the mature trees along the boundaries which make more positive contributions to the visual amenity of the Site and local area.

Visual receptors

- 3.6 Visual receptors are the people who may be affected by changes in views and visual amenity. They include people passing through an area (e.g. by foot, car, bicycle or public transport), people living or working in an area and people visiting or engaged in recreational activities. The key visual receptors which have been identified within the study area with potential to be affected by the Proposed Scheme are set out in **Table 3.1**: below.

Table 3.1: Key Visual Receptors

Receptor	Commentary
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	Users of main road connecting Heald Green and Wythenshawe. Views into the Site are filtered by mature trees within the grass verge along Simonsway and also within the Site itself including distinctive lines of Poplar trees. Views encompass a mix of residential development, employment buildings, surfaced car parks and open areas enclosed by clipped hedgerows.

2. Road users, cyclists, and pedestrians on Styal Road	Users of the B road providing a connection between Wilmslow and the airport, north towards Gatley and central Manchester. The road runs parallel to the eastern boundary of the Site. Views often framed by mature trees within grass verges and bunding which prevents views of the airport car park. Views into the Site are filtered by mature trees on the eastern boundary.
3. Residents and local community on Patch Croft Road and Pasture Field Road	Residents of properties which back onto the Site from the north and the residential road with channelled views towards the Site. Hedgerows enclose the rear garden boundaries and prevents views from ground floor windows. Views of the Site from second storey windows are likely to be possible but would be heavily filtered by mature trees. Existing built form within the Atlas Business Park would influence views from properties to the western side of the road. Channelled views from Pasture Field Road looking south towards the northern boundary of the Site.
4. Workers and visitors to Atlas Business Park	Users of the roads within the existing Atlas Business Park. Open views east towards the Site, the existing Site boundary treatment, and vegetation.
5. Road users and pedestrians on Shadowmoss Road and Ringway Road	Users of the main access road to the residential area to the west of the Site. Views are partially enclosed by existing built form for the majority of the route. The rooftops and upper storeys of the existing built form at Atlas Business Park is visible. Users of the residential streets to the south and west of the Manchester Airport carpark. Views are partially enclosed by bunding and vegetation to the edge of the car park. From the southern end of Shadowmoss Road, views extend to distant elevated land within the Peak District.
6. Road users and pedestrians on Lomond Road	Users of secondary road that connects residential areas within Wythenshawe and Heald Green. Views encompass the open break between these residential areas with pastures and mature trees. View into the Site are prevented by mature trees to the northern boundary and within the intervening landscape.
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	Users of public right of way that connects Styal Road/B5166 and Heald Green to the residential area of Wythenshawe at Woodhouse. Views are partially enclosed by existing vegetation. Due to the intervening vegetation and built form there are no direct views into the Site. Public right of way is blocked off and does not provide a through route.
8. Users of public rights of way to the east (PRoW CG 89,93, & 94)	Users of the public rights of way that connect Heald Green north west through the open land towards the train station. Views are open across the field parcels in the immediate locality of the route, however intervening vegetation and built form prevent any views in the Site.

9. Road users on Manchester Airport Relief Road	Users of busy A road enclosing the southern edge of the Manchester area. Distant oblique views towards the Site, intervening vegetation prevents views into the Site itself. Views from this route are generally experienced by road users and often experienced at speed and are fleeting.
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Representative Views

- 3.7 Fourteen representative views have been identified which reflect the character and quality of typical views experienced by the key visual receptors and to form the baseline against which the visual effect of Proposed Scheme can be assessed.
- 3.8 A plan showing the location of the proposed viewpoints to be considered is provided in **Figure 3 of Appendix 3**, and **Table 3.2** below sets out further supporting information, including the type of visualisation.
- 3.9 In order to recognise and assess the likely effects of Proposed Scheme on the identified visual receptors, visualisations have been prepared using different visualisation types. The type of visual representation has been guided by the Landscape Institute's Technical Information *Note 06/19: Visual Representation of Development Proposals* and *GLVIA3* which recommends a proportionate approach to assessment in relation to the scale of development proposed and the sensitivity of the visual receptors.
- 3.10 Type 1 annotated photographs have been used within this assessment. The photographs are a visual aid to demonstrate the views currently experienced by the visual receptors and to envisage the likely change in view as a result of the proposals. This level of visualisation has been judged as appropriate for this type of development within this particular Site. The development is typical of the area and adjacent land uses; the scale of development would not result in the substantial change or loss of skyline, and there are no highly sensitive visual receptors for which the Proposed Scheme would be visible.

Table 3.2: Representative Viewpoint Locations

No.	Location	Visualisation Type	Commentary
RV1	1.1 Simonsway at the junction with Shadowmoss Road, east bound 1.2 Finney Lane at the junction with Simonsway and Styal Road, west bound 1.3 Finney at the junction with Daisy Bank Lane, west bound	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians, cyclists and road users when travelling along Simonsway and Finney Lane.
RV2	2.0 Styal Road south bound	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians, cyclists and road users when travelling along Styal Road.
RV3	3.0 Patch Croft Road/ Pasture Field Road	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users at Patch Croft Road /Pasture Field Road and the residents backing onto Simonsway, to the north of the Site.
RV4	4.0 Atlas Business Park	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users within the existing business park.
RV5	5.1 Shadowmoss Road 5.2 Shadowmoss Road 5.3 Ringway Road	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians and road users at Shadowmoss Road to the west of the Site.
RV6	6.1 Lomond Road at the Gatley Brook 6.2 Lomond Road at Peel Hall SAM	Type 1 Annotated Photograph	To demonstrate views experienced by users of Lomond Road, and the views experienced in the setting of Peel Hall SAM
RV7	7.0 PRoW FFP 254	Type 1 Annotated Photograph	To demonstrate views experienced by the pedestrians using the public right of way FFP 254 to the north of the Site, and the views experienced in the setting of the Listed Building, Chamber Hall
RV8	8.0 PRoW CG 89 at the junction with PRoW CG90 & CG 91	Type 1 Annotated Photograph	To demonstrate views experienced by pedestrians using the public rights of way to the east of the Site, beyond the railway line.
RV9	9.0 Manchester Airport Relief Road	Type 1 Annotated Photograph	To demonstrate views experienced by the pedestrians, cyclist and road users on the Manchester Airport Relief Road to the south of the Site, beyond the airport car parking areas.

4. Green Belt Context

Green Belt Policy Context

4.1 The retention and protection of the Green Belt is a key part of national planning policy and paragraph 137 of the NPPF states that *‘the essential characteristics of Green Belt are their openness and permanence’*. Paragraph 138 of the NPPF states that the five purposes which Green Belt performs are:

- *To check the unrestricted sprawl of large built-up areas;*
- *To prevent neighbouring towns merging into one another;*
- *To assist in safeguarding the countryside from encroachment;*
- *To preserve the setting and special character of historic towns; and*
- *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

4.2 Approximately half of the Site, the eastern portion, is located within the Green Belt; the western portion, which was once developed, sits outside of the Green Belt boundary and within the settlement boundary of Wythenshaw. This baseline analysis considers the existing openness of the Application Site and its current contribution to the openness of the Green Belt in the vicinity of the Application Site. This is in order to establish a baseline position against which the impact of the Proposed Scheme on the openness of the Green Belt can be compared.

4.3 In Green Belt terms, the concept of ‘openness’ relates to the absence of built development (which includes both buildings and hard surfacing) and is capable of having both spatial and visual aspects. The Supreme Court judgement [2020] UKSC3 –R (on the application of Samuel Smith Old Brewery (Tadcaster) and others (respondents) v North Yorkshire Council (Appellant) re-confirmed that, while not a legal requirement, consideration of visual openness is a relevant issue to consider when making judgements on Green Belt openness. The updates to Planning Practice Guidance also provides guidance for considering the potential impact of development on the openness of the Green Belt:

“Assessing the impact of a proposal on the openness of the Green Belt, where it is relevant to do so, requires a judgment based on the circumstances of the case. By way of example, the courts have identified a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- *openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;*
- *the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and*

- *the degree of activity likely to be generated, such as traffic generation.*

Existing Green Belt Assessment⁸

- 4.4 In 2016 the Greater Manchester Combined Authority commissioned a Green Belt Assessment. Paragraph 1.2 of the Green Belt Assessment sets out its rationale to assess the extent to which land within the Greater Manchester Green Belt performs against the purposes of Green Belts, as provided in the National Planning Policy Framework (NPPF) and set out above.
- 4.5 Each parcel was assessed on their performance in satisfying the first four purposes of the Green Belt in NPPF paragraph 138 (as set out above). Each parcel was then given a rating for their performance against each of the four purposes. Ratings could be 'strong' (the parcel performs strongly against the purpose), 'moderate' (parcel performs moderately well), 'weak' (parcel performs poorly), 'no contribution' (parcel makes no contribution) and 'not applicable' (not applicable to make an assessment). The Green Belt Assessment assessed the performance of the 26 Green Belt "general areas" within Greater Manchester, as well as the land parcels into which each general area was divided. The eastern part of the Site formed part of General Area 26, the location of which was described in paragraph 2.27 as *"along the Mersey Valley from its junction with the Ship Canal to Cheadle Heath"*. Within General Area 26, the part of the Site located within Green Belt land was assessed under Land Parcel MA14, which consists of a ribbon of greenfield land bounded to the north by the edges of properties on Chandler Close, to the east by Styal Road (B5166), to the south by the Manchester Airport Jet Parks Ringway car park, and to the east by the boundary line of the existing housing. The part of the Site that is located within Land Parcel MA14 is located towards its southern limit, to the south of Simonsway and extending as far west as the Atlas

⁸ Greater Manchester Green Belt Assessment (2016)

Business Park entrance road gate off Simonsway, almost opposite the junction with Pasture Field Road.

- 4.6 The fifth purpose of the Green Belt – *“to assist in urban regeneration by encouraging the recycling of derelict and other urban land”* – was not assessed in this Green Belt assessment, with the rationale for this omission being provided in Appendix 4.4: *“it is difficult to distinguish the extent to which each Green Belt parcels delivers against this purpose and therefore this study will not undertake a parcel by parcel assessment of the contribution made in relation to Purpose 5.”*



- 4.7 Around half of the Site is comprised of previously developed (brownfield) land. Manchester City Council’s Brownfield Land Register provides a list of previously developed (brownfield) sites that are considered suitable, available and achievable for the development of five or more dwellings over the next 15 years. The Site does not include land that is on the Brownfield Land Register and is therefore not considered by

Manchester City Council as land suitable for residential development within the next 15 years.

The Site's contribution towards openness of the Green Belt

- 4.8 The Greater Manchester Combined Authority Green Belt Assessment provides details of the contribution Land Parcel MA14 makes to the purpose of the Green Belt. A Planning Statement has been submitted with the application, Chapter 6, Paragraphs 6.13 onwards of this document reviews the contribution of the Site towards the purposes of the Green Belt.
- 4.9 This chapter provides an assessment of the existing openness of the Site and its contribution, in terms of both physical and visual openness to the wider openness of the Green Belt.

Physical Openness

- 4.10 The western portion of the Site falls outside of the Green Belt and was once developed with a large office block, warehouses, and associated ancillary uses including car parking areas and an access road. See below satellite imagery taken in 2013. Whilst these built structures have since been demolished, concrete slabs and hardstanding remains.



Figure 4.1: Aerial photograph of Application Site Circa 2013 (extract from Google Earth Pro)

- 4.11 The eastern portion of the Site lies within the Green Belt. This area has always remained free from built form with the exception of the brick wall and fencing that delineates the outer boundaries. These boundary features do create a sense of Site as a whole as forming part of a private commercial plot of land as opposed to open countryside.

- 4.12 The eastern portion of the Site comprises scrub, grassland and mature trees and does not comprise hard surfacing. As a result, this part of the Site is considered physically open. However, noise from surrounding busy road corridors to the north and east; the airport and associated car park to the south and the existing business park to the west all have an urbanising influence on the Application Site. The road corridors and existing surrounding development also physically detach the Application Site from wider areas of open landscape within the Green Belt to the north and southeast. Overall, the eastern portion of the Site has a moderate level of physical openness and makes a moderate contribute to the sense of physical openness of the Green Belt.

Visual Openness

- 4.13 The Site is generally well enclosed on all four sides by a mixture of boundary treatments (walls and fences), built form and mature vegetation. In the wider landscape setting there are no opportunities to perceive the Site as an area of open land. The Site is surrounded on all sides by urbanising features which influence views across the area: to the east is Styal Road, a primary route through the area and built form beyond this; to the north is Simonsway and to the north west is residential development; to the west is the built form at Atlas Business Park and beyond this is further residential development; and to the south is a large expanse of airport car parking. The Site is not characteristic of a rural landscape nor can it be perceived as open countryside.
- 4.14 Due to the boundary vegetation, there are limited views from within the Site looking outward towards the open land to the north, therefore no visual connections between the Application Site and the wider Green Belt. This is in contrast with the area of Green Belt associated with Gatley Brook where open views extend along the green corridor and where a sense of openness is clearly perceived from surrounding residential properties and adjacent roads.
- 4.15 Views of the Site are confined to the immediate Site setting and locality; namely Simonsway (north), Styal Road (east), and Shadowmoss Road (west). In these views due to existing built form and the mature boundary vegetation there are limited opportunities to view the Site itself. During the winter months, the vegetated boundaries are less screened, and these views become more filtered. There are some partially screened views towards the Site from the southwest at Ringway Road, although due to intervening vegetation the Site itself cannot be seen.

Views from Simonsway (and Finney Lane)

- 4.16 For the majority of the journey, when travelling east along Simonsway, the Site lies beyond existing built form. The Site is not apparent until road users are directly adjacent the northern boundary. Due to the brick wall boundary and existing vegetation the Site is not perceived visually as open land.
- 4.17 Finney Lane merges into Simonsway; when travelling west users of these routes experience views west towards the north eastern corner of the Site. There are no clear views into the Site. The row of tall Lombardy poplars on the northern corner of the Site provides a sense of enclosure. The mature trees do create a more verdant appearance to views than that of the surrounding urban area, however, views do not extend

beyond the roadside vegetation which limits the sense of openness that is experienced from the road.

Views from Styal Road

- 4.18 When travelling along Styal Road the Site lies to the west of the route. Views towards the Site from this road are generally oblique. The roadside vegetation and the Site boundary vegetation provide enclosure. The majority of this vegetation is overgrown and tall. There are limited locations where the boundary vegetation is lower, however there are no clear views into the Site. During the winter months these views become more filtered. Where the road runs adjacent to the Site boundary, the vegetation which creates a more verdant appearance than parts of the surrounding urban area, although glimpses of metal fencing and large-scale buildings have an urbanising impact and limit the sense of openness.

Views from Shadowmoss Road

- 4.19 Due to the intervening built form and roadside vegetation along the eastern side of Shadowmoss Road the openness of the Site cannot be perceived from this route.

Views from the south (Ringway Rd and Manchester Airport Relief Road)

- 4.20 In views from the south, due to distance and the intervening built form and vegetation the Site cannot be perceived as an area of open land. To the south east of the Site from Ringway Road there are views across a small area of field parcels and towards the airport car parking, in these views the land in the foreground provides visual openness, the Site does not contribute to these views.
- 4.21 Overall, the Application Site is considered to have a moderate to low level of visual openness and makes little contribution to the perception of openness of the Green Belt in the local vicinity. Whilst mature trees and the lack of built form within the Site itself contribute to visual openness, there are no visual links with open landscape in the wider Green Belt and elements such as fencing, brick walls, signage and adjacent built form have an urbanising influence that detracts from visual openness. This is in contrast with the open agricultural fields and the green corridor associated with Gatley Brook which have a higher level of visual openness and in which the openness of the area is more strongly experienced.

5. Assessment of Effects

Approach to Assessment

- 5.1 The assessment of potential effects of the Proposed Scheme on landscape and visual receptors was undertaken in July to November 2022 following design freeze of the scheme for this planning application. The assessment is based on the scheme as set out in the layout plans, illustrative drawings and the Design and Access Statement produced by Hale Architecture; as well as the Landscape Strategy Plan prepared by bea Landscape Design Ltd. The assessment is also informed by the Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan prepared by James Royston Arboricultural Consultant
- 5.2 Any effects arising during the construction phase are regarded as short term or temporary effects and have therefore not been separately described. However, in general terms, the construction effects of the Proposed Scheme would be no greater in magnitude than those described below for the completed development but would generally be considered to be either Neutral or Adverse effects.

Overview of Proposed Scheme

- 5.3 The Proposed Scheme of the Site would include:
- Built form comprising of 5 units laid out across 4 individual buildings ranging from 16.833m to 19.861m in height.
 - Associated areas of hard standing, including parking areas, access roads and service yards.
 - Where possible the existing vegetation along the Site boundaries would be retained and protected. The Proposed Scheme would however result in the loss of the vegetation, based on the AIA prepared by James Royston Arboricultural Consultant this would comprise of:
 - Groups 2, 3 and 6 to make way for Unit 1 and the associated access roads and parking areas;
 - Groups 7, 8, 9, 12, 22, and the partial loss of Group 11, and 16 to make way for Unit 5 and the associated access roads and parking areas.
 - Trees 10, 13, 14, 17 are Category A trees with TPOs and which would be retained and protected as part of the Proposed Development;
 - Partial loss of Group 24 to make way for Unit 4; and
 - Partial loss of Group 27 to make way for Unit 2 and 3.

- Existing areas of grassland and small self-seeded vegetation throughout the eastern portion of the Site would also be removed as a result of the Proposed Scheme.
- Proposed vegetation as identified on the Landscape Proposals plan would comprise of:
 - Native woodland enhancement planting along the site boundaries, including individual evergreen and deciduous trees;
 - Individual tree planting of native tree species to the roadsides and parking areas;
 - Ornamental Planting to the Site entrance and focal areas;
 - Native shrub in the form of hedgerows planted adjacent to car parking areas;
 - Native shrub planting and small tree planting to create habitats at the Site boundaries; and
 - Native species rich wildflower grasslands to the perimeters of the buildings and throughout the swales.

Sensitivity of Landscape Receptors

- 5.4 The sensitivity of landscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. An assessment of the sensitivity of each of the landscape receptors is provided in **Table 5.1**.

Table 5.1: Sensitivity of Landscape Receptors

Landscape Receptor	Value	Susceptibility to change	Sensitivity
LCA 40 Urban Fringe Farmland	Ordinary	Medium-Low – The Site partially sits within this landscape character area, and the proposals of commercial uses adjacent to highways network is typical of existing uses. The character area is recognised as urban fringe and therefore has a relationship to the type of development proposed. Pockets of land used for recreation have an increased susceptibility to change. However, the overall character area would not be significantly altered by the type of development proposed	Medium - Low (assessment aligns with the sensitivity identified in the GMLCS)
The Site and its	Ordinary	Low – The Site and its setting would be likely to accommodate the type of development	Low

Landscape Receptor	Value	Susceptibility to change	Sensitivity
immediate setting		proposed without undue negative consequences for the maintenance of the baseline. The Site is located adjacent to an existing area of commercial uses and was previously developed with an office block. The Site has a close relationship to the type of development proposed.	
Vegetation within the Site	Medium	Medium-Low – Vegetation within the Site comprises of the existing mature vegetation, particularly those to the Site boundaries. The vegetation within the Site is moderately sensitive and would be altered or removed as part of the Proposed Scheme. The TPO trees within the Site boundary would be retained and protected.	Medium - Low

Sensitivity of Visual Receptors

5.5 **Table 5.2** establishes the sensitivity of the visual receptors. This is based on the identification of the value of the visual receptor's view and the receptor's susceptibility to change. The latter is established by considering the occupation or activity of people; and extent of attention or interest that may therefore be focused on the views and visual amenity.

5.6 Guidance in GLVIA3 notes that the visual receptors most susceptible to change are likely to include: people who are engaged in outdoor recreation whose attention is likely to be focused on the landscape/townscape and on particular views; residents at home; visitors to heritage assets; and communities where views contribute to the landscape setting enjoyed by residents in the area. Visual receptors with moderate susceptibility to change include travellers on road, rail or other transport routes and visual receptors likely to be less sensitive to change include: people engaged in outdoor sport or recreation; and, people at their place of work whose attention may be focused on their work or activity.

Table 5.2: Sensitivity of Key Visual Receptors

Visual Receptor	Value	Susceptibility to change	Sensitivity
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	Ordinary – Views are not protected or identified in planning policy	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians	Low - Medium

2. Road users, cyclists, and pedestrians on Styal Road	Ordinary – Views are not protected or identified in planning policy	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians	Low - Medium
3. Residents and local community on Patch Croft Road/ Pasture Fields Road	Ordinary – Views are not protected or identified in planning policy	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians	Low - Medium
4. Workers and visitors Atlas Business Park	Very Low – Views are not protected or identified in planning policy and contains detracting features in the foreground associated with the airport and tramlines	Medium – Views and visual amenity likely to be of moderate importance to people at their place of work	Low - Medium
5. Road users and pedestrians on Shadowmoss Road and Ringway Road	Very Low – Views are not protected or identified in planning policy and contains detracting features in the foreground associated with the airport and tramlines	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians	Low - Medium
6. Road users and pedestrians on Lomond Road	Ordinary – Views are not protected or identified in planning policy	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians.	Low - Medium
7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	Ordinary – Views are not protected or identified in planning policy	High – Views and visual amenity likely to be of high importance to users of the public right of way	Medium
8. Users of public rights of way to the east (PRoW CG 89,93, & 94)	Ordinary – Views are not protected or identified in planning policy	High – Views and visual amenity likely to be of high importance to users of the public right of way	Medium
9. Road users on Manchester Airport Relief Road	Ordinary – Views are not protected or identified in planning policy	Medium – Views and visual amenity likely to be of moderate importance to road users and pedestrians	Low - Medium

Landscape Impacts

- 5.7 The assessment of landscape impacts likely to arise from the Proposed Scheme comprised initially, an assessment of the impact of these changes on landscape character and then an assessment of the likely changes to the key landscape features within the Site.

Effects on Landscape Receptors

LCA 40: Heald Green to Bramhall Urban Fringe Farmland

- 5.8 The existing character LCA 40 is urban fringe and influenced by the current mix of commercial uses and agricultural land within the area. The proposed commercial development on the Site is considered appropriate in terms of the character, uses and the scale of development in the surrounding context and parts of the existing character of the area. The parts of the character area to the north and southeast of the Site that provide recreational resource and provide an open backdrop to residential areas would remain unchanged and unaffected by the proposals due to the lack of visibility of the proposals in these areas.
- 5.9 The undeveloped eastern part of the Site lies within this character area and the Proposed Scheme would involve the introduction of new buildings, with an access road and extensive areas of parking and service yards. A corridor along the eastern boundary of the Site would be maintained free from built development. Whilst the development would include for the implementation of a landscape strategy, overall the development of the Site would result in a further urbanising effect on a localised part of the landscape character area. Away from the immediate context of the Site there would be little awareness of this change and the character of the wider landscape in the LCA would be maintained.
- 5.10 Overall, the change to LCA 40 Heald Green to Bramhall Urban Fringe Farmland arising from the Proposed Scheme would give rise to a **Low Magnitude of Change** due to the addition of built form within a small portion of the character area. There would likely be a direct, permanent, long-term effect comprising adverse changes which overall is considered to be an **Adverse Effect**.

The Site and its immediate setting

- 5.11 There would be an obvious change within the Site, from that of part open land and part previously developed land to a developed area with new built form and landscaping. However, the Proposed Scheme would reflect existing surrounding uses and would be of a similar scale and height to built form within the local context.
- 5.12 The Site is currently unkempt, and is somewhat derelict in its nature, with areas of hardstanding and unmanaged grassland scattered with self-seeded vegetation. When experienced in the immediate setting the Site has an appearance of derelict/ unused area of land.
- 5.13 The vegetation within the Site and on the Site boundaries provides some visual amenity within the wider setting and a degree of containment. Some areas of this established mature vegetation would be removed to make way for the proposed scheme; new planting would be introduced within and around the development area to compensate for this loss. Overall, the Proposed Scheme would improve the condition and appearance of the Site due to the redevelopment of an existing derelict area of weak character with new buildings set within a framework of retained mature planting and new tree and shrub planting.
- 5.14 Overall, the change to the Site and the immediate setting arising from the Proposed Scheme would give rise to a **High - Medium Magnitude of Change** due to the addition

of large scale built form and associated parking and service yards. There would likely be a direct, permanent, long-term effect comprising of both adverse and positive changes which is considered to be an overall **Neutral** change.

Vegetation within the Site

- 5.15 Where possible the existing vegetation along the Site boundaries would be retained and protected. The Proposed Scheme would however result in the loss of groups of vegetation which contribute to the landscape value of the Site. The TPO trees will be retained and protected as part of the development proposals for the Site.
- 5.16 The Proposed Scheme includes for areas of planting including native woodland enhancement, tree planting to the roadsides and parking areas, ornamental tree planting within the Site, native shrub planting and species rich wildflower grasslands to the perimeters of the buildings. As well as the introduction of swales and wetland habitats. The landscape features along the eastern edge of the Site would be retained and enhanced in accordance with ecological recommendations.
- 5.17 Overall, the Proposed Scheme would result in a **Medium - Low Magnitude of Change reducing to Low** in the long term (by year 15). There would likely be a direct, permanent, long-term effect comprising adverse changes which overall is considered to be an **Adverse Effect**.

Table 5.3: Summary of assessment of effects on Landscape Character Receptor

Landscape Receptor	Sensitivity	Magnitude of Change	Type of Effect
LCA 40 Urban Fringe Farmland	Medium - Low	Low	Adverse
The Site and its immediate setting	Low	Medium	Neutral
Vegetation within the Site	Medium - Low	Year 1 - Medium - Low By Year 15 - Low	Adverse

Visual Effects

- 5.18 The assessment of visual impacts likely to arise from the Proposed Scheme comprised initially, an assessment of the likely extent of visibility of the Proposed Scheme and the receptors likely to be affected and secondly an assessment of the impacts on the views from each of the representative viewpoints, provided in Section 5. This assessment should be read in conjunction with the illustrative material contained within the DAS.

Extent of Visibility of the Proposed Scheme

- 5.19 The visibility of the Site would increase with the implementation of the Proposed Scheme. This is due to the presence of large scale built form within the Site and the

need to remove some of the perimeter vegetation. The potential extent of visibility is demonstrated by the computer generated ZTV provided in **Figure 2 of Appendix 3**.

- 5.20 The ZTV demonstrates that the Proposed Scheme would be most noticeable from the roads within the immediate setting off the Site. However, these views would be experienced in the context of the existing adjacent commercial uses. Beyond this the Proposed Scheme would be less visible, there would be some glimpsed views of the rooftops of the proposed built form; generally these views would be experienced in the context of the surrounding commercial buildings and would not appear incongruent are out of keeping with the general character and appearance of the views.

Assessment of Effects on Visual Receptors

- 5.21 **Table 5.4** below provides a summary assessment of the likely key effects of the Proposed Scheme on the visual receptors identified during the baseline appraisal. This draws on the Representative Views Assessment provided in **Section 5**.

Table 5.4: Appraisal of Key visual receptors

Receptor	Sensitivity	Commentary
1. Road users, cyclists, and pedestrians on Simonsway and Finney Lane	Low - Medium	Pedestrians, cyclist, and road users would experience varying views of the Proposed Scheme. In the wider setting when traveling west or east bound the majority of the proposals would be screened by existing vegetation or built form adjacent to the Site boundaries. Rooftops and upper floors of the proposals would be visible. These views would be experienced in the context of a main route through an urban setting comprising office block buildings, tramways and the adjacent residential areas. Directly adjacent to the Site, the removal of some of the existing vegetation along the northern boundary and the creation of a new Site access would mean that the proposed new buildings would be clearly visible. The built form would represent an increase in massing in these views, however this would be in keeping with the adjacent land uses. The introduction of new planting including trees and shrubs along the Site boundary would filter and soften views and help to integrate the Proposed Scheme into the surroundings. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. Magnitude of change: Varies from Low - Medium (majority of the route) Medium - High (along the northern Site boundary) Type of Effect: Neutral Representative Views: 1.1, 1.2, and 1.3

2. Road users, cyclists, and pedestrians on Styal Road	Low - Medium Due to the topography of the area and the intervening vegetation and built form there are currently no clear views into the Site from this road. Existing vegetation along the roadside, and adjacent the Site boundaries would filter and screen views towards the Proposed Scheme. Beyond the south eastern corner of the Site when travelling north along the road the rooftops and upper floors of the Proposed Scheme would be visible. Whilst the proposals would be seen, these views would be experienced in the context of a main route through an urban setting often framed office block buildings, commercial units and a public house. The existing vegetation within the eastern portion of the Site including the TPO trees would be retained. The proposed vegetation and open space to the east of the Site would set the built form back from this route and reduce the effects. The upper floors and rooftops of the proposed new built form would be visible from this route, with more filtered views of the development during the winter months; the overall effects on the users are considered to be adverse. Magnitude of change: Medium Type of Effect: Adverse Representative Views: 2.0
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3. Residents and local community on Patch Croft Road and Pasture Field Road	Low - Medium For the majority of these residential routes the road is framed by existing housing and the Site is not clearly visible. For the residents of Patch Croft Road, hedgerows enclose the rear garden boundaries and prevents views from ground floor windows. Views of the Site from second storey windows are likely to be possible but would be heavily filtered by mature trees. Existing built form within the Atlas Business Park would influence views from properties to the western side of the road. The views experienced into the Site would be that of an unkempt site and not particular pleasant/ attractive. At the southern end of the Pasture Field Road, users of this residential road travelling south would experience channelled views towards the northern boundary of the Site. The removal of the existing vegetation along the northern boundary and the creation of a new Site access would mean that the proposed new buildings would be clearly visible. The built form would present an increase in massing in these views; in this location this would be in keeping with the adjacent land uses. The introduction of new planting including trees and shrubs along the Site boundary would filter and soften views of the Proposed Scheme as well as helping to integrate the proposals into the surroundings. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor.
	Magnitude of change: Medium – Negligible Type of Effect: Neutral Representative Views: 3.0

4. Workers and visitors to Atlas Business Park	Low - Medium The majority of roads through the business park are framed by existing office / commercial units and the Site is not clearly visible. However, in the eastern portion of the park users of this road would experience channelled views towards the western boundary of the Site which comprises iron railing and a derelict area of hardstanding/ former car park. The removal of the existing vegetation within the Site would mean that the proposed new buildings would be clearly visible. The built form would present an increase in massing in these views; in this location this would be in keeping with the adjacent land uses. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme. The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. Magnitude of change: Medium Type of Effect: Neutral Representative Views: 4.0
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5. Road users and pedestrians on Shadowmoss Road and Ringway Road	Low - Medium To the north of Shadowmoss Road the Site lies beyond an open area of land surrounded by vegetation. In this location the open land sits between an existing trading estate and the existing built form at Atlas Business Park. From this section of the route the Site itself is not clearly visible; however, when travelling north, the rooftops and upper storeys of the Proposed Scheme would be visible above the existing roadside vegetation. The tramlines and associated overhead cables are detracting features in these views. Whilst the built form would introduce massing into the view in the distance, this change would be experienced in the context of the existing glimpsed and unattractive view. To the south west, Shadowmoss Road and Ringway Road lie beyond an area of existing airport carparking. From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation. The tramlines and associated overhead cables, the security lighting within the car parking areas, and lighting columns associated with the airport runway are detracting features in these views. Whilst the built form would introduce massing into the view in the distance, this change would form a small portion of an overall wider panoramic across a generally unattractive view. As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor. Magnitude of change: Low Type of Effect: Adverse Representative Views: 5.1, 5.2, 5.3
6. Road users and pedestrians on Lomond Road	Low - Medium In the most part, this road is enclosed by existing vegetation and built form, and for a majority of the journey along this road the Site cannot be perceived. In a break in the roadside vegetation, there is an oblique view south across open land towards the Site. Although the Site itself cannot be seen, the vegetation on the north eastern corner of the Site is visible. This vegetation would be retained as part of the Proposed Scheme and would help to screen and filter views of the proposals. The roof tops and upper storeys would be visible in this oblique glimpse view, for a small portion of an overall journey. Magnitude of change: Low - Negligible Type of Effect: Adverse Representative Views: 6.1 and 6.2

7. Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)	Medium	The majority of this footpath is enclosed by existing vegetation and built form, and therefore the Site cannot be perceived. As the route opens out within the grounds of a farmstead there are oblique views south towards the Site. Intervening vegetation screen the Site itself, although the vegetation on the north western corner of the Site can be seen. This vegetation would be retained as part of the Proposed Scheme and help to screen and filter views of the proposals. The roof tops and upper storeys of the proposed building would be visible in this oblique glimpse view, for a small portion of an overall journey. Magnitude of change: Low – Negligible Type of Effect: Adverse Representative Views: 7.0
8. Users of public rights of way to the east (PRoW CG 89,93, & 94)	Medium	This group of footpaths lies beyond the existing railway line and associated embankment vegetation. Due to the topography of the land and intervening vegetation and built form the Site can not be seen. In these views the rooftops of the buildings located to the east of the Site can be seen, development within the Site is unlikely to be seen. Magnitude of change: Negligible Type of Effect: Adverse Representative Views: 8.0
9. Road users on Manchester Airport Relief Road	Low - Medium	This route traverses the southern portion of the study area beyond the existing airport carparking. From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation. Whilst the built form would introduce massing into the view, from this distance this change would form a small portion of an overall wider panoramic across a generally unattractive view. Views from this route are generally experienced by road users and often experienced at speed and are fleeting. Magnitude of change: Low Type of Effect: Adverse Representative Views: 9.0

Impacts on Green Belt Openness

Physical Openness

- 5.22 The Proposed Scheme would result in an increase in development on open land in the Site which lies within the Green Belt. Subsequently this would result in the permanent loss of physical openness within the Site itself and a localised part of the Green Belt. There would be a noticeable change in the physical characteristics of the Site. However, these changes would be confined by the surrounding busy road network and

brick boundary wall which form defensible boundaries. The Proposed Scheme would not impact on the physical openness of the wider Green Belt to the north.

Visual Openness

- 5.23 The Proposed Scheme would result in the increased visibility of built form within a localised part of the Green Belt. This would be evident in close range views from Simonsway, Finney Lane and Styal Road as described in **Table 5.4**. The proposed scrub and tree planting that is incorporated within the layout would provide some additional screening to the proposed built form. However, the introduction of large scale built form within the part of the Site that falls in the Green Belt would have a more urban appearance than the existing Site. As a result there would be a reduction in the visual openness of the Site itself.
- 5.24 The appearance of the Site is not rural in character, nor can it be perceived as open countryside; the Proposed Scheme would not be incongruous in the existing setting. Views towards the development would be experienced in the context of the adjacent existing office blocks and commercial buildings.
- 5.25 In the wider Site context, the Proposed Scheme would continue to be visually contained from the majority of surrounding publicly accessible viewpoints. Due to the existing containment of the Site, the Proposed Scheme would also not obscure any visual links with the wider Green Belt.
- 5.26 In views from the south east the Proposed Scheme will be visible in the distance on the skyline, however, in these views the land in the foreground provides visual openness and the Site does not contribute to the openness of the Green Belt.
- 5.27 The open agricultural land to the north of the Site beyond Simonsway and the farmstead would continue to provide the sense of openness currently experienced in this Green Belt parcel. This sense of visual openness here would be retained.
- 5.28 Overall, the Site has a moderate to low level of visual openness and makes little contribution to the perception of openness of the Green Belt. The Proposed Scheme would result in a reduction in visual openness in the Site itself. However, due to the containment of the Site and the urbanising influence of existing boundary treatments and surrounding development, the impact would be limited. The Site is cut off from the land to the north which makes a stronger contribution to visual openness and development would have a limited impact on the visual openness of the Green Belt as a whole.

6. Representative Views Assessment

Introduction

- 6.1 This section sets out the assessment of the impact of the Proposed Scheme on the representative views as identified earlier in the LVIA. The assessment follows the methodology set out in **Appendix 2** and includes consideration of how the Proposed Scheme could affect the experience of the character and visual amenity.
- 6.2 The Representative Views Assessment underpins the assessment of effects as described earlier in this report. The baseline visual appraisal, set out in Section 3 of this TVIA, identified a number of representative views, which are located in **Figure 3** of **Appendix 3**. A series of photographs have been prepared from these viewpoints and are set out within **Appendix 3**.
- 6.3 None of the views are static, being kinetic and variable in nature when experienced within the landscape/townscape. The visualisations provide representations of a complex scenic experience and as such are indicative. However, they have been chosen to give an impression of the maximum effect of the Project in the viewing experience. Whilst the visualisations are provided for appraisal, the image is no substitute for the actual visual experience from a representative viewpoint or experienced by a visual receptor. It is essential when considering these views that the individual is aware of the viewing experience at each location, to be aware of traffic noise, weather, the surrounding buildings and any other similar matters. It is therefore recommended that this document is taken on Site to fully appreciate the nature of the viewing experience in each representative viewpoint location.
- 6.4 The selection of representative views has taken into account the location and characteristics of the surroundings. In determining the effects of the Proposed Scheme, a judgement is made regarding the design quality of the completed scheme. This is informed by the visualisations and the supporting planning application information.
- 6.5 The type of effect has been identified as beneficial, neutral or adverse based on professional judgement. It should be noted that the proposed changes to views as a result of the new built form could include both beneficial and adverse impacts and would be perceived differently by different individuals.
- 6.6 A summary of the effects on Representative Views is provided in **Table 6.1**.

Table 6.1: Assessment of Viewpoint Locations

Location	Value	Susceptibility to change	Sensitivity	Magnitude of change / Type of effect
1.1 Simonsway at the junction with Shadowmoss Road, east bound	Ordinary	Medium	Low - Medium	Year 1: Low / Neutral Year 15: Low / Beneficial
1.2 Finney Lane at the junction with Simonsway and Styal Road, west bound				Year 1: Medium / Neutral Year 15: Low / Beneficial
1.3 Finney at the junction with Daisy Bank Lane, west bound				Year 1: Low adverse Year 15: Low / Beneficial
2.0 Styal Road south bound	Ordinary	Medium	Low - Medium	Year 1: Medium / Adverse Year 15: Low / Adverse
3.0 Patch Croft Road/ Pasture Field Road	Ordinary	Medium	Low - Medium	Year 1: Medium / Neutral Year 15: Low / Beneficial
4.0 Worker and visitors to Atlas Business Park	Ordinary	Medium	Low - Medium	Year 1: Medium / Neutral Year 15: Low / Beneficial
5.1 Road users and pedestrians on Shadowmoss Road	Ordinary	Medium	Low - Medium	Low / Neutral Year 1: Low / Adverse
5.2 Shadowmoss Road				Year 15: Negligible
5.3 Ringway Road				Year 1: Low / Adverse Year 15: Negligible
6.1 Lomond Road at the Gatley Brook	Ordinary	Medium	Low - Medium	Low / Adverse – Negligible
6.2 Lomond Road at Peel Hall SAM				Negligible

Location	Value	Susceptibility to change	Sensitivity	Magnitude of change / Type of effect
7.0 PRoW FFP 254	Ordinary	High	Medium	Low / Adverse – Negligible
8.0 PRoW CG 89 at the junction with PRoW CG90 & CG 91	Ordinary	High	Medium	Negligible
9.0 Manchester Airport Relief Road	Ordinary	Medium	Low - Medium	Low / Adverse

Representative View 1.1 – View from Simonsway at the junction with Shadowmoss Road, looking south-east toward the Site.

Existing Baseline Situation

- 6.7 From this viewpoint location the view into the Site is filtered by mature trees within the grass verge along Simonsway and also within the Site itself including distinctive lines of Poplar trees. There is a glimpse view of the northern tip of the Site and existing boundary wall and overgrown vegetation within the Site can be seen. The views encompass the existing adjacent office buildings.

Sensitivity

- 6.8 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.9 In this view the majority of the proposals would be screened by existing vegetation or built form adjacent to the Site boundaries. The proposals would be more visible during the winter months when the trees aren't in leaf. This view would be experience in the context of a main route through an urban setting comprising office block buildings and the adjacent residential areas. The built form would represent an increase in massing in the view, however this would be in keeping with the adjacent land uses.
- 6.10 The retained existing vegetation and the introduction of new planting including trees and shrubs along the Site boundary would filter and soften views and help to integrate the Proposed Scheme into the surroundings. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme.
- 6.11 The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on this view

- 6.12 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial in this view. The proposals would include beneficial visual effects, resulting in an overall beneficial effect on the users of this road.
- 6.13 At Year 1, the magnitude of change would be **Low**, and the type of effect would be **Neutral**.
- 6.14 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. This would have a positive influence on the character and appearance of the view, providing more visual interest, and improved built edge. The magnitude of change would be **Low**, and the type of effect would be **Beneficial**.

Representative View 1.2 – View from Finney Lane at the junction with Simonways Way and Styal Road, looking west toward the Site.

Existing Baseline Situation

- 6.15 Views into the Site are filtered by mature trees within the Site itself including distinctive group of Poplar trees on the north eastern top of the Site. There are clear views towards the Site. The Site has a somewhat unkempt character; the existing boundary wall and overgrown vegetation within the Site can be seen. The busy road and adjacent land uses are all detracting features in the setting of this view.

Sensitivity

- 6.16 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.17 In this view the proposals would be partially screened by existing vegetation along the Site boundary, however the rooftops and upper storeys would be visible. The proposals would be more visible during the winter months when the trees aren't in leaf. This view would be experienced in the context of a main route through an urban setting comprising office block buildings and the adjacent residential areas. The built form would represent an increase in massing in the view, however this would be in keeping with the adjacent land uses.
- 6.18 The retained existing vegetation and the introduction of new planting including trees and shrubs along the Site boundary would filter and soften views and help to integrate the Proposed Scheme into the surroundings. It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme.
- 6.19 The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on this view

- 6.20 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial in this view. The proposals would include beneficial visual effects, resulting in an overall beneficial effect on the users of this road.
- 6.21 At Year 1, the magnitude of change would be **Medium**, and the type of effect would be **Neutral**.
- 6.22 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. This would have a positive influence on the character and appearance of the view, providing more visual interest, and improved built edge. The magnitude of change would be **Low**, and the type of effect would be **Beneficial**.

Representative View 1.3 – View from Finney Lane at the junction with Daisy Bank Lane and Irvin Drive, looking west toward the Site.

Existing Baseline Situation

- 6.23 Views towards the Site are somewhat filtered by the roadside vegetation along Finney Lane. The existing vegetation within the Site itself including distinctive group of Poplar trees on the north eastern top of the Site would also filter views of the Proposed Scheme. The busy road and adjacent land uses are all detracting features in the setting.

Sensitivity

- 6.24 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.25 In this view the proposals would be partially screened by existing vegetation along the Site boundary, however the rooftops and upper storeys would be visible. The proposals would be more visible during the winter months when the trees aren't in leaf. This view would be experienced in the context of a main route through an urban setting comprising areas of car parking and the adjacent residential development. The built form would represent an increase in massing in the view, however this would be in keeping with the adjacent land uses.
- 6.26 The retained existing vegetation and the introduction of new planting including trees and shrubs along the Site boundary would filter and soften views and help to integrate the Proposed Scheme into the surroundings.
- 6.27 The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on this view
- 6.28 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial in this view. The proposals would include

beneficial visual effects, resulting in an overall beneficial effect on the users of this road.

- 6.29 At Year 1, the magnitude of change would be **Medium**, and the type of effect would be **Neutral**.
- 6.30 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. This would have a positive influence on the character and appearance of the view, providing more visual interest, and improved built edge. The magnitude of change would be **Low**, and the type of effect would be **Beneficial**.

Representative View 2.0 – View from Styal Road at the junction with Longstone Road, looking north towards the Site.

Existing Baseline Situation

- 6.31 Views towards the Site are generally filtered by existing mature trees on the eastern boundary. The views along this route are generally experienced in the context of the adjacent office buildings and public house. The airport parking is often a detracting feature.

Sensitivity

- 6.32 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of Views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.33 In this view, when travelling north along the road the rooftops and upper floors of the Proposed Scheme would be visible. Whilst the proposals would be seen, these views would be experienced in the context of a main route through an urban setting often framed office block buildings, commercial units and a public house.
- 6.34 The proposed vegetation and open space to the east of the Site would set the built form back from this route and reduce the effects.
- 6.35 The proposals would result in adverse visual effects
- 6.36 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce in this view.
- 6.37 At Year 1, the magnitude of change would be **Medium**, and the type of effect would be **Adverse**.

- 6.38 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. The magnitude of change would be **Low**, and the type of effect would be **Adverse**.

Representative View 3.0 – View from Pasture Field Road at the junction with Simonsway, looking south toward the Site.

Existing Baseline Situation

- 6.39 There are channelled views from Pasture Field Road looking south towards the northern boundary of the Site. In this view the somewhat unkempt character can be seen, including the existing boundary wall and overgrown vegetation within the Site. The main road running parallel to the Site boundary is a detracting feature in the view.

Sensitivity

- 6.40 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.41 From this viewpoint location the removal of some of the existing vegetation along the northern boundary and the creation of a new Site access would mean that the proposed new buildings would be clearly visible. The built form would present an increase in massing in these views; however this would be in keeping with the adjacent land uses.
- 6.42 The introduction of new planting including trees and shrubs along the Site boundary would filter and soften views of the Proposed Scheme as well as helping to integrate the proposals into the surroundings.
- 6.43 It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme.
- 6.44 The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road.
- 6.45 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor.
- 6.46 At Year 1, the magnitude of change would be **Medium**, and the type of effect would be **Neutral**.
- 6.47 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. This would have a positive influence on the character and appearance of the view, providing more visual interest,

and improved built edge. The magnitude of change would be **Low**, and the type of effect would be **Beneficial**.

Representative View 4.0 –View from Atlas Business Park, looking east toward the Site.

Existing Baseline Situation

- 6.48 There are clear open views from this viewpoint location looking east towards the Site. Iron railings, large area of hardstanding/ former car parking area, and overgrown vegetation within the Site can be seen in the foreground.

Sensitivity

- 6.49 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.50 Due to the removal of the existing vegetation within the Site the proposed new buildings would be clearly visible. The built form would present an increase in massing in these views; in this location this would be in keeping with the adjacent land uses.
- 6.51 It is considered that the quality of views would generally improve with the replacement of an unkempt Site including overgrown boundary vegetation with new modern built form, together with appropriate landscape treatments which would help to visually integrate the Proposed Scheme.
- 6.52 The proposals would include both adverse and beneficial visual effects, resulting in an overall neutral effect on the users of this road.
- 6.53 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals would reduce and become more beneficial to the visual receptor.
- 6.54 At Year 1, the magnitude of change would be **Medium**, and the type of effect would be **Neutral**.
- 6.55 At Year 15, the establishment of the vegetation would further filter views of the Proposed Scheme and integrate into the surroundings. This would have a positive influence on the character and appearance of the view, providing more visual interest, and improved built edge. The magnitude of change would be **Low**, and the type of effect would be **Beneficial**.

Representative View 5.1 – Shadowmoss Road, looking north east toward the Site.

Existing Baseline Situation

- 6.56 At this viewpoint location, adjacent to an area open land, roadside vegetation dominates the foreground of the view. The Site itself is not visible however the rooftops and upper storeys of the existing built form at Atlas Business Park is visible.

The tramlines and associated overhead cables are detracting features in the foreground.

Sensitivity

- 6.57 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.58 From this location the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible beyond the existing roadside vegetation. During the winter months these views will be filtered, and the Proposed Scheme would become more visible.
- 6.59 Whilst the built form would introduce massing into the view, this massing would be visible in the distance, and create a small change in a view that is currently influenced by the adjacent built form and land uses. Therefore, the overall effect on this view would be neutral.
- 6.60 At Year 1, the magnitude of change would be **Low**, and the type of effect would be **Neutral**.
- 6.61 At Year 15, whilst the proposed landscape strategy will have established, due to the oblique nature of this view and intervening vegetation and built form, the proposed landscaping will not be clearly perceived from this viewpoint location and therefore the magnitude of change would remain as **Low**, and the type of effect would remain as **Neutral**.

Representative View 5.2 – Shadowmoss Road, looking north east toward the Site.

Existing Baseline Situation

- 6.62 Views from this location are experienced in the context of tramlines and associated overhead cables, the security lighting within the car parking areas, and lighting columns associated with the airport runway which are all detracting features. The Site itself is not clearly visible. There are views extend to distant elevated land within the Peak District.

Sensitivity

- 6.63 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.64 From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation associated with the adjacent airport car parking areas.

- 6.65 Whilst the built form would introduce massing into the view in the distance, this change would form a small portion of an overall wider panoramic across a generally unattractive view.
- 6.66 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals on the visual receptor would reduce.
- 6.67 At Year 1, the magnitude of change would be **Low**, and the type of effect would be **Adverse**.
- 6.68 At Year 15, the establishment of the vegetation would further screen views of the Proposed Scheme and integrate into the surroundings, reducing the effects to **Negligible**.

Representative View 5.3 – View from Ringway Road at the junction with Shadowmoss Road, looking north-east toward the Site.

Existing Baseline Situation

- 6.69 Views from this location are experienced in the context of the security lighting within the car parking areas, and lighting columns associated with the airport runway which are all detracting features. The Site itself is not clearly visible. There are views extend to distant elevated land within the Peak District.

Sensitivity

- 6.70 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.71 From these distant views the Site itself is not clearly visible; however, the rooftops and upper storeys of the Proposed Scheme would be visible in the distance above the existing vegetation associated with the adjacent airport car parking areas.
- 6.72 Whilst the built form would introduce massing into the view in the distance, this change would form a small portion of an overall wider panoramic across a generally unattractive view.
- 6.73 As the proposed vegetation as set out in the landscape strategy begins to establish, the development would integrate into the landscape and the effects of the proposals on the visual receptor would reduce.
- 6.74 At Year 1, the magnitude of change would be **Low**, and the type of effect would be **Adverse**.
- 6.75 At Year 15, the establishment of the vegetation would further screen views of the Proposed Scheme and integrate into the surroundings, reducing the effects to **Negligible**.

Representative View 6.1 – View from Lomond Road, looking south toward the Site.

Existing Baseline Situation

- 6.76 From this location the view encompass the open break between these residential areas with pastures and mature trees. Due to the topography of the land and the intervening mature trees to the north of the Site there are no views into the Site itself.

Sensitivity

- 6.77 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.78 This viewpoint is located at a break in the roadside vegetation, where there is an oblique view south across open land towards the Site. The Site itself cannot be seen, the vegetation on the north eastern corner of the Site is visible. This vegetation would be retained as part of the Proposed Scheme and would help to screen and filter views of the proposals. The roof tops and upper storeys of the proposal would be visible in this oblique glimpse view, beyond the boundary vegetation.
- 6.79 At Year 1, the magnitude of change would be **Low - Negligible**, and the type of effect would be **Adverse**.
- 6.80 At Year 15, whilst the proposed landscape strategy will have established, due to the nature of this view and intervening vegetation and built form, the proposed landscaping will not be clearly perceived from this viewpoint location and therefore the magnitude of change would remain as **Low - Negligible**, and the type of effect would be **Adverse**.

Representative View 6.2 – View from Lomond Road at the junction with Holliney Road, at Peel Hall SAM looking south toward the Site.

Existing Baseline Situation

- 6.81 This viewpoint is located at the entrance to the to Peel Hall, on the southern boundary of Peel Hall Park. The viewpoint location has been selected to demonstrate any potential change in views from the settings of the listed feature and the scheduled ancient monument. Due to the topography of the land, the intervening building form at the residential area of Wythenshawe and the intervening mature vegetation the Site can not perceived.

Sensitivity

- 6.82 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.83 The magnitude of change and effects of the Proposed Scheme would be **Negligible**.

Representative View 7.0 – View from public right of way branching from Pasture Field Road (PRoW FFP 254), looking south toward the Site.

Existing Baseline Situation

- 6.84 This viewpoint is located adjacent to the listed farm buildings within the agricultural land to the north of the Site. As the route opens out within the grounds of a farmstead there are oblique views south towards the Site. Intervening vegetation screen the Site itself, although the vegetation on the north western corner of the Site can be seen

Sensitivity

- 6.85 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of high importance to users of the public right of way. The visual receptor has a **High Susceptibility to Change** and overall a **Medium Sensitivity**.

Effect on View

- 6.86 The existing vegetation along the northern boundary of the Site would be retained as part of the Proposed Scheme in this view the intervening vegetation help to screen and filter views of the proposals. The roof tops and upper storeys would be visible in this oblique glimpse view.
- 6.87 At Year 1, the magnitude of change would be **Low - Negligible**, and the type of effect would be **Adverse**.
- 6.88 At Year 15, whilst the proposed landscape strategy will have established, due to the nature of this view and intervening vegetation and built form, the proposed landscaping will not be clearly perceived from this viewpoint location and therefore the magnitude of change would remain as **Low - Negligible**, and the type of effect would be **Adverse**.

Representative View 8.0 – View from the public rights of way branching from New Hall Avenue (PRoW CG 89,93, & 94), looking north-west toward the Site.

Existing Baseline Situation

- 6.89 This viewpoint location was selected as a representative from the footpath to the south east of the Site. Due to the topography of the land and intervening vegetation and built form the Site cannot be seen.

Sensitivity

- 6.90 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of views and visual amenity likely to be of high importance to users of the public right of way. The visual receptor has a **High Susceptibility to Change** and overall a **Medium Sensitivity**.

Effect on View

- 6.91 The magnitude of change and effects of the Proposed Scheme would be **Negligible**.

Representative View 9.0 – View from Manchester Airport Relief Road at the junction with Styal Road, looking north toward the Site.

Existing Baseline Situation

- 6.92 This viewpoint is located within the southern portion of the study area beyond the existing airport carparking. From this distant view the Site itself is not clearly visible. The road and associated traffic barriers are detracting features in this view. In addition to this the trainlines traverse this area in cutting and the steel barriers associated with this are an unattractive feature in this view.

Sensitivity

- 6.93 The view is not protected or identified in planning policy and is considered to be of **Ordinary Value**. The experience of Views and visual amenity likely to be of moderate importance to road users and pedestrians. The visual receptor has a **Medium Susceptibility to Change** and overall a **Low - Medium Sensitivity**.

Effect on View

- 6.94 Whilst the Site itself is not visible is envisage that the rooftops and upper storeys of the Proposed Scheme would be visible in the distance beyond the existing vegetation.
- 6.95 Whilst the built form would introduce massing into the view, from this distance this change would form a small portion of an overall wider panoramic across a generally unattractive view. Views from this route are generally experienced by road users and often experienced at speed and are fleeting
- 6.96 At Year 1, the magnitude of change would be **Low**, and the type of effect would be **Adverse**.
- 6.97 At Year 15, whilst the proposed landscape strategy will have established, due to the nature of this view and intervening vegetation and built form, the proposed landscaping will not be clearly perceived from this viewpoint location and therefore the magnitude of change would remain as **Low**, and the type of effect would be **Adverse**.

7. Summary and Conclusions

- 7.1 This LVIA report has been founded on a thorough study of the Site and its landscape and visual context; through understanding and appreciating these features and resources, a robust impact appraisal of the Proposed Scheme has been undertaken. The assessment included:
- A review of relevant policy and guidance;
 - Identification of the baseline quality and characteristics of the local landscape character and local views and identification of key visual receptors and representative viewpoints; and
 - Assessment of the impact of the Proposed Scheme on landscape character, visual receptors and key views.
- 7.2 In accordance with best practice, the assessment process commenced at the start of the project and was used to inform the development of proposals for the Site. This allowed the early identification of landscape opportunities and mitigation measures which were then embedded in the design proposals.
- 7.3 The Site partially falls within LCA 40: Heald Green to Bramhall ('LCA 40'), which is categorised within the 'Urban Fringe Farmland' LCT. LCA40, within which the Site is partially located, was judged to have a 'low-moderate' sensitivity commercial/industrial development.
- 7.4 A Zone of Theoretical Visibility (ZTV) was produced to understand where in the surrounding landscape the Proposed Scheme and Site were likely to be visible. This consideration of visibility was used to identify key visual receptors and key views with potential to be affected by the Proposed Scheme and to inform the selection of representative views.
- 7.5 Key visual receptors includes users of :
- Simonsway and Finney Lane
 - Styal Road
 - Patch Croft Road/ Pasture Field Road
 - Atlas Business Park
 - Shadowmoss Road
 - Ringway Road
 - Lomond Road
 - PRow FFP 254

- PRow CG 89, G90 & CG 91
 - Manchester Airport Relief Road
- 7.6 Fourteen representative viewpoints were identified and agreed with Manchester City Council to reflect these receptors and an assessment made of the character and quality of the existing view from these viewpoints.
- 7.7 The identified effects on the Landscape Receptors are summarised in **Table 7.1** below:

Table 7.1: Summary of assessment of effects on Landscape Character Receptors

Landscape receptor	Sensitivity	Magnitude of Change	Type of Effect
LCA 40 Urban Fringe Farmland	Medium - Low	Low	Adverse
The Site and its immediate setting	Low	Medium - High	Neutral
Vegetation within the Site	Medium - Low	Medium – Low Low (year 15)	Adverse

- 7.8 The effects of the landscape receptors as a result of the Proposed Scheme would generally be adverse; however due to the locations and setting of the Site the receptors are not particularly sensitive to change of this nature. The Greater Manchester Landscape Character and Sensitivity Assessment ('GMLCSA') identifies LCA 40 Urban Fringe Farmland as having a low-moderate sensitivity to commercial/industrial developments.
- 7.9 The identified effects on the Visual Receptors are summarised in **Table 7.2** below.

Table 7.2: Summary of assessment of effects on Visual Receptors

Location	Sensitivity	Magnitude of change / Type of effect
1.1 Simonsway at the junction with Shadowmoss Road, east bound	Low - Medium	Year 1: Low / Neutral Year 15: Low / Beneficial
1.2 Finney Lane at the junction with Simonsway and Styal Road, west bound		Year 1: Medium / Neutral Year 15: Medium / Beneficial
1.3 Finney at the junction with Daisy Bank Lane, west bound		Year 1: Low / Neutral Year 15: Low / Beneficial

Location	Sensitivity	Magnitude of change / Type of effect
2.0 Styal Road south bound	Low - Medium	Year 1: Medium / Adverse
		Year 15: Low / Adverse
3.0 Patch Croft Road/ Pasture Field Road	Low - Medium	Year 1: Medium / Neutral
		Year 15: Medium / Beneficial
4.0 Worker and visitors to Atlas Business Park	Low - Medium	Year 1: Medium / Neutral
		Year 15: Medium / Beneficial
5.1 Road users and pedestrians on Shadowmoss Road	Low - Medium	Low / Neutral
5.2 Shadowmoss Road		Year 1: Low / Adverse
		Year 15: Negligible
5.3 Ringway Road		Year 1: Low / Adverse
		Year 15: Negligible
6.1 Lomond Road at the Gatley Brook	Low - Medium	Low / Adverse – Negligible
6.2 Lomond Road at Peel Hall SAM		Negligible
7.0 PRoW FFP 254	Medium	Low / Adverse – Negligible
8.0 PRoW CG 89 at the junction with PRoW CG90 & CG 91	Medium	Negligible
9.0 Manchester Airport Relief Road	Low - Medium	Low / Adverse

- 7.10 Overall, the visual receptors have low – medium sensitivity and the identified effects on views would be localised and generally of medium to low magnitude. Where the magnitude of change in views is high to medium, the effects would be considered as neutral or beneficial and on receptors of low or medium sensitivity. These effects would not constitute ‘significant effects’ in the context of the EIA regulations

Impacts on Green Belt Openness

- 7.11 The Proposed Scheme would result in an increase in development on open land in the Site which lies within the Green Belt. Subsequently this would result in the permanent

loss of physical openness within the Site itself and a localised part of the Green Belt. The Site has a moderate to low level of visual openness and makes little contribution to the perception of openness of the Green Belt. The Proposed Scheme would result in a reduction in visual openness in the Site itself. Due to the containment of the Site and the urbanising influence of existing boundary treatments and surrounding development, the impact would be limited. The Site is cut off from the land to the north which makes a stronger contribution to physical and visual.

Appendix 1: Relevant Planning Policy Context

National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) was introduced in March 2012 and provided a full statement of the Government's planning policies. A revision to the NPPF was adopted by MHCLG in July 2018, with further revisions in February 2019 and July 2021. At the heart of the NPPF is 'a presumption in favour of sustainable development' (para 10). Three overarching objectives for achieving sustainable development are identified (para 8) as: an economic objective; a social objective; and an environmental objective.

Chapter 12 of the Framework outlines the Government's guidance regarding a requirement for good design. Within this, Paragraph 126 establishes that the Government attaches great importance to the design of the built environment. It states that *'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'*

Paragraph 130 states:

'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Paragraph 174 of the NPPF goes on to say that the planning system should *'contribute to and enhance the natural and local environment'* by a number of things including:

- a) protecting and enhancing valued landscapes...(in a manner commensurate with their statutory status or identified quality in the development plan);*

b) recognising the intrinsic character and beauty of the countryside.

Section 13 of the NPPF provides guidance for protecting Green Belt land and states that *“the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”* (paragraph 137).

Paragraph 149 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, unless it corresponds with a series of exceptions which includes:

“limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- *not have a greater impact on the openness of the Green Belt than the existing development; or*
- *not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.”*

National Planning Practice Guidance

National Planning Practice Guidance (NPPG) has been issued by the Government as a web resource. This is intended to provide more detailed guidance and information with regard to the implementation of national policy set out in the NPPF.

In the Design guidance category of the PPG, (Paragraph 001 Reference ID: 26-001-20191001) the guidance supports paragraph 130 of the NPPF which states that *‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents’*. It also refers to the accompanying National Design Guide⁹ which sets out ten characteristics for a well-designed place:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

⁹ Ministry for Homes, Communities & Local Government (2019) *National Design Guide: Planning practice guidance for beautiful, enduring and successful places*

In the Natural Environment guidance category of the NPPG, Paragraph 006 (Reference ID: 8-006-20190721) refers to green infrastructure and states:

‘The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty’.

Paragraph 029 (ID: 8-029-20190721) provides guidance in relation to trees within settlements and states that the interaction of trees and tree roots with built infrastructure requires expert arboricultural or forestry advice. In order to deal with the pressures of climate change it also guides that trees should be well-placed and well-chosen.

Paragraph 037 (ID: 8-037-20190721) supports the use of Landscape Character Assessment as a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It also supports the use of LVAs to demonstrate the likely effects of the Proposed Scheme on the landscape.

Local Development Framework

The Site is situated within the Manchester City Council (‘Council’) area, which adopted the Manchester Core Strategy¹⁰ as the key Local Development Framework document against which new development proposals should be judged. The Manchester Core Strategy was adopted on 11th July 2012 and covers the period of 2012-27.

Policy DM 1 – Development Management outlines the considerations of which decisions on development proposals will take account. Of particular relevance to the landscape, townscape and visual impacts of the development proposal for the Site are the requirements for development applications to regard to their impact on surrounding areas in terms of their design, scale and appearance; effects on biodiversity, landscape, archaeological or built heritage; and the potential impacts on open space reserves.

“All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- *Appropriate siting, layout, scale, form, massing, materials and detail.*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. Community safety and crime*

¹⁰ Manchester City Council (2012) Manchester Core Strategy

prevention. Design for health. Adequacy of internal accommodation and external amenity space. Refuse storage and collection.

- *Vehicular access and car parking.*
- *Effects relating to biodiversity, landscape, archaeological or built heritage.*
- *Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
- *Flood risk and drainage.*
- *Existing or proposed hazardous installations.*

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required: Year 2010 – Code Level 3; Year 2013 - Code Level 4; Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.”

Policy EN 1 – Design Principles and Strategic Character Areas sets out the considerations that development is expected to follow in each of the Council area’s designated character areas. In general, good design is encouraged, particularly on major radial and orbital and rail routes. The Site straddles the Character Areas of Wider Wythenshawe and the Airport and Urban Fringe. The Wider Wythenshawe Character Area seeks to protect the low-rise suburban character and soft landscape of the Wythenshawe garden-city-influenced residential areas, while the Airport and Urban Fringe Character Area is principally concerned with the accommodation of the Airport’s future operational needs alongside effort to minimise compromise to the area’s open character.

“All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.”

“10. Wider Wythenshawe Character Area Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial

zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres.

- *The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.*

11. *Airport & urban fringe Character Area* Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses.

- *Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible."*

Policy EN 9 – Green Infrastructure sets out the requirements of new development to maintain or enhance green infrastructure, or mitigate its loss as a result of the development. This policy is supported by the Manchester Green and Blue Strategy, which provides a definition of Green Infrastructure, a rationale for its maintenance, enhancement and the mitigation of its loss, and actions for developers to take in order to maintain or enhance Manchester's Green Infrastructure. Policy EN9 states:

"New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Key features of Manchester's green infrastructure will include:

- *The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.*
- *The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity.*
- *The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.*

The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. New

green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.”

Policy EN 13 – Green Belt outlines the provision of the Green Belt in the Council area, stating that no amendments to the Green Belt are to be made except those in the vicinity of Manchester Airport.

“The extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents.”

Appendix 2: The LVIA Methodology

The methodology for landscape and visual assessment is based on current best practice as set out in:

- Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3);
- Landscape Character Assessment, 2017 (Landscape Institute Technical Information Note 05/2017);
- Visual representation of development proposals (Landscape Institute Technical Information Note 02/2017); and,
- Photography and photomontage in landscape and visual impact assessment (Landscape Institute Technical Information Note 01/2011)

The Guidelines for Landscape and Visual Impact Assessment (GLVIA) states that this type of appraisal provides a tool for identifying and assessing the *“the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people’s views and visual amenity”* (Para. 1.1). It goes on to emphasise that the appraisal has two interlinked elements of: landscape, as a resource; and visual amenity, including views. The effects of both must be addressed in the assessment.

Landscape Baseline Appraisal

The baseline landscape appraisal included a mixture of desk study and field work to identify and record the key landscape features and character of the landscape within the study area. A preliminary desk study of Ordnance Survey (OS) maps and aerial photography was undertaken to establish the physical components of the Site and its surroundings. A review of the landscape character context of the Site was undertaken which referenced the current published landscape character studies relating to the study area at national, regional and local level. This was followed by fieldwork to assess the key characteristics of the local landscape character and identify local landscape character areas within the study area. The key landscape receptors (landscape character areas, landscape features or landscape characteristics) with potential to be affected by the proposed development were then identified and a judgement was made on the Value of each of these. This judgement is made based on the approach set out in GLVIA3 and as described below.

The Value of each of the identified landscape receptor was assessed with reference to the following criteria and the definitions of level of value set out in **Table 1.1**:

- Any designations or policies (both national and local) which may be present; and,
- The presence or absence of other attributes which contribute to landscape value such as landscape condition, scenic quality, rarity, representativeness, conservation interests, recreation value, perceptual aspects or associations e.g. with writers, artists or historic events

Table 2.1 Value of Landscape Receptors

Value	Typical Level of Designation/ Rarity	Typical Examples
Very High	International, National	World Heritage Application Sites, and/or key features of World Heritage Application Sites. No potential for substitution.
High	National, Regional	National Parks or AONBs and/or key features of these, Scheduled Monuments, some Conservation Areas, and landscape areas with typically a significant number of Grade I/II* listed buildings, and/or Registered Historic Park and Gardens. No or limited potential for substitution.
Medium	Regional, Local	Landscape areas designated at local level e.g. Special Landscape Areas and other undesignated areas or features of notable scenic quality or recreational value with value perhaps expressed through non-official publications or demonstrable use. Limited potential for substitution.
Low/Ordinary	Local	Landscape features or character areas which are not related to designated, or non-designated heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; and/or is of little scenic or landscape importance. Considerable potential for substitution.
Very Low	Local	Landscape features or local character areas in poor condition or quality and/or identified for recovery.

Visual Baseline Appraisal

The baseline visual appraisal established the area in which the Application Site, and emerging scheme proposals, may be visible; the different groups of people who may experience the views of the development (defined as visual receptors); and, the nature of these views. These factors interrelate, but for the purpose of the assessment are dealt with in that order.

The visibility of the Application Site was assessed by a walkover survey which established the area within the study area from which the Application Site is currently visible. The key visual receptors within this area were then identified (i.e. groups of people within this area who experience (or may experience) views of the Application Site).

In most assessments, unless specifically requested by the LPA, visual receptors are restricted to groups of people in publically accessible places. Normally, views from private residential properties are not included as changes to private views are not a planning consideration¹¹ unless the development is likely to be so overbearing or dominating that they could result in unacceptable living conditions. Where this is possible, a separate residential visual amenity

¹¹ Aldred's Case in 1610 established in English law that views from private property cannot be protected.

assessment is undertaken. In this case it was established that assessment of impacts on views from private residential properties was not required.

Following identification of the key visual receptors, representative viewpoints were identified to reflect typical views from the key visual receptors. A description and evaluation of the identified views was then undertaken which took into account the following:

- type and relative numbers of people, and their occupation or activity
- location, nature and characteristics
- nature, composition and characteristics of the views (including directions)
- elements which may interrupt, filter or otherwise influence the views
- seasonal changes in the view

Assessment of Landscape Effects

Landscape effects include:

- Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the Landscape/local Landscape area; and/or,
- Introduction of new elements or features that influence the character and distinctiveness of the Landscape/local Landscape area;

The assessment of landscape effects considered the sensitivity of the landscape receptor and the magnitude of the predicted effect.

The sensitivity of landscape receptors relates to the value attached to that receptor (which was established as part of the baseline assessment) and the susceptibility of the receptor to the type of change or development proposed. GLVIA3 defines landscape susceptibility as “*the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the Proposed Development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies*” (Para. 5.40).

Judgements on the susceptibility to change of each of the identified landscape receptors were made based on the scale set out in **Table 1.2**.

Table 2.2 Susceptibility to change of landscape receptors

Susceptibility to change	Description
High	Landscape receptor ¹² would be unlikely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies. Landscape receptor has little or no relationship to the type of development proposed and/or would be difficult to replace or substitute if lost e.g. ancient woodland, veteran trees and historic parkland. Landscape receptor is highly sensitive and would be fundamentally altered by the type of development proposed.
Medium	Landscape receptor would be compromised by the type of development proposed and/or the achievement of landscape planning policies and strategies would be compromised. Landscape receptor has some relationship to the type of development proposed and/or could be partially replaced or substituted if lost. Landscape receptor is moderately sensitive and characteristics of the receptor would be altered by the type of development proposed. The general features or character of the receptor would remain but would be weakened by the type of development proposed.
Low	Landscape receptor would be likely to accommodate the type of development proposed without undue negative consequences for the maintenance of the baseline landscape character and/or the achievement of landscape planning policies and strategies. Landscape receptor has a close relationship to the type of development proposed and could be easily replaced or substituted if lost. Landscape receptor is of low sensitivity and characteristics of the receptor would not be significantly altered by the type of development proposed. The general landscape character is resilient to change.

A judgement on the overall sensitivity of each landscape receptor (ranging from Very High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of landscape effect considered the size or scale of the effect, the geographical extent of the effect and the duration and reversibility of the effect.

Judgements on the magnitude of Landscape effect were broadly based on the descriptions of magnitude set out in **Table 1.3** below.

¹² Includes landscape character areas, landscape elements or features and particular aesthetic or perceptual aspects of the landscape.

Table 2.3 Magnitude of Landscape Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a landscape receptor and/or addition of major new elements which would be dominant features with little or no relationship to the landscape receptor. Changes would substantially alter the character of a large area.
Medium	Permanent partial loss or change to some of the key characteristics of a landscape receptor and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small area or a noticeable change to a larger area.
Low	Permanent limited/localised loss or change to common characteristics of a landscape receptor and/or addition of new elements which would be noticeable features but largely in keeping with the existing character. Changes would result in a small change to the character of a large area or a noticeable change to a small area. Also includes temporary and/or reversible changes of larger scale or extent.
Very Low	Small scale changes to common characteristics of a landscape receptor and/or small scale additions of new elements which are in keeping with the existing character. Changes would not noticeably alter the character of the area. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to landscape receptor

Consideration was also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- Adverse: overall harm to Landscape character/feature
- Beneficial: overall improvement to Landscape character/feature
- Neutral: a combination of both adverse and beneficial effects with no overall harm or improvement to Landscape character/feature

Assessment of Visual Effects

Visual effects include:

- Changes to, and/or complete or partial loss of features, elements, characteristics or perceptual aspects that contribute to the character and distinctiveness of the view; and/or,
- Introduction of new elements or features that influence the character and distinctiveness of the view;

The assessment of visual effects considered the sensitivity of the visual receptor and the magnitude of the predicted effect.

The sensitivity of the visual receptor comprised a judgement on the value attached to the views and an assessment of the susceptibility of each receptor to the type of change proposed.

A judgement on the value attached to the views was made with reference to the following criteria and the definitions of value set out in Table 1.4.

- Planning designations e.g. Designated Views or Protected Vistas identified in local or regional planning policy'
- Other designations relating to landscape features or heritage assets e.g. key views identified in conservation area appraisals or recorded in citations for listed buildings or registered parks and gardens; and,
- Indicators of the value attached to views by visitors e.g. views identified in guidebooks or on tourist maps, official viewpoints (often with sign boards and interpretive material) or views referenced in literature or art

Table 1.4: Value attached to views

Value	Typical level of designation / Rarity	Typical Examples
Very High	International, National	Views associated with Application Sites of international importance e.g. World Heritage Application Sites
High	National, Regional,	Designated views of national or regional importance e.g. views of noted importance to Application Sites of national importance e.g. Scheduled Monuments, AONBs, Grade I/Grade II* listed buildings, and/or Registered Historic Park and Gardens
Medium	Regional, Local	Views identified or protected at local level e.g. identified in local planning policy or guidance and views associated with heritage or landscape features of regional or local importance e.g. some Conservation Areas and Grade II/II* listed buildings. May also include views which are undesignated but value perhaps expressed through non-official publications or its contribution to enjoyment of a designated or non-designated heritage asset.
Low/Ordinary	Local	The view from the identified visual receptor is not related to designated, or non-designated, heritage assets, or a planning designation; and/or mentioned in guidebooks or on tourist maps; and/or referenced in art and literature; but contributes positively to the visual amenity experienced by the receptor.
Very Low	Local	The view from the identified visual receptor does not make a positive contribution to local visual amenity.

The assessment of susceptibility of visual receptors was based on the approach set out in para 6.32 of GLVIA3 which notes that:

- ‘the susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of:
- The occupation or activity of people experiencing the view at particular locations: and,
- The extent to which their attention or interest may therefore be focussed on the views and the visual amenity they experience at particular locations’.

Judgements on the susceptibility of a visual receptor to change are broadly based on the descriptions of susceptibility set out in **Table 1.5** below.

Table 1.5 Susceptibility to change of visual receptors

Susceptibility	Description
High	Receptors for whom the view and visual amenity is of high importance to the experience or activity including: people engaged in outdoor recreation whose attention or interest is likely to be focused on the landscape and on particular views e.g. waymarked walks through the landscape; and visitors to heritage assets or other attractions where views of the surroundings are an important contributor to the experience.
Medium	Receptors for whom the view and visual amenity is of moderate importance to the experience or activity including: Travellers on most road or rail routes
Low	Receptors for whom the view and visual amenity is of low importance to the experience or activity including: people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and, people at their place of work whose attention may be focussed on their work, not on their surroundings, and where the setting is not important to the quality of working life.

A judgement on the overall sensitivity of each visual receptor (ranging from Very High to Very Low) was made based on the combined evaluation of susceptibility and value attached to the receptor together with informed professional judgement and guidance provided in GLVIA3.

The magnitude of visual effect considered the size or scale of the effect, the geographical extent of the effect, and the duration and reversibility of the effect.

Judgements on the magnitude of visual effect were broadly based on the descriptions of magnitude set out in **Table 1.6** below.

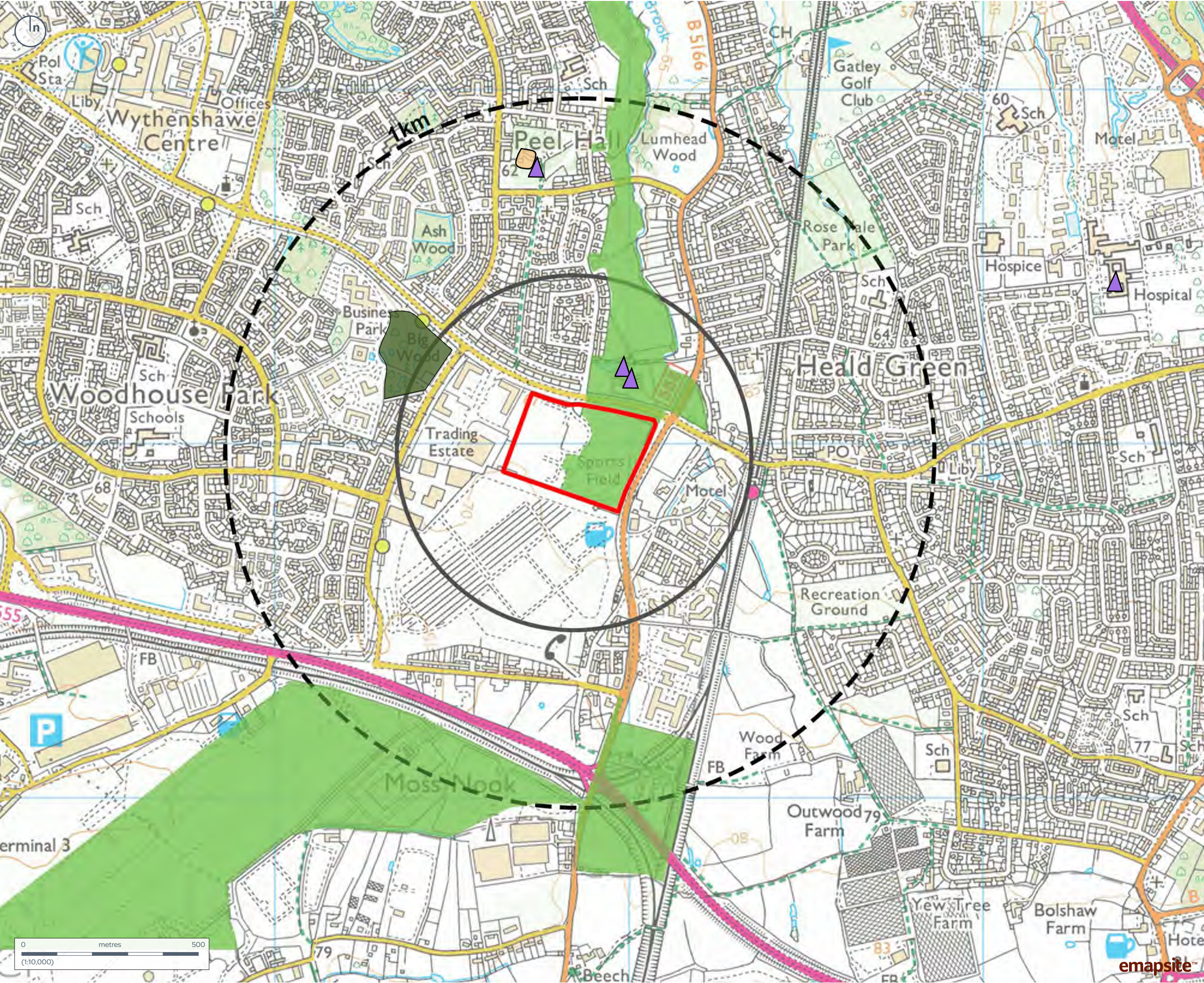
Table 1.6 Magnitude of Visual Effects

Magnitude of Effect	Definition
High	Permanent loss of all or most of the key characteristics of a view and/or addition of major new elements which would be dominant features. Changes would substantially alter the character of the view.
Medium	Permanent partial loss or change to some of the key characteristics of the view and/or addition of new elements which would be prominent features. Changes would result in a large change to the character of a small part of the view or a noticeable change to a larger part of the view.
Low	Permanent limited/localised loss or change to a view and/or addition of new elements which would be noticeable features but largely in keeping with the existing character of the view. Changes would result in a small change to the character of a large part of the view or a noticeable change to a small part of the view. Also includes temporary and/or reversible changes of larger scale or extent within the view.
Very Low	Small scale changes to common characteristics and/or small scale additions of new elements to the view. Changes would not noticeably alter the character of the view. Also includes temporary and/or reversible changes of small or medium scale and extent.
Negligible / None	No, or barely discernible, change to the view.

Consideration is also given to the Type of Effect in terms of whether it is Adverse, Beneficial or Neutral. Often, effects will include a combination of both beneficial and adverse effects. However, a judgement is made on the nature of the overall effect which is based on the following terms:

- **Adverse:** overall harm to the character/quality of the view and loss of visual amenity
- **Beneficial:** overall improvement to the character/quality of the view and improvement of visual amenity
- **Neutral:** no overall harm or improvement to the view or visual amenity (likely to be the result of a combination of both adverse and beneficial effects or very small changes)

Appendix 3: Supporting Figures



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KEY

- Site and its immediate setting
- 1km Study Area (radius from Application Site)
- Listed Buildings
- Site of Biological Interest (SBI)
- Schedule Ancient Monument (SAM)
- Existing Green Belt

CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 1. Site Location and Study Area

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
001

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
1:10,000 @ A3



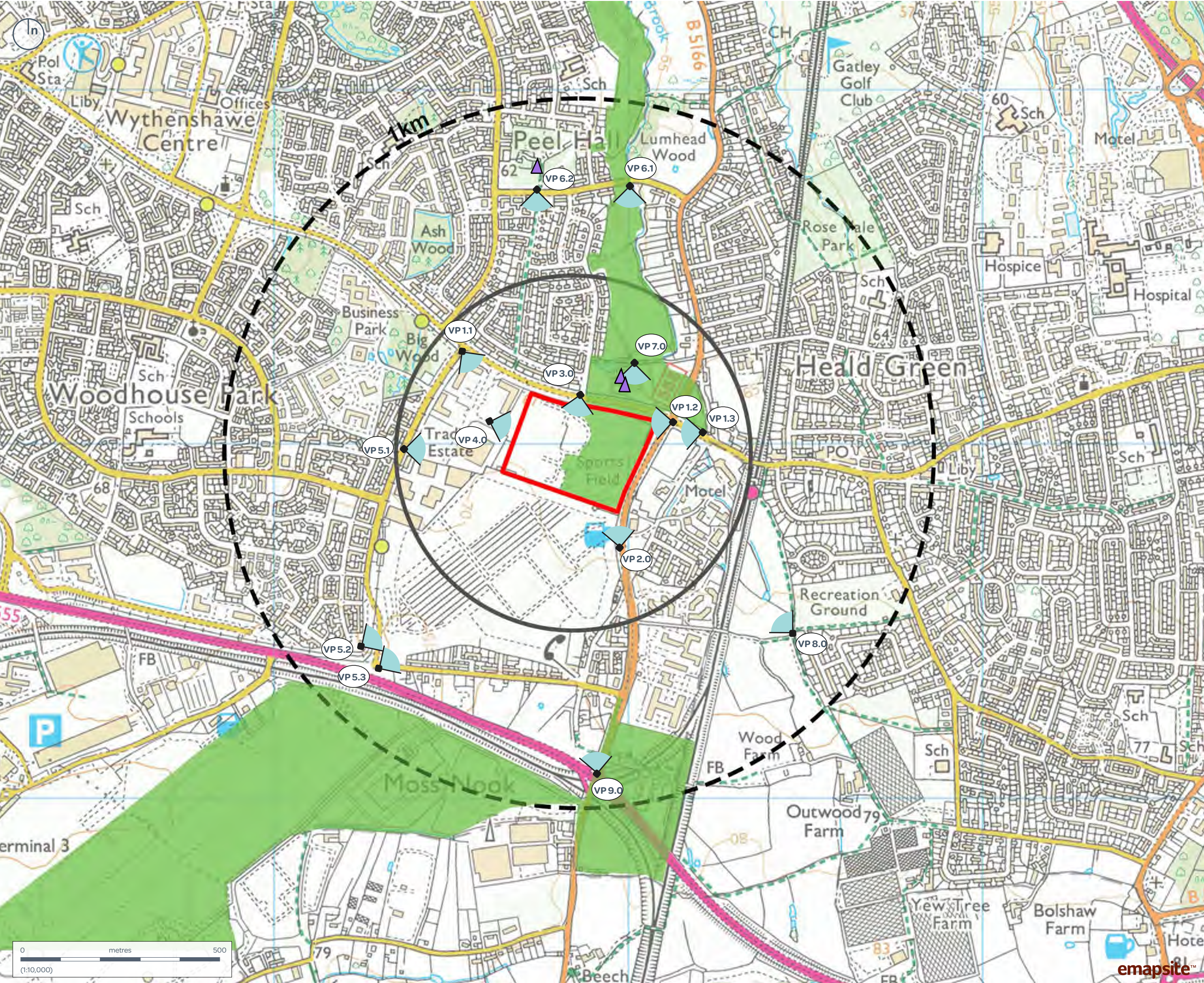
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CLIENT:	
Aviva Investors	
PROJECT:	
Atlas Business Park, Manchester	
DRAWING:	
Figure 2. ZTV	
PROJECT NUMBER:	
AVIM3003	
DRAWING NUMBER	CHECKED BY:
002	CW
REVISION:	STATUS:
1.0	Final
DATE:	SCALE:
October 2022	NTS



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KEY

- Site boundary
- Site and its immediate setting
- 1km Study Area (radius from Application Site)
- Listed Buildings
- Representative Viewpoint Location
- Type 1 Visualisations, annotated photography
- Existing Green Belt

- Potential Visual Receptors**
- Road users and pedestrians on Simonsway and Finney Lane
 - Road users and pedestrians on Styal Road
 - Residents and local community on Patch Croft Road
 - Workers and Visitors to Atlas Business Park
 - Road users and pedestrians on Shadowmoss Road and Ringway Road
 - Road users and pedestrians on Lomond Road
 - Users of public right of way to the north branching from Pasture Field Road (PRoW FFP 254)
 - Users of public rights of way to the east (PRoW CG 89,93, & 94)
 - Road users on Manchester Airport Relief Road

CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 3. Viewpoint Location Plan

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER	CHECKED BY:
003	CW

REVISION:	STATUS:
1.0	Final

DATE:	SCALE:
October 2022	1:10,000 @ A3



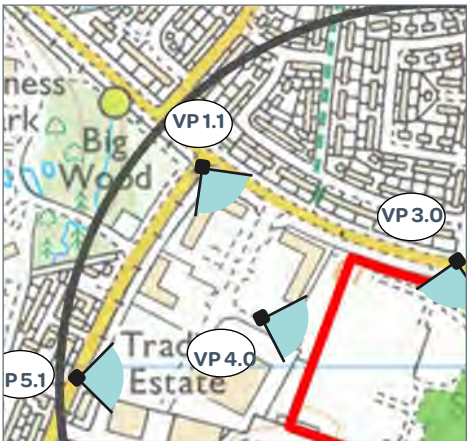
REPRESENTATIVE VIEWPOINT 1.1 View from Simonsway at the junction with Shadowmoss Road, looking south- east towards the site

The Site beyond intervening vegetation and built form



REPRESENTATIVE VIEWPOINT 1.1 View from Simonsway at the junction with Shadowmoss Road, looking south- east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 11:33
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South east

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 4. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
004

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS

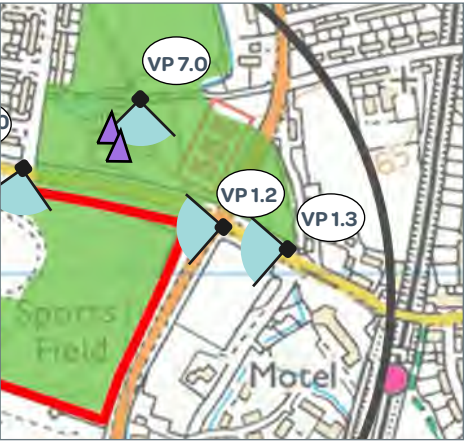


REPRESENTATIVE VIEWPOINT 1.2 View from Finney Lane at the junction with Simonsway and Styal Road, looking west towards the site



REPRESENTATIVE VIEWPOINT 1.2 View from Finney Lane at the junction with Simonsway and Styal Road, looking west towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/22 11:46
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 5. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
005

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS

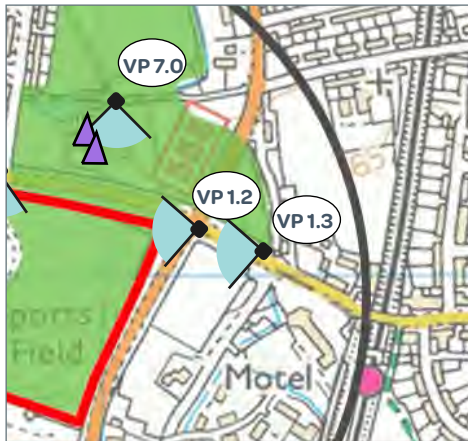


REPRESENTATIVE VIEWPOINT 1.3 View from Simonsway at the junction with Daisy Bank, looking west towards the site



REPRESENTATIVE VIEWPOINT 1.3 View from Simonsway at the junction with Daisy Bank, looking west towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 11:48
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: East

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CLIENT:

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PROJECT:

Atlas Business Park, Manchester

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Figure 6. Representative Viewpoints

PROJECT NUMBER:

AVIM3003

DRAWING NUMBER

006

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CW

REVISION:

1.0

STATUS:

Final

DATE:

October 2022

SCALE:

NTS



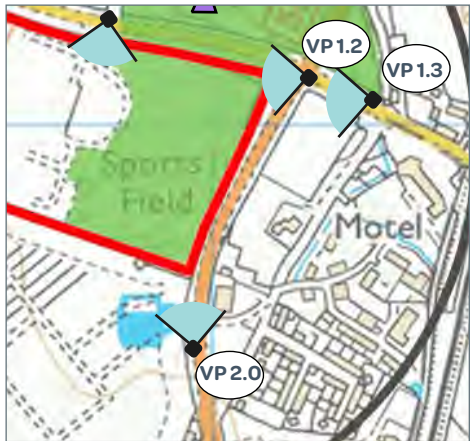
REPRESENTATIVE VIEWPOINT 2.0 View from Styal Road at the junction with Longstone Road, looking north towards the site

Approximate extent of the Site beyond intervening vegetation



REPRESENTATIVE VIEWPOINT 2.0 View from Styal Road at the junction with Longstone Road, looking north towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 12:39
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 7. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER	CHECKED BY:
007	CW
REVISION:	STATUS:
1.0	Final
DATE:	SCALE:
October 2022	NTS



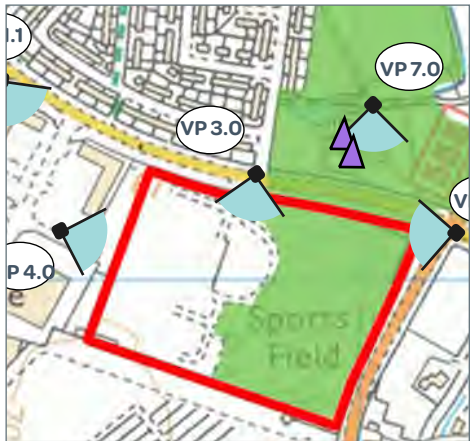
REPRESENTATIVE VIEWPOINT 3.0 View from Pasture Field Road at the junction with Simonsways, looking south towards the site

The Site



REPRESENTATIVE VIEWPOINT 3.0 View from Pasture Field Road at the junction with Simonsways, looking south towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 11:40
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 8. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER 008 **CHECKED BY:** CW

REVISION: 1.0 **STATUS:** Final

DATE: October 2022 **SCALE:** NTS



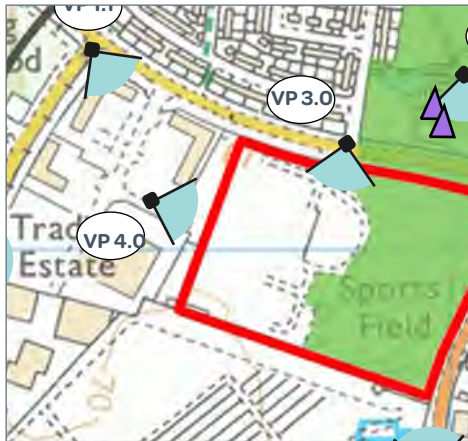
REPRESENTATIVE VIEWPOINT 4.0 View from Atlas Business Park, looking east towards the site

The Site



REPRESENTATIVE VIEWPOINT 4.0 View from Atlas Business Park, looking east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/11/2022 10:04
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 9. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
009

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS



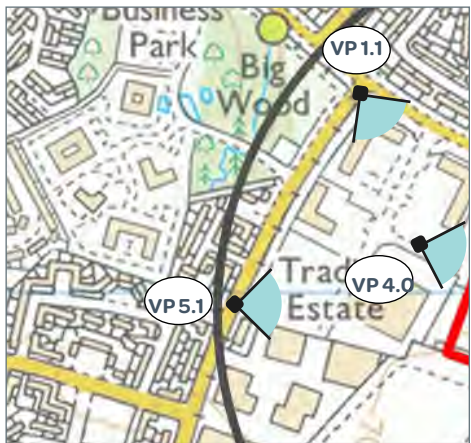
REPRESENTATIVE VIEWPOINT 5.1 View from Shadowmoss Road, looking north-east towards the site

The Site



REPRESENTATIVE VIEWPOINT 5.1 View from Shadowmoss Road, looking north-east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/11/2022 10:11
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 10. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER	CHECKED BY:
010	CW
REVISION:	STATUS:
1.0	Final
DATE:	SCALE:
October 2022	NTS



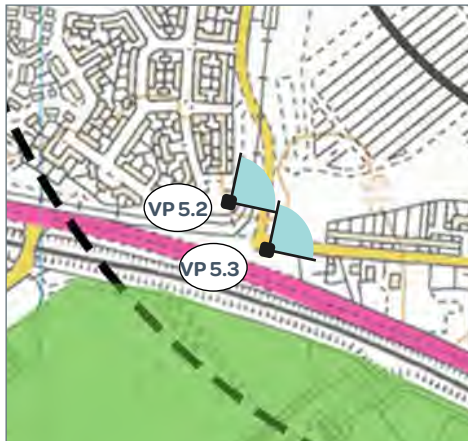
REPRESENTATIVE VIEWPOINT 5.2 View from Shadowmoss Road, looking north-east towards the site

Approximate extent of the Site beyond intervening vegetation



REPRESENTATIVE VIEWPOINT 5.2 View from Shadowmoss Road, looking north-east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 12:18
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 11. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
011

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS



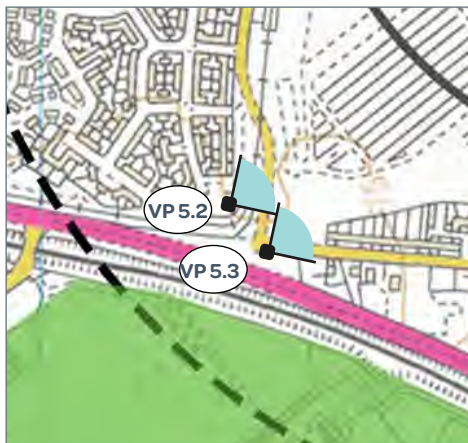
REPRESENTATIVE VIEWPOINT 5.3 View from Ringway Road at the junction with Shadowmoss Road, looking north-east towards the site

Approximate extent of the Site beyond intervening vegetation



REPRESENTATIVE VIEWPOINT 5.3 View from Ringway Road at the junction with Shadowmoss Road, looking north-east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 12:20
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 12. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER	CHECKED BY:
012	CW
REVISION:	STATUS:
1.0	Final
DATE:	SCALE:
October 2022	NTS



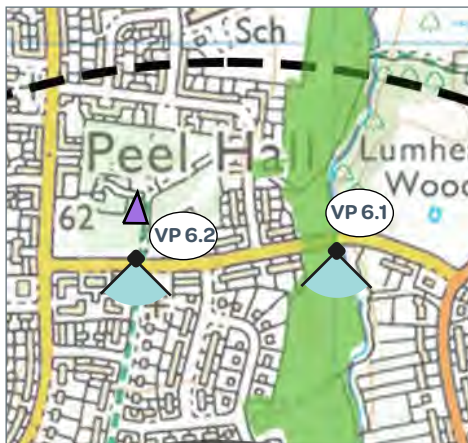
REPRESENTATIVE VIEWPOINT 6.1 View from Lomond Road, looking south towards the site

The Site beyond intervening vegetation



REPRESENTATIVE VIEWPOINT 6.1 View from Lomond Road, looking south towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 12:12
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 13. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
013

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS

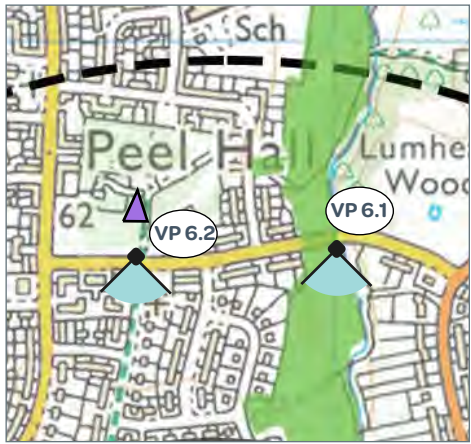


REPRESENTATIVE VIEWPOINT 6.2 View from Lomond Road at the junction with Holliney Road, looking south towards the site. The Site is not visible in the view.



REPRESENTATIVE VIEWPOINT 6.2 View from Lomond Road at the junction with Holliney Road, looking south towards the site. The Site is not visible in the view.

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 12:13
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-East

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 14. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER 014 **CHECKED BY:** CW

REVISION: 1.0 **STATUS:** Final

DATE: October 2022 **SCALE:** NTS



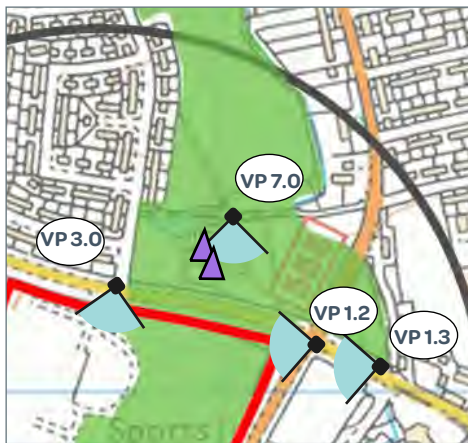
REPRESENTATIVE VIEWPOINT 7.0 View from the public right of way branching from Pasture Field Road (PRoW FFP 254) , looking south towards the site

The Site beyond intervening vegetation and built form



REPRESENTATIVE VIEWPOINT 7.0 View from the public right of way branching from Pasture Field Road (PRoW FFP 254) , looking south towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/2022 11:55
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: South

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 15. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER 015 **CHECKED BY:** CW

REVISION: 1.0 **STATUS:** Final

DATE: October 2022 **SCALE:** NTS



REPRESENTATIVE VIEWPOINT 8.0 View from the public right of way branching from New Hall Avenue (PRoW CG 89, 93 & 94) , looking north-east towards the site

Approximate location of the Site beyond intervening vegetation



REPRESENTATIVE VIEWPOINT 8.0 View from the public right of way branching from New Hall Avenue (PRoW CG 89, 93 & 94) , looking north-east towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Cylindrical
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 22/09/10 12:54
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North-West

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 16. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER	CHECKED BY:
016	CW
REVISION:	STATUS:
1.0	Final
DATE:	SCALE:
October 2022	NTS



REPRESENTATIVE VIEWPOINT 9.0 View from Manchester Airport Relief Road at the junction with Styal Road, looking north towards the site

Approximate location of the Site beyond intervening vegetation and built form



REPRESENTATIVE VIEWPOINT 9.0 View from Manchester Airport Relief Road at the junction with Styal Road, looking north towards the site

VIEWPOINT LOCATION



VIEWPOINT INFORMATION

VISUALISATION TYPE: Annotated viewpoint photograph (Type 1)
PROJECTION: Planar (or cylindrical)
ENLARGEMENT FACTOR: 100% @ A3
DATE/TIME OF CAPTURED PHOTOGRAPHY: 09/09/22 12:27
CAMERA MAKE & MODEL: NIKON D3000 DSLR
CAMERA LENS: NIKON standard - Cropped frame + 33.33mm lens
HORIZONTAL FIELD OF VIEW: 39.6°
DIRECTION OF VIEW: North

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CLIENT:
Aviva Investors

PROJECT:
Atlas Business Park, Manchester

DRAWING:
Figure 17. Representative Viewpoints

PROJECT NUMBER:
AVIM3003

DRAWING NUMBER
017

CHECKED BY:
CW

REVISION:
1.0

STATUS:
Final

DATE:
October 2022

SCALE:
NTS

Appendix 4: Correspondence with the LPA

From: Robert Griffin
To: Cassandra Wheadon
Cc: Isabel Jones
Subject: Re: Atlas Business Park, Wythenshawe - LVIA Viewpoint location plan
Date: 07 November 2022 17:30:50
Attachments: 12a79660-54b4-4198-8a8e-9c07ecf9bb63.png
image035921.png
image441254.png
image924136.png
AVIM3003 - 001 Fig 1 LVIA Potential VP LocationsMCCannotated.pdf

You don't often get email from robert.griffin@manchester.gov.uk: [Learn why this is important](#)

Hi Cassandra

I hope you are well, apologies for the delay in responding to your email. I have, earlier this afternoon, had a meeting with Thomas Lord regarding this proposed development and I had indicated to him that I would be responding to you following that meeting.

The general proposed viewpoints are accepted, I have annotated two further viewpoint on the attached, one is a VP from Shadowmoss Road looking towards the site across the open land on the existing Business Park, the other is from the existing access road within Atlas BP looking across the site.

Given the scale of the proposed development and that part of the site is located within the green belt then I would need to understand the rationale for solely using a type 1 visualisation for this project.

Kind regards

Rob Griffin
Principal Planner
Development Management South
Planning, Licensing and Building Control
Growth and Development Directorate
Manchester City Council
PO Box 532
Manchester
M60 2LA

T: 0161 234 4527

e: robert.griffin@manchester.gov.uk

From: Cassandra Wheadon <cassandra.wheadon@turley.co.uk>
Sent: 13 September 2022 11:44
To: Robert Griffin <robert.griffin@manchester.gov.uk>
Cc: Isabel Jones <isabel.jones@turley.co.uk>
Subject: Atlas Business Park, Wythenshawe - LVIA Viewpoint location plan

You don't often get email from cassandra.wheadon@turley.co.uk: [Learn why this is important](#)

Hi Rob,

I am currently working on the preparation of an LVIA to support the development of the site at Atlas Business Park, Wythenshawe.

To support the LVIA I am proposing to assess the following visual receptors and viewpoint (VP) locations (see attached). For this assessment and the nature of proposed development, I have suggested that we provide supporting annotated photographs to accompany the LVIA.

Please can you let me know if you have any comments on this. Do you agree with the attached proposed VP locations? Are you happy for us to prepare annotated photographs as part of the assessment?

Many thanks,
Cassie

Cassandra Wheadon
Associate Director, Landscape & Townscape

Turley

Mobile: +44 7816 183 649
Office: 0161 233 7676

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Cassandra Wheadon
Associate Director, Landscape & Townscape

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