

Smart Motorways Programme

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M56 Junction 6 to 8

Environmental Assessment Report

Appendix D

August 2018

Notice

This document and its contents have been prepared and are intended solely for Highways England's information and use in relation to the Smart Motorways Programme.

Appendix D – Landscape and Visual Effects including the Setting of Cultural Heritage Assets

Appendix D.1 Landscape, Visual and Cultural Heritage Effects Schedule

Ref No.	Feature	Approximate distance from Highway	Existing description and sensitivity	Potential Mitigation	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1 (without effect of landscape mitigation)	Magnitude of impact and significance of effect Summer Year 15 (with full effect of landscape mitigation)
Landscape Character							
	Bollin Valley and Parklands	>0m	The valley landscape of the River Bollin, including its distinct pastoral and parkland character and small, intimate scale enclosed by steep topography of the valley. The parkland character is evident along the M56 where it runs east along the southern edge of this designation between junction 8 and Ashley Road overbridge and includes Tattton Farm. The smaller scale steep sided wooded topography is present where the motorway passes through the designation further east, crossing the River Bollin, between Castle Mill Lane and Sunbank Lane. Sensitivity: Moderate	See below	Only a small area around the Bollin River in the northern section of the Bollin Valley and Parklands designated area would experience an impact from vegetation loss and construction activity due to the Proposed Scheme. The remaining larger sections beyond the Bollin River and to the south would not be affected because of the cutting slopes. For this reason, the magnitude of impact would be minor adverse to reflect the proportion of the overall designated area affected and the fact that the Proposed Scheme would be contained within the existing highway boundary and largely screened in cutting. Impact: Minor adverse Effect: Slight adverse	With construction activities ceasing and ground reinstated there would remain a slight loss of vegetation along the edge of the Bollin Valley and Parklands designation as the new mitigation planting would not yet contribute to views within and around this landscape and upgraded gannies would remain visible. Overall however, the magnitude of impact would reduce to negligible adverse and the significance of effect would be Neutral Impact: Negligible adverse Effect: Neutral	The mitigation planting would have established and integrated the road into the local landscape reducing the magnitude of impact to no change and the significance of effect would remain Neutral. Impact: Negligible adverse Effect: Neutral
Key representative viewpoints							
1	View from local PRoW overbridge on	0m	Views would be from the overbridge east to start	Woodland edge planting along the top	Loss of grass verges on embankment and views of	Verges would have been reinstated to grass and new	New planting along the southern side would have matured linking and

<p>Yarwood Heath Lane</p>	<p>of works along the motorway towards junction 7 with an existing gantry located just before the west bound off slip overbridge. Views to the south of the motorway are wide and open across farmland around Rotherme Mere. Views north towards Yarwood Heath Farm are more contained by woodland blocks with the M56 behind.</p>	<p>of the embankment (retaining edge) on the southern side of the motorway between Yarwood Heath Lane overbridge and the slip road overbridge.</p>	<p>earthworks, (retaining wall construction), erection of new central reservation and cable laying along both carriageways would be visible along the 4m access strip. Construction lighting during winter months would illuminate the works. The existing gantry would be removed and replaced with new GB-01. The work would be visible in the context of the existing motorway.</p>	<p>planting would not yet provide any screening or integrating properties. The new VSM gantry would have replaced the original and all lane running would be visible. Little change from existing once construction activities have ceased.</p>	<p>integrating with existing woodlands along the motorway and overbridge embankment. Views of 4 lanes of traffic would be visible. Little change from existing.</p>
<p>2</p>	<p>View from Lane</p>	<p>Woodland edge planting and hedgerow along the top of the embankment on the southern side of the motorway between Yarwood Heath Lane overbridge and the slip road overbridge.</p>	<p>Loss of grass on eastbound verge on embankment and views of earthworks and cable laying along it between Yarwood Heath Lane overbridge to west bound slip overbridge. Construction lighting during winter months would illuminate the works. The existing gantry would be removed and replaced with a new VMS gantry GB-01. The work would be visible in the context of the existing motorway.</p>	<p>Verges would have been reinstated to grass and new planting would not yet provide any screening or integrating properties. The new gantry would have replaced the original.</p>	<p>New planting along the southern side would have matured linking and integrating with existing woodlands and field boundaries along the motorway and overbridge embankment and would screen views of the motorway including gantry GB-01.</p>

3	View from local PRoW overbridge south of Ryecroft Farm	0m	<p>As the path approaches the north side of the motorway and crosses on the overbridge elevated views of the road corridor are visible in both east and west directions. The corridor is well wooded and the road runs in cutting. Trees are generally located at the top of the slopes with grass embankments and occasional scattered trees and scrub on the embankment slopes. The north east verge does not have tree cover along it. Existing garties span the road at approx. 250m distance in each direction.</p> <p>Filled close views of the motorway continue through vegetation on the highway boundary from the footpath as it continues east along the southern edge of the motorway</p> <p>Sensitivity: High</p>	<p>Replant tree and shrub edge along length of footpath parallel to motorway to reduce impact of traffic.</p>	<p>Loss of grass embankment and views of earthworks (and potential retaining structure) to create access track for cable laying would extend in views in both directions. New central reservation barrier installed. Construction lighting during winter months would illuminate the works. Scrub along the southern verge would be reduced opening up views to the road from the PRoW. The two existing garties would be upgraded</p> <p>Impact: Moderate adverse Effect: Large adverse</p>	<p>The loss of vegetation between the footpath and road would remain, with open views of traffic on the motorway. Mitigation planting would not have established sufficiently to provide integration or screening.</p> <p>Impact: Minor adverse Effect: Moderate adverse</p>	<p>New planting would have softened the edges and lines of retaining edge around the garties and views of traffic from footpath would be filtered by vegetation with little change from the existing view.</p> <p>Impact: Negligible adverse Effect: Neutral</p>
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4	View from on Ashley Road	200 - 250m approx.	From Ashley Hall, the M56 motorway crosses the views to the south in cutting. In the channelled view between woodland blocks and over garden vegetation, an existing gantry is visible above the cutting slopes particularly from upper storey windows. From Ashley Hall looking south east and properties at Dairy House farm looking south, an existing gantry east of Cow Lane underpass is also visible above vegetation along the edge of the motorway on slight embankment. Sensitivity: High	Individual tree planting in locations where space allows to reinforce remaining woodland edge on both sides of the motorway between Ashley Road overbridge and Castle Mill Lane overbridge. Use of soft retaining edge (where possible).	Loss of vegetation along edge of motorway, particularly when the road is on embankment, would open up and increase the length of views to traffic in places, however where the depth of planting is reinforced by woodland outside highway boundary the screen would largely be retained. From Ashley Hall the existing gantry directly to the south of the property would be upgraded (GB-03/GA-46) with retaining edges potentially visible in views from first floor windows. In addition, views south east from this property and south from Dairy Farm properties on Ashley Road, would have views of the existing gantry east of Cow Lane underpass being upgraded, (GB04/GA44), on embankment with retaining edges potentially visible. Construction lighting during winter months would illuminate the works. Impact: Minor adverse Effect: Moderate adverse	Upgraded gantries and new ROTTM signs would be visible, together with a slight reduction in screening particularly where the road was on embankment. Glimpses of retaining edges may be possible. Impact: Negligible adverse Effect: Slight adverse	The impacts would reduce further with the establishment of replacement tree and shrub planting reducing views towards the upgraded gantries. Impact: No Change Effect: Neutral
5	View from local PRoW overbridge south of Ashley Hall	0m	Views from the overbridge along the motorway include existing gantries in both directions. Views are limited to those on the overbridge as on either side the path extends through woodland or along a lane bordered by high hedgerows which restrict views towards the motorway. Sensitivity: High	Individual tree planting where space allows to reinforce the remaining woodland edge and hedgerow as appropriate on both sides of the motorway between Ashley Road overbridge and Castle Mill Lane overbridge. Use of soft retaining edge (where possible).	Loss of some trees along the edge of the motorway to allow for the 4m cable laying access and upgrading of the existing gantries GB03, GA-46 and GA04 and GA-44 and sign STA-45 and the ERA-EB1 would be visible though seen in the context of the existing motorway. Construction lighting during winter months would illuminate the works Impact: Minor adverse Effect: Moderate adverse	The verges would have been reinstated although the loss of vegetation would remain. There would be all lane running with some retaining edges visible around upgraded gantries and signs. The ERA would be in the view Impact: Negligible adverse Effect: Slight adverse	The impacts would reduce further with the establishment of new tree and hedgerow planting tying into the wider landscape and helping to reduce the impact of the infrastructure. Impact: No Change Effect: Neutral

6	View from residential properties on Ashley Road, west of the village	200-495m	Views north over Ashley Road and open arable fields towards the motorway and countryside beyond. The large woodland blocks south of Ashley Hall curtailing distant views. The top of the existing gantry is visible above the fields indicating the line of the motorway in cutting. Sensitivity: High	Hedgerow and tree planting along the top of the cutting slope on both sides of the motorway, linking into existing field boundaries. Locate individual hedgerow trees close to gantry to screen it where feasible.	Some loss of mature trees on the northern edge of the motorway plus scattered scrub and trees on the southern edge would open up views across the motorway and make the upgrading of the gantry (GB-03 and GB-46) more visible. Construction lighting during winter months would illuminate the works. However, the views are expansive and the gantry a relatively small, if prominent, part of them. Impact: Minor adverse Effect: Slight adverse	The upgraded gantry would be visible, but it is unlikely that the change in its appearance would be noticeable from this distance Impact: No Change Effect: Neutral	The trees and hedgerow would have matured making the gantry less visible and field boundary pattern reinforced. Impact: Minor benefit Effect: Slight benefit
7	View from residential properties on the northern edge of Ashley	165-250m	Views from these properties looking north over and filtered by garden and field vegetation to the motorway on slight wooded embankment with a gantry prominent to the east of Cow Lane underpass. The woodland along the motorway and intervening hedgerows limit views to traffic on the motorway. Sensitivity: High	Tree planting where feasible to reinstate woodland lost during construction, infill the gaps in the existing hedgerow adjacent to Tanyard Farm. Plant behind gantries where possible.	There would be a loss of trees along the edge of the motorway which would open up views to traffic east of the gantry where the tree belt is thinner. Construction to upgrade gantry GB04 and GA-44 and construction vehicles would be visible. Construction lighting during winter months would illuminate the works. Impact: Minor adverse Effect: Moderate adverse	The upgraded gantry would be visible and traffic would continue to be more visible and closer with all lane running than before the works. Impact: Negligible adverse Effect: Slight adverse	Establishment of the trees and hedgerows would reduce the visibility of the gantry and traffic on the motorway. Impact: No Change Effect: Neutral
8	View from residential properties on Castle Mill Lane at Thorns Green	135-290m	Views north over fields to motorway in slight cutting within a backdrop of woodland along River Bollin. Existing cantilevered gantry visible. Sensitivity: High	Replacement tree planting on the southern verge between brook in west and access overbridge in east. Particularly around new gantry position.	Construction of new full width gantry (GB06 and GA42), sign (STB05) and ERA on motorway at grade. Views over fields and hedgerows with trees. Loss of mature trees from both sides of the road may open up longer views of traffic and glimpsed views of the access overbridge for some receptors.	Construction would have ended and land restored but a new full width gantry would be visible in the centre of the view and the loss of trees would remain with slight decrease in traffic proximity. Impact: Minor adverse Effect: Moderate adverse	Additional tree planting along and on the top of the embankment would have established helping to screen the new gantry and reduce the visual effect. Impact: Negligible adverse Effect: Slight adverse

9	View from Hale Bank Farm and residential properties on Sunbank Lane	145-290m	Views looking north over garden vegetation and field boundary hedgerows and trees is towards the motorway in cutting with existing gantry visible to east of Sunbank Lane overbridge. Sensitivity: High	Tree and shrub planting to the southern embankment to replace trees lost during construction and reduce views of new gantries	Construction lighting during winter months would illuminate the works. Impact: Moderate adverse Effect: Large adverse	Loss of some vegetation on cutting slope would open up views along the motorway possibly as far as GB10 at junction 6. Construction of new gantries (GA-41, and GB-09) as well as replacement lighting works would be visible between Sunbank Lane overbridge and junction 6. Construction lighting during winter months would illuminate the works. Impact: Moderate adverse Effect: Moderate adverse	The new and upgraded gantries and replacement lighting would be visible between Sunbank Lane overbridge and junction 6. Impact: Minor adverse Effect: Moderate adverse	New tree planting would have established and reduced views of the gantry. Impact: Negligible adverse Effect: Slight adverse
10	View from residential properties on Rivershill Gardens and Haslemere Avenue	> 100m	Filtered views south across garden vegetation, pasture field and tree belt along the northern edge of the motorway embankment, particularly from upper floor windows. Glimpses of existing gantry to west of Sunbank Lane bridge. Sensitivity: High	Tree and shrub planting to both the north and south embankments to replace trees lost during construction where feasible, to screen the gantry and integrate the motorway	Loss of some trees and scrub would reduce screening of high sided vehicles. Construction of a new gantry (GB-07) and noise barriers would be within view. Construction lighting during winter months would illuminate the works. Impact: Minor adverse Effect: Moderate adverse	The new gantry would be visible on the M56 west of Sunbank Lane overbridge, filtered by trees. There would also be glimpses of high sided vehicles. Impact: Minor adverse Effect: Moderate adverse	New tree planting would have established and reduced views of traffic and the gantry. Impact: Negligible adverse Effect: Slight adverse	
11	View from local PRoW between Sunbank Lane overbridge and	0m	Existing slightly elevated close views over the motorway in low cutting with scattered trees and shrubs filtering and breaking up views from this path that runs parallel to the motorway before crossing on overbridge. Lighting columns and an existing	Woodland edge planting along the top of the cutting slope on both sides of the motorway.	Construction of three new gantries (GA-41, GB-09 and GB-10) would be visible and motorway would open up following loss of some trees on the verge and slopes. Views of earthworks, replacement lighting and construction traffic in close proximity.	Three new gantries would be present in the views along this footpath, however this would be in the context of the existing motorway.. Impact: Moderate adverse Effect: Moderate adverse	The increased woodland edge would help to filter and screen traffic on the motorway, reduce the impact of the gantries. Impact: Minor adverse Effect: Slight adverse	

12		40m	<p>gentry are present in the view towards junction 6. Sensitivity: High</p> <p>Existing views towards the motorway in low cutting are through and between dense garden vegetation, hedgerows and scattered trees and shrubs along Sunbank Lane and the M56. Sensitivity: High</p>	<p>Woodland edge and hedgerow planting along the top of the cutting slope along the motorway..</p>	<p>Impact: Major adverse Effect: Large adverse</p> <p>Loss of vegetation would slightly reduce screening by existing vegetation along the motorway. Glimpsed views particularly from first floor windows towards construction of up to three new gantries (GA-41, GB-09 and GB-10) would be possible. Impact: Minor adverse Effect: Moderate adverse</p>	<p>New gantries, would be visible filtered by existing vegetation. Impact: Negligible adverse Effect: Slight adverse</p>	<p>Once the woodland trees had matured the gantries would be largely screened. Impact: No Change Effect: Neutral</p>
13	View from local PROW south of housing in Warburton Green	> 160m	<p>Views towards the motorway and a gantry around junction 6, rising from cutting to embankment at the junction, are over fields and filtered and curtailed by hedgerows within the intervening fields and vegetation along the edge of the motorway. Sensitivity: High</p>	<p>Tree and shrub planting along the highway boundary to reinforce the screen to the gantry</p>	<p>Construction of a new gantry at grade (GB10) with a small loss of vegetation along the motorway making high sided vehicles more visible. Seen in the context of the existing motorway. Impact: Minor adverse Effect: Moderate adverse</p>	<p>The new gantry would be visible above and filtered by existing vegetation. Impact: Minor adverse Effect: Moderate adverse</p>	<p>The gantry would remain visible above the new planting but the extent of it and traffic on the motorway would be reduced in views. Impact: Negligible adverse Effect: Slight adverse</p>
14	View from residential properties on Bankside, Warburton Drive and Close, Marfield Road and Burnside	>200m	<p>Existing views south towards the M56 crossing to the south in cutting from Sunbank Lane overbridge and rising to grade at the start of junction 6. The views are limited and filtered by existing trees and hedgerows within the intervening fields. Glimpsed views of existing gantries and high sided vehicles are possible. Sensitivity: High</p>	<p>New planting along the top of the cutting slope and edge of the highway where possible to reduce views of the gantries.</p>	<p>Vegetation clearance would open up views towards traffic on the motorway. Two existing gantries (GA-41 and GB-10) will be upgraded to the full width of the motorway and one new full width gantry(GB-09) will be constructed between the two existing gantries. The lighting would be upgraded. Impact: Moderate adverse Effect: Large adverse</p>	<p>Construction operations would have ceased and areas disturbed reinstated. Loss of vegetation would remain. The new and upgraded gantries would be visible in the view above the cutting slopes and at grade at junction 6. There would be new street lights in the central reservation and verges to junction 6 slip roads.. Impact: Minor adverse Effect: Moderate adverse</p>	<p>The gantries would remain visible in glimpsed views particularly the eastern most structure at grade but following the growth of the trees this would be restricted to the upper section and signs on the gantries. There would be a reduction in traffic visible on the motorway. Impact: Negligible adverse Effect: Slight adverse</p>

Cultural heritage	
205m	<p>The setting of this property lies to the north of the house and comprises the farmland, fields, hedgerows and trees that lie between Sunbank Lane and the motorway, and between Halebank Farm and Keepers Cottage. The Farmhouse is a prominent feature overlooking this pocket of farmland with inter-visibility with Hale Bank Farm, other properties on Sunbank Lane and the PRoW close to the motorway. The small scale farmland pattern of fields, hedgerows and trees contributes to the significance of the Farmhouse.</p> <p>The property is visible from within this area and views north and northeast are towards the motorway in cutting. The upper portion of an existing gantry and sign are visible just east of Sunbank Lane overbridge, although there is some intervening field boundary hedge and trees.</p> <p>Sensitivity: Moderate</p> <p>No existing or proposed gantries in the view from church or grounds. From car park very glimpsed views to gantry opposite Ashely Hall may be visible</p>
	<p>Tree and hedgerow planting along the top of the cutting slopes on the south side of the motorway to reduce views to the gantries from within the setting area.</p>
	<p>There would be a loss of mature trees near the overbridge, at new gantry locations and intermittent trees fellied on cutting slopes where they were within the 4m access strip. The gantry east of Sunbank overbridge would be removed and replaced with a full width gantry (GA-41) and two new full width gantries (GB-09 and GB-10) further east are proposed. These would be visible above the cutting slope. The views would be filtered by intervening trees but would impact adversely on the setting of this listed building by an increased visibility of an urban element (illuminated signs and gantries) within the pocket of land that forms the setting for Yew Tree House. Replacement lighting would also be undertaken.</p> <p>Impact: Moderate adverse Effect: Moderate adverse</p>
	<p>The three new gantries would be visible from within this area. Two would be seen in views north near Sunbank Lane overbridge and another further east with the third glimpsed beyond trees to the north east and Keepers Cottage.</p> <p>Impact: Minor adverse Effect: Slight adverse</p>
	<p>The new planting would help to screen the gantries (subject to detail design). The planting would contain views within this pocket of landscape and reinforce the field pattern and rural character that forms the setting to the farmhouse.</p> <p>Impact: Negligible adverse Effect: Neutral</p>
Church of St Elizabeth Grade II	N/A
	N/A
	N/A
	N/A
	N/A

						overthrough gaps in boundary hedge.					
	Grade II	N/A	N/A	N/A	N/A	No further assessment necessary	N/A	N/A	N/A	N/A	N/A
						Only change is the existing gantry visible directly north on M56 is to be upgraded and will not affect the garden which is bounded on the northern side by hedgerow with trees onto Ashley Road.	N/A	N/A	N/A	N/A	N/A
	Watch Hill Motte and Bailey Castle	N/A	N/A	N/A	N/A	No further assessment necessary	N/A	N/A	N/A	N/A	N/A
						Works commence out of view screened by woodland on the triangle of land within junction 7.	N/A	N/A	N/A	N/A	N/A
						No further assessment necessary	N/A	N/A	N/A	N/A	N/A

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Appendix D.2 General Photography

M56 General Photography Location (Winter 2016)
Location A – view east from PRow on Yarwoodheath Lane overbridge



Location B – view west from PRow on Yarwoodheath Lane overbridge



Location C - view from Yarwoodheath Lane, west of Bowden View Farm



Location D - view south from Dairy House Farm on Ashley Road



Location E – View east from PRow on Castle Mill Lane overbridge



Location F – view west from Castle Mill Lane overbridge



Location G – view east from Tayard Farm, on Castle Mill Lane



Location H – view north from residential properties on Castle Mill Lane at Thorns Green



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Location I – view north from Higher Thorns Green Farm, Castle Mill Lane



Location J – view west from Sunbank Lane overbridge



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Location K – view east from Sunbank Lane overbridge



Location L – view from Sunbank Lane north of Keepers Cottage



