

VIEWPOINT 02: JUNCTION OF HEATHFIELD DRIVE WITH HEADBOLT LANE

Location: Located at the junction of Heathfield Drive joining Headbolt Lane.
Grid Reference: E 341174 N 399827
Approx Elevation: 30m
General Direction of View: Looking south-east
Approximate distance to nearest site boundary: 10m

Receptors in this location have slightly elevated, south-easterly near distance but oblique views across Headbolt Lane with its broad grassed verge and mature trees towards a large area of open amenity green space with some overgrown shrubs and occasional mature trees. Views across the amenity green space are foreshortened by the rolling landform, which also obscures Kirkby Brook. The route of a tarmac footpath, which broadly follows the course of the brook through the middle of the grassed area is highlighted by a series of lighting columns. On the far side of the amenity green space in the near to middle distance, the vegetation along the railway line embankment visually merges into Northwood Woodland, which lies beyond. New housing in Northwood off St Kevin’s Drive can be seen above the trees, and becomes more noticeable to the east as the tree cover diminishes and views become more open. Some tall residential tower blocks at Northwood are distant skyline features. To the east receptors have views along Headbolt Lane with the open amenity green space to the south and housing along Oakworth Road and new housing off Southcroft Drive to the north. Although passing traffic creates some visual disturbance, the overall outlook is attractive and typical of the type of amenity green space found areas of ongoing residential expansion.

Construction Effects

Receptors will have near distance but oblique views of the construction activity. This will include extensive ground modelling to achieve the required levels. It will also include works to construct Headbolt Lane Station, the car park and electricity substation, which will introduce considerable disturbance into much of the view and will particularly affect road users who have very open views across the site. Receptors will also have middle distance views of the removal of trees and shrubs along the railway line and construction of the railway line upgrade. The effects at any one time will depend on the phasing of the construction works but overall they will be of short-term duration.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor will therefore be high. The effect during construction is anticipated to be **major adverse**.

Operational Effects - Year 1

Receptors will have views of Headbolt Station, the car park and railway line upgrade. **The electricity substation to the north of the car park entrance will be seen in the middle distance against a backdrop of existing houses and vegetation, which will reduce its prominence.** The new hedge along Headbolt Lane and A506 Bank Lane, and tree planting within the site, will be too immature to provide substantial screening at Year 1, although the embankment will provide some foreshortening of views of the car park. Due to the clearance of vegetation during construction and the closer proximity of rail infrastructure (due to the additional track), passing trains will be more noticeable than at present both to the north and south of the A506 Bank Lane. Whilst Kirkby Brook will be retained, the rolling landform will be substantially levelled and the outlook will change from open greenspace to one which is much more urban in character.

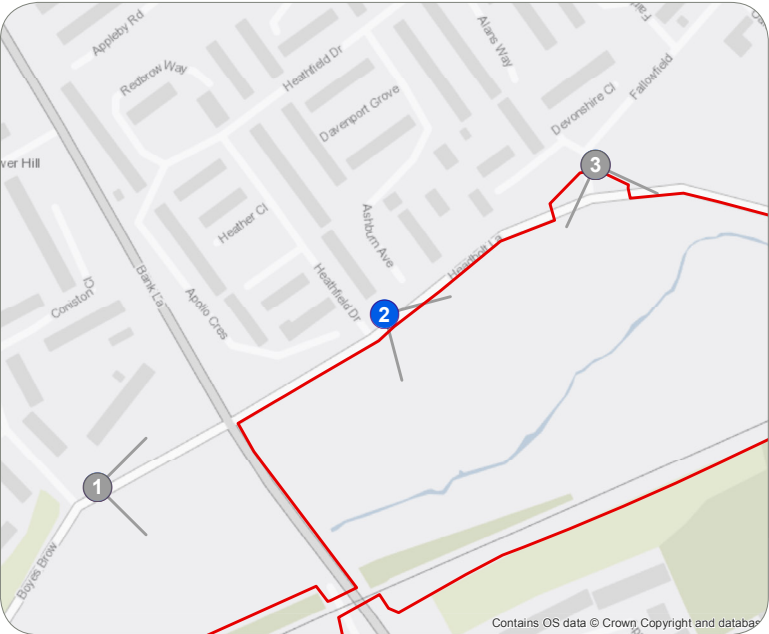
Reasons for Selection:

To represent the views experienced by receptors including occupants of the properties off Heathfield Drive on Apollo Crescent and Ashburn Drive whose attention or interest is likely to be focussed on the view. It also represents the views experienced by transient users of the nearby roads, whose attention may be partially focussed on the view but it will not be their primary focus.

Value of view: Medium

Receptor susceptibility: High

Receptor sensitivity: Medium



LOCATION MAP

There will be a noticeable loss of amenity green space in the view and visual disturbance across the site due to moving vehicles and pedestrians. This will particularly affect views from Headbolt Lane which are very open.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor during operation is anticipated to be medium. The effect during operation at Year 1 is anticipated to be **moderate adverse**.

Lighting from the proposed development will add to the overall amount of night time lighting but, given the well-lit suburban location, will not affect the predicted magnitude of visual change or overall level of effect.

Operational Effects - Year 15

By Year 15, the maturing hedge and tree planting both along Headbolt Lane and within the site, will substantially obscure views of the proposed Scheme from ground level, including parked vehicles, **Headbolt Lane Station and passing trains. The electricity substation will be partially screened in the middle distance by the maturing tree planting. (Assumes there will be substantial new planting around it - more than currently shown)** Some first floor views will also be screened by the maturing trees, which will create a more enclosed view than currently experienced. The upper parts of the lighting columns associated with the proposed Scheme will remain visible but will not be an unusual feature in this location.

Based on the above, the magnitude of change in relation to this medium sensitivity receptor is anticipated to reduce to low. The effect during operation at Year 15 is anticipated to be **minor adverse**.



VIEWPOINT 03: JUNCTION OF FALLOWFIELD LANE WITH HEADBOLT LANE

Location: Located on pavement adjacent to Headbolt Lane joining Fallowfield.
Grid Reference: E 341298 N 399915
Approx Elevation: 30m
General Direction of View: Looking south
Approximate distance to nearest site boundary: 30m

Description of Visual Baseline

Receptors in this location have south and south-easterly near distance views across Headbolt Lane with its broad grass verge and mature trees towards a large area of open amenity greenspace with some overgrown shrubs and occasional mature trees. Views across the amenity greenspace are foreshortened by the rolling landform, which also obscures Kirkby Brook, which flows through the middle of the grassed areas. The route of the informal footpath which broadly follows the stream is highlighted by a series of lighting columns. Beyond the amenity greenspace, in the near to middle distance, is the vegetated corridor of the existing railway line with its mature trees. To the south this vegetation obscures most views of passing trains and merges visually merges into Northwood Woodland, which lies beyond. New housing along Lime Tree Road can be seen above the mature trees along the railway line embankment and Northwood Woodland. This is more noticeable to the south-east as the tree cover diminishes and views become more open. Although passing traffic and construction of new housing creates some visual disturbance, the overall outlook is attractive and typical of the type of amenity greenspace found areas of ongoing residential expansion.

Construction Effects

Receptors will have near distance views of large-scale construction activity. This will include extensive ground modelling to achieve the required levels and widening of the Headbolt Lane/ Fallowfield Lane junction as part of the works to construct the main access road into the site. It will also include construction of Headbolt Lane Station, the car park and electricity substation, which will introduce considerable disturbance into much of the view and will particularly affect residents fronting onto Fallowfield Lane and road users who have very open views across the site. In addition, receptors will have middle distance views of the removal of trees and shrubs along the railway line and construction of the railway line upgrade. The effects at any one time will depend on the phasing of the construction works but overall they will be of short-term duration. Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor will therefore be high. The effect during construction is anticipated to be **major adverse**.

Operational Effects - Year 1

Receptors will have views along the new access road into the site, which will be directly opposite the Headbolt Lane/ Fallowfield Road junction. **Headbolt Lane Station and the large ground level car park will be very noticeable, while the building housing the electricity substation on the north side of the car park entrance will be prominent in the foreground.** The new hedge along Headbolt Lane and tree planting within the site, will be too immature to provide substantial screening at Year 1. Due to the clearance of vegetation during construction and the closer proximity of rail infrastructure (due to the additional track), passing trains will be more noticeable than at present, particularly towards the A506 Bank Lane. Whilst Kirkby Brook will be retained, the rolling landform will be substantially

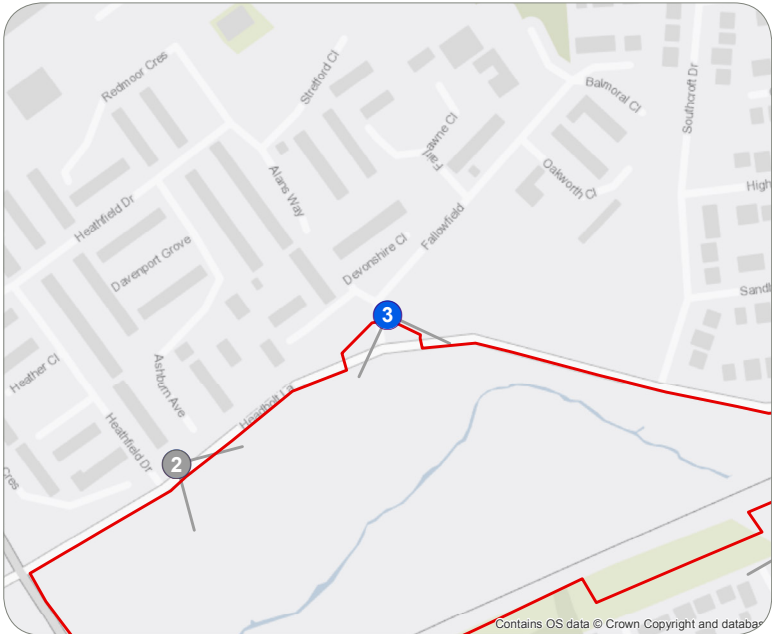
Reasons for Selection:

To represent the views experienced by receptors including occupants of the properties around the Headbolt Lane/ Fallowfield Lane junction whose attention or interest is likely to be focussed on the view. It also represents the views experienced by transient users of the nearby roads, whose attention may be partially focussed on the view but it will not be their primary focus.

Value of view: Medium

Receptor susceptibility: High

Receptor sensitivity: Medium



LOCATION MAP

levelled and the outlook will change from open greenspace to one which is much more urban in character.

There will be a noticeable loss of amenity green space in the view and visual disturbance across the site due to moving vehicles and pedestrians. This will particularly affect views from Headbolt Lane and Fallowfield Lane, which are very open. Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor during operation is anticipated to be **high**. The effect during operation at Year 1 is anticipated to be **major adverse**. Lighting from the proposed development will add to the overall amount of night time lighting but, given the well-lit suburban location, will not affect the predicted magnitude of visual change or overall level of effect.

Operational Effects - Year 15

By Year 15, the maturing hedge and tree planting both along Headbolt Lane and within the site, will substantially obscure views of the proposed Scheme from ground level, including vehicles and pedestrians in the car park, Headbolt Lane Station **and passing trains**. **Although partially screened by maturing vegetation, the building housing the electricity substation will remain very noticeable in the foreground.** Some first floor views will also be screened by the maturing trees, which will create a more enclosed view than currently experienced. The upper parts of the lighting columns associated with the proposed Scheme will remain visible but will not be an unusual feature in this location.

Based on the above, the magnitude of change in relation to this medium sensitivity receptor is anticipated to reduce to **medium**. The effect during operation at Year 15 is anticipated to be **moderate adverse**.



VIEWPOINT 04: CHATHAM TERRACE OFF HEADBOLT LANE

Location: Located on Chatham Terrace off Headbolt Lane to the south of new housing development.
Grid Reference: E 341564 N 399867
Approx Elevation: 30m
General Direction of View: Looking south-west
Approximate distance to nearest site boundary: 10m

Description of Visual Baseline
Receptors in this location have south and south-westerly, near distance views across Chatham Terrace and Headbolt Lane with its broad grass verge and occasional mature trees, towards the palisade security fence, which runs along the north side of the railway line. Passing trains are very noticeable.

Vegetation on the opposite side of the railway line partially obscures views towards the new housing in Northwood to the north of St Kevin’s Drive, some of which at the time of survey (April 2021) was still under construction. Other than the tops of some tall residential tower blocks at Northwood, which are distant skyline features, longer views beyond the new housing are foreshortened by the relatively flat topography.

Passing road and rail traffic creates visual disturbance in a roadside view, which is commonplace in this area.

Construction Effects

Receptors will have near distance views of construction activity. This includes works to construct a new overbridge across Kirkby Brook to provide new pedestrian access from Headbolt Lane to the Headbolt Lane Station. There will also be middle distance south-westerly views of construction of Headbolt Lane Station, the car park and electricity substation. In addition, receptors will have middle distance views of the removal of trees and shrubs along the railway line and construction of the railway line upgrade. The construction activity will be of short-term duration.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor will therefore be medium. The effect during construction is anticipated to be **moderate adverse**.

Operational Effects - Year 1

Receptors will have near distance views of the railway line upgrade and more noticeably the new pedestrian access route off Headbolt Lane, to the south-west of the viewpoint. Beyond this to the south-west, there will be middle distance views of Headbolt Lane Station and some of the ground level car park. **Removal of existing roadside trees between Kirkby Brook and Headbolt Lane during construction means that the building housing the electricity substation will be noticeable in the middle distance to the east of Headbolt Lane.** The new tree planting within the site to along the northern valley side of Kirkby Brook will be too immature to provide substantial screening at Year 1.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor during operation is anticipated to be low. The effect during operation at Year 1 is anticipated to be **minor adverse**.



Photographs taken with a Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens on 26th April 2021. Weather clear with good visibility. Time of photo: 11.40

Reasons for Selection:
To represent the views experienced by receptors including occupants of the new properties fronting onto Chatham Terrace whose attention or interest is likely to be focussed on the view. It also represents the views experienced by transient users of Headbolt Lane, whose attention may be partially focussed on the view.

Value of view: Medium
Receptor susceptibility: High
Receptor sensitivity: Medium



Lighting from the proposed development will add to the overall amount of night time lighting visible in the middle distance to the south-west but, given the well-lit suburban location, will not affect the predicted magnitude of visual change or overall level of effect.

Operational Effects - Year 15

By Year 15, the maturing tree planting along the northern valley side of Kirkby Brook, will **substantially** obscure views of the proposed Scheme, including the electricity substation, vehicles and pedestrians in the car park, Headbolt Lane Station and passing trains. Some first floor views will also be screened by the maturing trees and, in time, a well-treed view will develop.

The upper parts of the lighting columns associated with the proposed Scheme will remain visible but will not be an unusual feature in this location.

Based on the above, the magnitude of change in relation to this medium sensitivity receptor is anticipated to remain low. The effect during operation at Year 15 is anticipated to be **minor adverse**.

VIEWPOINT 05: MULBERRY PARK NEAR LIME TREE ROAD

Location: Located at Mulberry Park near Lime Tree Road.
Grid Reference: E 341544 N 399783
Approx Elevation: 28m
General Direction of View: Looking north-west
Approximate distance to nearest site boundary: 20m

Description of Visual Baseline
Receptors in this location have near distance northerly views across an area of close mown amenity grass in front of the houses towards the palisade security fence on the south side of the railway line, which in this location is on low embankment. To the north-west is the existing pedestrian access route into the linear amenity green space, which lies to the south of the railway line and forms part of the Mersey Forest’s Northwood Woodland Creation project.

Trees and overgrown shrubs along the railway corridor and within Northwood Woodland partially obscure middle distance views across the railway line to the proposed site for Headbolt Lane Station, which can be seen through the green railings along the north side of the railway line. Beyond on the skyline are the tops of the new houses at Highfield Place, although these are partially obscured by mature trees along Headbolt Lane.

Although passing trains create visual disturbance, the overall outlook is attractive and typical of the new housing developments in this area.

Construction Effects

The most noticeable part of the works will be the works to construct Headbolt Lane Station including the new platforms and associated bridge. These works will be visible in the near to middle distance to the north-west. To the north, construction of a new bridge across Kirkby Brook will be visible in the middle distance. Tree removal and construction of the railway line upgrade will open up more views of the construction works, but these will be of short-term duration. To the north-west, this includes vegetation removal will facilitate the widening of the existing pedestrian access into the linear amenity greenspace to provide station maintenance access for railway lighting. The construction activity will be of short-term duration.

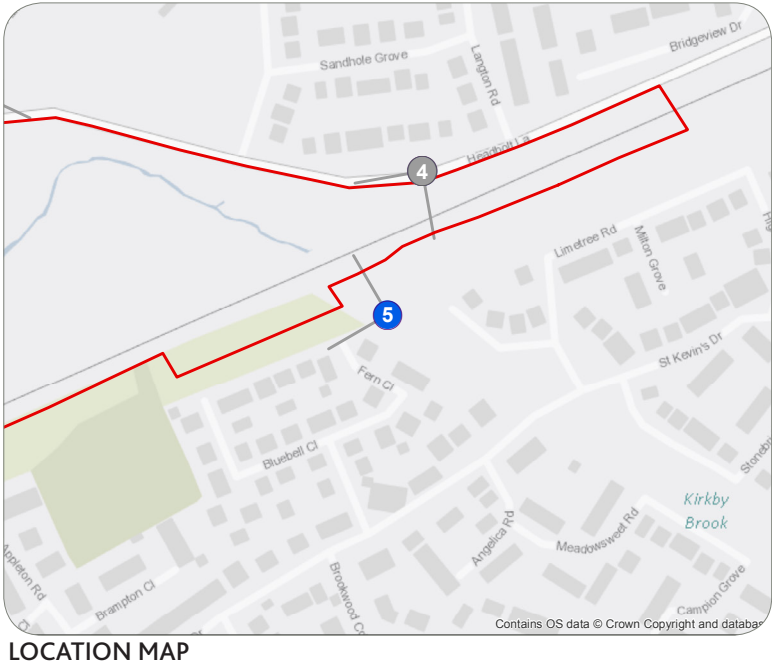
Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor will therefore be medium. The effect during construction is anticipated to be **moderate adverse**.

Operational Effects - Year 1

Receptors will have near to middle distance views of Headbolt Lane Station to the north-west of the viewpoint, including the platforms and associated bridge. To the north there will be middle distance views of the new pedestrian access route and bridge over Kirkby Brook, linking the station to Headbolt Lane. The view to the north-west will noticeably change to become more urban in character, but the view to the north will remain open green space albeit with a new pedestrian bridge across Kirkby Brook.

Reasons for Selection:
To represent the views experienced by receptors including occupants of the new properties at Mulberry Park in Northwood, which front onto the newly created grassed amenity area between the railway and the housing, and whose attention or interest is likely to be focussed on the view.

Value of view: Medium
Receptor susceptibility: High
Receptor sensitivity: Medium



The new tree planting within the site will be too immature to provide substantial screening at Year 1.
Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor during operation is anticipated to be low. The effect during operation at Year 1 is anticipated to be **minor adverse**.
Lighting from the proposed development will add to the overall amount of night time lighting visible but, given the well-lit suburban location, will not affect the predicted magnitude of visual change or overall level of effect.

Operational Effects - Year 15

By Year 15, the maturing tree planting around Headbolt Lane Station, including the platforms and associated station overbridge, will partially obscure views of the proposed Scheme, including vehicles and pedestrians in the car park, Headbolt Lane Station and passing trains. Some first floor views will also be screened by the maturing trees and, in time, a well-treed view will develop. The upper parts of the lighting columns associated with the proposed Scheme will remain visible but will not be an unusual feature in this location.
Based on the above, the magnitude of change in relation to this medium sensitivity receptor is anticipated to remain low. The effect during operation at Year 15 is anticipated to be **minor adverse**.



Photographs taken with a Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens on 26th April 2021. Weather clear with good visibility. Time of photo: 12:19