

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
VP1	<p>Representative view south from residences on Sidgreaves Lane and from Lea Endowed School</p> <p>Description: View approximately south along Sidgreaves Lane from Lea Endowed School. Beyond the local road, clipped hedgerow moving traffic is visible on the Cottam Link Road and junction with Sidgreaves Lane which forms part of the Preston Western Distributer Road (PWDR). Mature vegetation along the boundary to Quaker Lodge is visible beyond the junction tie into the south. To the west there are views across a flat, pastoral with clipped hedgerow field boundaries, scattered trees and small woods towards the PWDR visible on embankments in the middle and far distant views, north and south of Earl's Farm, following pylons south. The PWDR viaduct over the canal and railway line is a skyline feature extend into the far distance and encloses the view.</p> <p>Value: The viewpoint has medium value. The flat lowland pasture fields bounded by hedgerows and trees are commonplace in this locality. The view is also affected by the PWDR, Cottam Link Road which reduce the scenic quality.</p> <p>Lighting: PWDR and Cottam Link Road and tie is lit. Sidgreaves Lane is lit from the junction with Hoyles Lane to the junction with Lea Road.</p> <p>Distance: 74m to 161m to proposed roundabout tie in at Cottam Road</p> <p>Future Baseline To the southeast, oblique, filtered long distance views of the proposed Lea Road residential development area visible above the tree line in Winter. A small change to the overall view.</p>	<p>Residences Susceptibility: High Sensitivity: High</p> <p>School Susceptibility: Low Sensitivity: Medium</p> <p>Sidgreaves Lane Susceptibility: Low Sensitivity: Low</p>	<p>Construction</p> <p>Quaker Lodge would have near distance filtered views of construction activities for Cottam Link Road Roundabout on the existing Cottam Road and the access road bridge over the Lancaster Canal. Views would be filtered by boundary vegetation.</p> <p>Lea Endowed School and residences north of the school would have more filtered, oblique views southwest of construction activities for the Cottam Link Road Roundabout and access road bridge over the canal obscured by the intervening Cottam Link Road and Quaker Lodge.</p> <p>Construction activities would form a small part of the overall view from Lea Endowed School but would be prominent in views from Quaker Lodge in the short-term.</p> <p>Construction of the Scheme would therefore result in a major magnitude of visual effect. The major magnitude of visual effect and high sensitivity would result in a large adverse significant effect for residential receptors and moderate adverse significant effect for the school.</p>	Residences Major Adverse in the short term	<p>Residences: Large Adverse in the short term</p> <p>School: Moderate Adverse in the short term</p> <p>Sidgreaves Lane: Slight Adverse in the short term</p>	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short term	<p>Residences: Large Adverse in the short term</p> <p>School: Moderate Adverse in the short term</p> <p>Sidgreaves Lane: Slight Adverse in the short term</p>
			<p>Operation – winter year 1</p> <p>For all users: Near distance, filtered views south of moving traffic on the Cottam Link Road Roundabout and access road bridge over the canal. The Cottam Link Road Roundabout and access road bridge over the canal would increase the extent of road infrastructure in the view and would be seen within the context of the existing PWDR and Cottam Link Road and associated street lighting and signage. The landscaping to the site boundary would not yet be established.</p> <p>The noticeable change in the existing view would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity receptor would result in a moderate adverse effect.</p>	Residences Moderate Adverse in the medium term	<p>Residences: Moderate Adverse in the medium term</p> <p>School: Moderate Adverse in the medium term</p> <p>Sidgreaves Lane: Slight Adverse in the medium term</p>	Tree and tree and shrub planting to the site boundary to filter views and integrate the Scheme into the surrounding landscape.		<p>Residences: Moderate Adverse in the medium term</p> <p>School: Moderate Adverse in the medium term</p> <p>Sidgreaves Lane: Slight Adverse in the medium term</p>
			<p>Operation – summer year 15</p> <p>For all users: The tree and tree and shrub planting to the site boundary would be established and integrate Cottam Link Road Roundabout and the access road bridge over the canal into the landscape.</p> <p>The magnitude of effect would be reduced to minor by year 15 as a result of maturing vegetation.</p>	Residences Moderate adverse in the long term	<p>Residences: Moderate Adverse in the long term</p> <p>School: Slight Adverse in the long term</p>	Tree and tree and shrub planting to the site boundary to filter views and integrate the Scheme into the surrounding landscape.		<p>Residences: Slight Adverse in the long term</p> <p>School: Slight Adverse in the long term</p>

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VP2	<p>Representative view south from residences at Earl's Farm and Bryars Farm and walkers on PRoW FP7</p> <p>Description: Slightly descending view south over clipped hedge and small pasture field and lagoon of moving traffic on the Cottam Link Road Roundabout and junction tie in with Sidgreaves Lane in the near and middle distance. Woodland, hedgerow and trees are visible along the Lancaster canal on the skyline. To the southwest the PWDR is visible in middle distance and distant views following pylons south on embankment, the PWDR viaduct over the canal and railway line, the PWDR crossing Darkinson Lane and on rising ground at the junction with the A583 Blackpool Road south of Savick Brook.</p> <p>Beyond the canal more pasture fields with trees and clipped hedgerows boundaries continue bisected by the railway line to the tree lines within the golf course. Views to the east are restricted by mature trees along a watercourse running north south from Earl's Farm to Halsall's Farm on Darkinson Lane. In the far distance arable farmland on higher ground is visible and numerous pylons form skyline features.</p> <p>Value: The viewpoint has a medium value. This rural view with a good number of mature trees and woodlands interspersed within the patchwork of hedgerow field boundaries visible beyond the Cottam Link Road. However, the presence of the PWDR, Cottam Link Road, Preston Fylde Junction to Blackpool North line and lines of pylons and overhead lines dominate the near, middle and distance views and reduce the scenic quality.</p> <p>Lighting: Street lighting on PWDR and Cottam Link Road in near, middle and long distance views. [WDR viaduct, A583, Blackpool Road is visible on the horizon.</p> <p>Distance: 100m to roundabout tie-in, 267m to access road bridge.</p> <p>Future Baseline: No change from the existing situation is anticipated</p>	<p>Residences Susceptibility: High Sensitivity: High</p> <p>PRoW Susceptibility: High Sensitivity: High</p> <p>Farms workers: Susceptibility: Low Sensitivity: Low</p>	<p>Construction The construction activities would be seen within the context of the PWDR and Cottam Link Road. Earl's Farm and Bryars Farm (Viewpoint 2): Residents and walkers on PRoW FP7 would have slightly descending middle distance views south and southeast of construction activities for Cottam Link Road Roundabout, access road bridge over the canal and access road would be visible beyond the existing Cottam Link Road Roundabout and junction tie ins with Sidgreaves Lane from the PWDR. Loss of vegetation within the construction area would open up views of construction activities of the access road and access road bridge over the canal resulting in a noticeable change to the existing view over the short-term. Construction of the Scheme would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity would result in a Moderate Adverse significant effect.</p>	Moderate Adverse in the short-term	<p>Residence and PRoW: Moderate Adverse in the short-term</p> <p>Farm workers: Slight Adverse in the short term</p>	Mitigation limited to good practice in construction that would be agreed within the CEMP	Moderate Adverse in the short-term	<p>Residence and PRoW: Moderate Adverse in the short-term</p> <p>Farm workers: Slight Adverse in the short-term</p>
			<p>Operation – winter year 1 All users: The working area would be reinstated to agriculture. Loss of vegetation within the working areas would open up views of the Scheme in middle distance views. Landscape mitigation planting would not yet be established. The Cottam Link Road Roundabout and access road bridge over the canal would result in an increase in the extent of highway infrastructure compared to the existing view. The new infrastructure would, however, be seen within the context of the existing PWDR and Cottam Link Road and existing pylons within the landscape.</p> <p>The noticeable change in the existing view would therefore result in a medium magnitude of visual effect. The medium magnitude of visual effect and high sensitivity will result in a moderate adverse significant effect in the medium term residences and walkers on PRoW FP7.</p>	Moderate Adverse in the medium term	<p>Residence and PRoW: Moderate Adverse in the medium term</p> <p>Farm workers: Slight Adverse in the medium term</p>	Tree and shrub planting to the site boundary to filter views and integrate the Scheme into the surrounding landscape.	Moderate Adverse in the medium term	<p>Residence and PRoW: Moderate Adverse in the medium term</p> <p>Farm workers: Slight Adverse in the medium term</p>
			<p>Operation – summer year 15 The maturing tree and shrub planting would be sufficiently established to visually soften and filter views of Cottam Link Road Roundabout junction and access road over the canal and integrate them into the surrounding landscape. The roundabout and access road bridge would remain visible and continue to constitute an increase in highway infrastructure within the view compared to the existing view but would be seen within the context of the existing Cottam Link Road and PWDR. The</p>	Moderate Adverse in the long term	<p>Residence and PRoW: Moderate Adverse in the long term</p> <p>Farm workers: Slight adverse in the long term Adverse</p>	Tree and shrub planting to the site boundary to filter views and integrate the Scheme into the surrounding landscape.	Minor Adverse in the long term	<p>Residence and PRoW: Slight Adverse in the long term</p> <p>Farm workers: Neutral in the long term</p>

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			magnitude of visual effect would be reduced to non-significant by year 15 as a result of maturing vegetation for all users.					
VP3	<p>Representative view southwest from residences on Lea Road, north of Lancaster Canal</p> <p>Description: (Residential properties currently under construction along west side of Lea Road at time of winter/summer site visit)</p> <p>Views west and southwest across a large, level pasture field with scattered mature trees and hedgerow boundaries. In the middle distance, views are interrupted, filtered and contained by mature trees and hedgerows along the Lancaster canal to the south and south-west. To the northwest and west moving traffic and lighting is visible on the Cottam Link Road and along Sidgreaves Lane to the west. The PWDR is visible on embankments in long distance views to the west following the pylon lines south. The viaduct over the canal and railway line form a skyline feature. To the northwest, distance views are prevented by buildings and trees at Earl's farm on higher ground, and mature trees along a watercourse south of Earl's Farm.</p> <p>Value: The viewpoint has a medium value. Although views over mature farmland is relatively scenic, it is commonplace in this location and unexceptional. The presence of visual detractors such Cottam Link Road and more distant PWDR and pylons reduce the scenic quality.</p> <p>Lighting: PWDR and Cottam Link Road are lit.</p> <p>Distance: 265m</p> <p>Future Baseline</p> <p>No change from the existing situation is anticipated</p>	Susceptibility: High Sensitivity: High	<p>Construction</p> <p>Residents would have filtered, middle distance views west across level farmland of construction activities for Cottam Link Road Roundabout, access road bridge over the canal, and station access road to the southwest.</p> <p>The construction works would be seen within the context of the existing PWDR and Viaduct over the Lancaster Canal to the west and the Cottam Link Road to the north and west.</p> <p>Loss of vegetation within field boundaries would open up views of the construction activities resulting in a significant change to the existing view over the short-term. Construction of the Scheme would therefore result in major magnitude of visual effect. The major magnitude of visual effect and high sensitivity would result in a large adverse significant effect.</p>	Major Adverse in the short-term	Large Adverse in the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short-term	Large Adverse in the short-term
			<p>Operation – winter year 1</p> <p>The working area would be reinstated to agriculture. The completed Cottam Link Road Roundabout and access road bridge over the canal would result in an increase in the extent of highway infrastructure compared to the existing filtered middle distance view. The new infrastructure would, however, be seen within the context of the Cottam Link Road visible in the near distance to the northwest, and the PWDR viaduct over the canal and railway line would be a skyline feature to the west and southwest. The landscape mitigation planting would not yet be established. The noticeable change to the existing view would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity would therefore result in a moderate adverse significant effect</p>	Moderate Adverse effect in the medium term	Moderate Adverse effect in the medium term	Tree, shrub and hedgerow planting to the site boundary, car park, and access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape.	Moderate Adverse effect in the medium term	Moderate Adverse effect in the medium term
			<p>Operation – summer year 15</p> <p>The maturing tree, shrub and hedgerow planting would be sufficiently established to visually soften and filter views of Cottam Link Road Roundabout, access road bridge over the canal and t access road to filter views and integrate the Scheme into the surrounding landscape. However, the access road bridge would remain visible. The magnitude of</p>	Moderate Adverse in the long term	Moderate Adverse in the long term	Tree, shrub and hedgerow planting to the site boundary, car park, and access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape.	Minor Adverse in the long term	Slight Adverse in the long term

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			visual effect would be reduced to non-significant by year 15 as a result of maturing vegetation.					
VP4	Representative view west for users of UCLan Sports Arena, Lea Road No Photograph Description: Residential properties and mature trees extend along the west side of Lea Road obscure more long distance views west. To the south mature trees on the north side of the Preston Fylde Junction to Blackpool North line embankment limiting more long distance views to the south. Value: The viewpoint has a medium value. The mature trees associated with the urban edge and Preston Fylde Junction to Blackpool North line and the view is further affected by passing trains on the Preston Fylde Junction to Blackpool North line. and moving traffic on adjacent roads. Lighting: Lea Road is lit as are adjacent housing estates roads to the north. Distance: 128m Future Baseline Filtered and obscured views west towards the proposed Lea Road residential development area visible above the tree line in Winter. A small change to the overall view.	Susceptibility: Low Sensitivity Low	Construction Views filtered and obscured by intervening residential properties and mature trees along the Preston Fylde Junction to Blackpool North line and east and west side of Lea Road. Glimpsed views of construction activities for the station building and footbridge would be perceptible above the tree line to the west but would form a small part of the overall existing view. Construction of the Scheme would therefore result in a minor magnitude of visual effect and low sensitivity would result in a slight adverse effect.	Minor Adverse in the short-term	Slight Adverse in the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Minor Adverse in the short-term	Slight Adverse in the short-term
			Operation – winter year 1 The completed station building and footbridge would be filtered and obscured by intervening properties along Lea Road and existing mature vegetation along Lea Road and the Preston Fylde Junction to Blackpool North line. The completed Scheme would be barely discernible in the view. The barely discernible change to the existing view would therefore result in a minor magnitude of visual effect. The medium magnitude of visual effect and high sensitivity would result in a neutral effect.	Negligible in the medium-term	Neutral in the medium-term	Tree, shrub and hedgerow planting to the site boundary to filter views and integrate the Scheme into the surrounding local landscape.	Negligible in the medium-term	Neutral in the medium-term
			Operation – summer year 15 The maturing tree, shrub and hedgerow planting along the site boundary would be sufficiently established to provide screening and integration of the access road bridge, access road, railway station car park and junction with Lea Road into the local landscape. The magnitude of visual effect continues to be non-significant by year 15.	Negligible in the long-term	Neutral in the long-term	Tree, shrub and hedgerow planting to the site boundary to filter views and integrate the Scheme into the surrounding local landscape.	Negligible in the long-term	Neutral in the long-term
VP5	Representative and photomontage view west from residences along Lea Road (north of Preston Fylde Junction to Blackpool North line) Description: The foreground and middle-distance, beyond a low cut hedge along Lea Road, comprises a very large pasture field with occasional scattered mature trees showing evidence of field amalgamation. Trees and passing trains along the Preston Fylde Junction to Blackpool North line at the edge of the large field forms the extent of views south and trees within gardens of properties on the west side of Lea Lane limit views north. In the distance, beyond hedgerows along Sidgreaves Lane, tree	Susceptibility: High Sensitivity: High	Construction Residents along Lea Road would experience a considerable alteration to near and middle distance views due to the loss of field boundary vegetation within the main construction compound and material storage area for the railway station and car park. Residents would have near and middle-distance views west and southwest of construction activities for the access road bridge over the canal, access road, railway station and footbridge, railway station car park, and new junction and bus gate at Lea Road. The construction activities would contribute to a reduction in scenic quality in the short-term.	Major Adverse in the short-term	Large Adverse in the short-term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short-term	Large Adverse in the short-term

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	<p>cover recedes over level farmland to the horizon where the PWDR viaduct over the canal and railway line and adjacent pylons are prominent skyline features.</p> <p>Value: The viewpoint has a medium value. The large-scale field, although containing mature trees the view is further affected by passing trains on the Preston Fylde Junction to Blackpool North line and moving traffic on the PWDR viaduct and adjacent pylons.</p> <p>Lighting: Street lighting along Lea Road and PWDR.</p> <p>Distance: ranging from 11m to car park access to 276m to access road bridge.</p> <p>Future Baseline the proposed Lea Road residential development to the north of the railway station car park would screen views of the Scheme located to the south of the Lancaster Canal.</p>		Construction of the Scheme would therefore result in a major magnitude of visual effect and high sensitivity would result in a large adverse effect.					
			<p>Operation – winter year 1</p> <p>Residents along the east and west side of Lea Road would have near and middle distance views west of moving traffic on the completed access road bridge over the canal, access road, new junction and bus gate at Lea Road and of the completed railway station and car park. The tree, shrub and hedgerow planting along the site boundary and on the access road bridge embankments would not yet be established. The sedum roof to the north pitch of the railway station roof would help to integrate the proposals into the surrounding landscape. The notable change to the existing view would therefore result in a major magnitude of visual effect. The major magnitude of visual effect and high sensitivity would result in a moderate adverse significant effect.</p>	Major Adverse in the medium-term	Large Adverse in the medium-term	Tree, shrub and hedgerow planting to the site boundary, tree and shrub planting to access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape. Sedum roof to north pitch of railway station roof would help to integrate the proposals into the surrounding landscape.	Major Adverse in the medium-term	Large Adverse in the medium-term
			<p>Operation – summer year 15</p> <p>The maturing tree, shrub and hedgerow planting along the site boundary and along Sidgreaves Lane, and on the access road bridge embankments would be sufficiently established to provide screening and integration of the access road bridge over the canal, access road, railway station car park and junction with Lea Road. The magnitude of visual effect would be reduced to non-significant by year 15 as a result of maturing vegetation.</p>	Moderate Adverse in the long-term	Moderate Adverse in the long-term	Tree, shrub and hedgerow planting to the site boundary, tree and shrub planting to access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape. Sedum roof to north pitch of railway station roof would help to integrate the proposals into the surrounding landscape.	Minor Adverse in the long-term	Slight Adverse in the long-term
VP6	<p>Representative and photomontage view northwest from residences along Lea Road (south of Preston Fylde Junction to Blackpool North line)</p> <p>Description: To the west, the foreground and middle-distance, beyond a low cut hedge along Lea Road, comprises small pasture fields with occasional scattered trees/scrub along Lady Head Runnel a small tributary which extends southwards to Savick Brook. The PWDR is visible to the west in distant views.</p> <p>Value: The viewpoint has a medium value. The large-scale field, although containing mature</p>	<p>Residences Susceptibility: High Sensitivity: High</p>	<p>Construction</p> <p>Residents along Lea Road would experience a considerable alteration to near and middle distance views to the north and northwest of construction activities for the railway station and footbridge, Secondary Means of Escape (SME) and turning head for emergency vehicles off Lea Road. Vegetation removal within the construction working area would open up views of construction activities for the railway station, footbridge, SME and turning head. To the west views of the compound and material storage area and car park, and the station building and rail infrastructure construction areas would be filtered by intervening field vegetation and mature trees along the Preston Fylde Junction to Blackpool</p>	Major Adverse in the short term	Large Adverse in the short term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short-term	Large Adverse in the short-term

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	<p>trees and the view is further affected by passing trains on the Preston Fylde Junction to Blackpool North line and distant pylons.</p> <p>Lighting: There is street lighting along Lea Road.</p> <p>Distance:58m</p> <p>Future Baseline the proposed Lea Road residential development area along west side of Lea Road, the development would screen the railway station and footbridge from view for residences along Lea Road. Residences would have near distance views of the new housing development.</p>		<p>North line embankment. These construction activities would contribute to a reduction in scenic quality in the short-term.</p> <p>Construction of the Scheme would therefore result in a major magnitude of visual effect and high sensitivity would result in a large adverse effect.</p>					
			<p>Operation – winter year 1 The construction compounds would be reinstated to scrub. The existing mature trees along the Preston Fylde Junction to Blackpool North line embankment would filter middle distance views of the completed railway station building footbridge and passing trains on the Preston Fylde Junction to Blackpool North line embankment.</p> <p>The completed SME and turning head for emergency vehicles would be visible in near and middle distance oblique views to the northwest. The noticeable change to the existing view would therefore result in a medium magnitude of visual effect. The medium magnitude of visual effect and high sensitivity would result in a moderate adverse significant effect.</p>	Moderate Adverse in the medium term	Moderate Adverse in the medium term	Tree and shrub planting to the site boundary at Lea Road and to Preston Fylde Junction to Blackpool North line embankment, and scrub planting to land south of the railway line to filter views and integrate the Scheme into the surrounding landscape.	Moderate Adverse in the medium term	Moderate Adverse in the medium term
			<p>Operation – summer year 15 The maturing tree and shrub, and scrub planting along the site boundary would be sufficiently established to provide screening and integration of the station and footbridge, and the SME and turning head for emergency vehicles into the local landscape. The magnitude of visual effect will be reduced to non-significant by year 15 as a result of maturing vegetation.</p>	Moderate Adverse in the long term	Moderate Adverse in the long term	Tree and shrub planting to the site boundary at Lea Road and to Preston Fylde Junction to Blackpool North line embankment, and scrub planting to land south of the railway line to filter views and integrate the Scheme into the surrounding landscape.	Minor Adverse in the long term	Slight Adverse in the long term
VP 7	<p>Representative and photomontage view east from residences along Darkinson Lane (Halsall's Farm, Park Dean and Railway Cottages) and cyclists on NCR 62</p> <p>Description: Railway cottages (Sidgreaves Lane), north of Preston Fylde Junction to Blackpool North line: Open views north over farmland and along Sidgreaves Lane to mature vegetation along the Lancaster Canal. Open, rear views south of moving trains along the Preston Fylde Junction to Blackpool North line and oblique views of PWDR viaduct over the canal and railway line to the west. Oblique views east of moving trains along the Preston Fylde Junction to Blackpool North line filtered by boundary</p>	<p>Residences Susceptibility: High Sensitivity: High</p> <p>NCR 62 Susceptibility: Medium Sensitivity: Medium</p> <p>Farm workers and travellers on Lane</p>	<p>Construction Railway Cottages would have near distance, open views north of construction activities for the access road bridge over the canal and access road. Loss of vegetation along Sidgreaves Lane would open up views of the construction area. Views for residents along the south side of the Preston Fylde Junction to Blackpool North line would be filtered by intervening field boundaries and intermittent vegetation along the Preston Fylde Junction to Blackpool North line.</p> <p>All residents and users of the NCR would have oblique, near distance views east of compound and material storage areas for the car park, railway station building and footbridge, access road (along the route of Sidgreaves Lane) and the access road</p>	Major Adverse in the short term	<p>Residences Large Adverse in the short term</p> <p>NCR 62: Moderate Adverse in the short term</p> <p>Farm workers and travellers: Slight Adverse in the short term</p>	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short term	<p>Residences Large Adverse in the short term</p> <p>NCR:62 Moderate Adverse In the short-term</p> <p>Farm workers and travellers: Slight Adverse in the short term</p>

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	<p>vegetation and mature trees along the east side of Sidgreaves Lane and the north side of the Preston Fylde Junction to Blackpool North line.</p> <p>Halsall's Farm and Park Dean (Darkinson Lane), south of railway: Near distance views north of passing trains on the Preston Fylde Junction to Blackpool North line, across farmland in the middle distance towards mature vegetation along the Lancaster Canal. Oblique views west along the Preston Fylde Junction to Blackpool North line and filtered views of moving traffic on the PWDR viaduct over the canal and railway.</p> <p>Open views south and southeast across gently rising farmland to the wooded edge of the Ashton and Lea Golf course. Oblique views east of passing trains on the Preston Fylde Junction to Blackpool North line filtered and obscured by vegetation along the east side of Darkinson Lane.</p> <p>Value: The viewpoint has a medium value. The large-scale field, although containing mature trees and the view is further affected by passing trains on the Preston Fylde Junction to Blackpool North line and distant pylons.</p> <p>Lighting: There is street lighting along Lea Road and PWDR.</p> <p>Distance: 0m</p> <p><i>Future Baseline</i></p> <p>the proposed Lea Road residential development to the east of Sidgreaves Lane. Oblique views northeast from Railway Cottages.</p>	<p>Susceptibility: Low Sensitivity: Low</p>	<p>bridge over the canal. Loss of vegetation within the working area would open up views of construction activities for the car park, railway station and footbridge. Construction activities and loss of vegetation would contribute to a reduction in scenic quality in the short-term.</p> <p>Construction of the Scheme would therefore result in a major magnitude of visual effect and high sensitivity for residential receptors would result in a large adverse effect.</p>					
			<p>Operation – winter year 1</p> <p>The construction compounds would be reinstated to agriculture to the north of the Preston Fylde Junction to Blackpool North line and scrub to the south. Railway Cottages would have near distance open views north of the completed access road and access road bridge over the canal. The removal of field boundaries would open up views of the access road bridge over the canal and moving traffic along the route. All residents would have oblique views east of the completed station and car park filtered by existing mature trees that extend along the Preston Fylde Junction to Blackpool North line. Replacement tree and hedgerow planting along the site boundary would not yet be established.</p> <p>The noticeable change to the existing view would therefore result in a medium magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity would result in a moderate adverse significant effect.</p>	Major Adverse in the medium term	<p>Large Adverse in the medium term</p> <p>NCR 62: Moderate Adverse in the medium term</p> <p>Farm workers: Slight Adverse in the medium term</p>	Tree and hedgerow planting along the access road and tree and shrub planting to the railway station car park boundary.	Major Adverse in the medium term	<p>Large Adverse in the medium term</p> <p>NCR 62: Moderate Adverse in the medium term</p> <p>Farm workers: Slight Adverse in the medium term</p>
			<p>Operation – summer year 15</p> <p>The maturing tree and hedgerow planting along the access road and tree and shrub planting to the railway station car park site boundary would be sufficiently established to provide some screening and integration of the access road bridge over the canal, access road and railway station car park. The magnitude of visual effect would be reduced to non-significant by year 15 as a result of maturing vegetation.</p>	Moderate Adverse Effect in the long term	<p>Moderate Adverse in the long term</p> <p>NCR 62: Slight Adverse in the long term</p> <p>Farm workers: Slight Adverse in the long term</p>	Tree and hedgerow planting along the access road and tree and shrub planting to the station car park boundary and access road bridge over the canal embankments.	Minor Adverse Effect in the long term	<p>Slight Adverse in the long term</p> <p>NCR 62: Slight Adverse in the long term</p> <p>Farm workers: Neutral in the long term</p>
VP8	Representative and photomontage view northeast from walkers on PRoW FP45 and users of Ashton and Lea Golf Club	Users of PRoW FP45 Susceptibility: High	<p>Construction</p> <p>Walkers on PRoW FP45 and users of Ashton and Lea Golf Club would have open views on the horizon to the north and south of Halsall's Farm of</p>	Moderate Adverse in the short term	Moderate Adverse in the short term	Mitigation limited to good practice in construction that	Moderate Adverse in the short term	Moderate Adverse in the short term

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
	<p>Description: In the foreground the view is slightly descending to hedgerows along Darkinson Lane with further pasture fields and a tree lined track ascending beyond the lane in the middle distance. Rising farmland forms the horizon in the middle distance with pylons close to the Preston Fylde Junction to Blackpool North line and passing trains prominent skyline features. Halsall's Farm is visible further east on Darkinson Lane and properties on higher ground further west are glimpsed through intervening hedgerow boundaries.</p> <p>The PWDR is visible in near and middle-distance views on rising embankment for the viaduct over canal and railway line, close to pylons on the skyline.</p> <p>Value: The viewpoint has medium value. The rural outlook over pasture fields, woodlands and the winding hedgerows along Darkinson Lane is commonplace in this location with the PWDR viaduct and embankments and prominent pylons and overhead lines</p> <p>Lighting: Darkinson Lane is unlit. The PWDR is lit.</p> <p>Distance: 527m</p> <p>Future Baseline No change to the existing situation is anticipated</p>	<p>Sensitivity: High</p> <p>Users of Aston and Lea Golf Course</p> <p>Susceptibility: Medium</p> <p>Sensitivity: Medium</p>	<p>construction activities for the access road, car park, railway station and footbridge on the skyline. Loss of vegetation within the working area would open up views to the construction area and would result in a noticeable change to the existing view. The loss of vegetation and movement of construction vehicles would contribute to a reduction in scenic quality over the short-term. Construction of the Scheme would therefore result in a moderate magnitude of visual effect over the short-term.</p> <p>The moderate magnitude of visual effect and medium sensitivity will result in a moderate adverse effect</p>			would be agreed within the CEMP.		
			<p>Operation – winter year 1</p> <p>Once construction activities have been completed and the working areas reinstated the view for users of PRoW FP45 and Ashton and Lea Golf Club would be similar to the existing view. The magnitude of visual effect will therefore be minor. The minor magnitude of visual effect and high sensitivity would result in a slight adverse non-significant effect.</p>	Minor Adverse in the medium term	Slight Adverse in the medium term	Tree and hedgerow planting along the site boundary and reinstatement of hedgerow field boundaries	Minor Adverse in the medium term	Slight Adverse in the medium term
			<p>Operation – summer year 15</p> <p>Maturing landscape mitigation tree and hedgerow planting along the Scheme boundary and reinstated field boundaries, and scrub planting would filter views and integrate the Scheme into the surrounding landscape. The view would be similar to the existing view. The magnitude of visual effect would therefore be negligible. The negligible magnitude of visual effect and high sensitivity would result in a neutral non-significant effect.</p>	Minor Adverse in the long term	Slight Adverse in the long term	Tree and hedgerow planting along the site boundary and reinstatement of hedgerow field boundaries. Scrub planting to site compound area to the south of the Preston Fylde Junction to Blackpool North line	Negligible in the long term	Neutral in the long term
VP10	<p>Representative view northeast from residences on Darkinson Lane, Lea Town</p> <p>Description: Views from properties on the north side of Darkinson Lane are close range over garden vegetation which filters views further north and east. The middle distance filtered views north and east are to small open fields bounded by hedgerow field boundaries with some individual trees. Further north, Mason House Farm buildings and boundary vegetation obscure more long- distance views. The PWDR is</p>	<p>Susceptibility: High</p> <p>Sensitivity: High</p>	<p>Construction</p> <p>Long distance views of construction activities for the Cottam Link Road Roundabout, access road, access road bridge over the canal. car park, railway station and footbridge are obscured by the presence of the PWDR's rising embankments to the viaduct over the canal and railway. in near and middle-distance. The visual impact of the construction activities for Cottam Link Road Roundabout, access road, access road bridge over the canal, car park, railway station and footbridge would form a small part of the overall view. The magnitude of visual effect would</p>	Minor Adverse in the short term	Slight Adverse in the short term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Minor Adverse in the short term	Slight Adverse in the short term

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
	<p>visible in near and, middle-distance views on rising embankment to the viaduct over the canal and railway line to the northeast. From residences on the eastern edge of Lea Town longer distance views to the northern side of the viaduct and the PWDR junction with the roads are discernible. There are long distance views north towards the Preston Fylde Junction to Blackpool North line and the Lancaster Canal.</p> <p>Properties on the south side of Darkinson Lane have similar views to those on the north side of the lane. The properties have close-range views across Darkinson Lane. In the middle distance there are filtered views north beyond Darkinson Lane over medium and small open fields bounded by hedgerow field boundaries with some individual trees. The Preston Fylde Junction to Blackpool North line and the Lancaster Canal, and Bryars Farm with Lea Lane are visible in long distance views. To the northeast the PWDR is visible in near and middle-distance views on rising embankments to the viaduct over canal and railway line. With glimpsed views of mature trees visible on the skyline.</p> <p>Value: The viewpoint has medium value. This is a rural view comprising a patchwork of largely pasture fields, hedgerows and trees on flat topography and is commonplace in this location. The view is further reduced by the presence of the PWDR and viaduct, pylons and overhead lines.</p> <p>Lighting: PWDR and Darkinson Lane are lit.</p> <p>Distance: 1041m</p> <p>Future Baseline No change to the existing situation is anticipated</p>		therefore be minor. The minor magnitude of visual effect and high sensitivity would result in a slight adverse non-significant effect.					
			<p>Operation – winter year 1 Once construction activities have been completed and the working areas reinstated the view for residents of Darkinson Lane would be similar to the existing view. The magnitude of visual effect would therefore be negligible. The negligible magnitude of visual effect and high sensitivity would result in a neutral non-significant effect.</p>	Negligible in the medium term	Neutral in the medium term	Tree, shrub and hedgerow planting to Scheme boundary to filter views and integrate the Scheme into the surrounding landscape.	Negligible in the medium term	Neutral in the medium term
			<p>Operation – summer year 15 Maturing landscape mitigation tree, shrub and hedgerow planting along the Scheme boundary would achieve greater screening of the Scheme. The magnitude of visual effect will therefore continue to be negligible.</p> <p>The negligible magnitude of visual effect and high sensitivity would result in a neutral non-significant effect.</p>	Negligible in the long term	Neutral in the long term	Tree, shrub and hedgerow planting to Scheme boundary to filter views and integrate the Scheme into the surrounding landscape.	Negligible in the long term	Neutral in the long term
VP11	<p>Representative view east from residences at Mason House Farm, Lea Road and walkers on PRoW FP15</p> <p>Description: Close-range open views north and east across a flat field of pasture bounded by low clipped hedgerows. Views south are contained by Mason House Farm buildings.</p>	<p>Susceptibility: High</p> <p>Sensitivity: High</p>	<p>Construction The majority of the view is obscured by the PWDR viaduct and embankments visible in the middle distance. Beyond the PWDR and viaduct, there would be long distance glimpsed views of construction activities for the access road, access road bridge over the canal. railway station and car park. Construction activities and vegetation loss within the construction area form a very small part</p>	Minor Adverse in the short term	<p>Slight Adverse in the short term</p> <p>Workers: Neutral</p>	Mitigation limited to good practice in construction that would be agreed within the CEMP.	Minor Adverse in the short term	<p>Slight Adverse in the short term</p> <p>Workers: Neutral</p>

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
	<p>In the middle-distance, the PWDR is visible on rising embankment to the viaduct over the canal and railway line. Moving trains are visible on the Preston Fylde Junction to Blackpool North line in middle distance views.</p> <p>The viaduct and embankments obscure the majority of long distance views. There are glimpsed views of mature trees on hills to the northeast.</p> <p>Value: The viewpoint has medium value. The view over large pasture fields with good distribution of trees. However, the views are commonplace in this area and the PWDR and viaduct, Preston Fylde Junction to Blackpool North line and, pylons and overhead lines further reduce the scenic quality.</p> <p>Lighting: Westinghouse Springfields industrial area is lit, Darkinson Lane (to the south) is lit. PWDR is lit at junctions.</p> <p>Distance: 1090m</p> <p>Future Baseline No change from the existing situation is anticipated</p>		of the overall view and would result in a very small reduction to scenic quality.					
			<p>The low magnitude of visual effect and medium sensitivity would result in a slight adverse non-significant effect.</p> <p>Operation – winter year 1 Once construction activities have been completed and the working areas reinstated the view for all users will be similar to the existing view, the completed works would be barely discernible in the long distance view. The magnitude of visual effect will therefore be negligible. The negligible magnitude of visual effect and high sensitivity would result in a neutral non-significant effect.</p>	Negligible in the medium term	Neutral in the medium term	Tree, shrub and hedgerow planting to Scheme boundary, and tree and shrub planting on the access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape.	Negligible in the medium term	Neutral in the medium term
			<p>Operation – summer year 15 Maturing landscape mitigation tree, shrub and hedgerow planting along the Scheme boundary will achieve greater screening of the Scheme. The magnitude of visual effect will therefore continue to be negligible.</p> <p>The negligible magnitude of visual effect and high sensitivity would result in a neutral non-significant effect.</p>	Negligible in the long term	Neutral in the long term	Tree, shrub and hedgerow planting to Scheme boundary, and tree and shrub planting on access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape.	Negligible in the long term	Neutral in the long term
VP12	<p>Representative and photomontage view east on Lancaster Canal Long Distance Path</p> <p>Description: To the south a clipped hedgerow field boundary extends along the south side of the canal towpath and obscure the view beyond. Near and middle distance views of the Lancaster Canal and towpath extending eastwards to Quakers Bridge visible in the middle distance. Mature trees along Lea Road visible on the skyline</p> <p>There are slightly ascending views north, across the canal and pasture fields towards moving traffic on the Cottam Link Road visible in the middle distance. Large farm buildings are visible on Lea Lane.</p> <p>Value: The viewpoint has medium value. Although the canal corridor is a feature, the surrounding pastoral farmland is common place</p>	Susceptibility: High Sensitivity: High	<p>Construction Users of the canal towpath would experience a considerable alteration to near and middle distance views to the north and east due to loss of vegetation within the construction area, close proximity of the construction area and construction activities for Cottam Link Road Roundabout, the access road bridge over the canal and access road. The construction activities would contribute to a reduction in scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and medium sensitivity would result in a large adverse effect.</p>	Major Adverse in the short-term	Large Adverse in the short term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short-term	Large Adverse in the short term
			<p>Operation – winter year 1 The construction compounds would be reinstated to agriculture. The removal of field boundaries and trees to allow for the works would open up views of the completed Cottam Link Road Roundabout, access road bridge over the canal and access road on embankment at the access road bridge approach and would result in a considerable change to the existing view.</p>	Major Adverse effect in the medium term	Large Adverse in the medium term	<p>Tree, shrub and hedgerow planting to Scheme boundary would not yet be established.</p> <p>Facing material of the access road bridge over the canal assumed to be stone similar to the adjacent</p>	Major Adverse effect in the medium term	Large Adverse in the medium term

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
	<p>in this location and the presence of the Cottam Link Road is in view.</p> <p>Lighting: The Cottam Link Road is lit.</p> <p>Distance: 160m</p> <p>Future Baseline the proposed Lea Road residential development would be visible in long distance views to the southeast. View would be filtered by hedgerow extending along the south site of the canal towpath.</p>		<p>Replacement tree and hedgerow planting along the site boundary and field boundaries, and tree and shrub planting on the access road bridge embankments would not yet be established.</p> <p>The considerable change to the existing view would therefore result in a major magnitude of visual effect. The major magnitude of visual effect and high sensitivity would result in a large adverse significant effect.</p>			<p>Grade II Listed Quaker's Bridge.</p> <p>Tree and shrub planting to access road bridge embankments to filter views and integrate the Scheme into the surrounding landscape.</p>		
			<p>Operation – summer year 15 The maturing tree, shrub and hedgerow planting along the site boundary would be sufficiently established to provide some screening and integration of Cottam Link Road Roundabout, access road bridge over the canal and access road into the landscape.</p> <p>The magnitude of visual effect would reduce to moderate by year 15 as a result of maturing vegetation.</p>	Moderate Adverse in the long term	Moderate Adverse in the long term	<p>Tree, shrub and hedgerow planting to Scheme boundary would not yet be established.</p> <p>Facing material of the access road bridge over the canal assumed to be stone similar to the adjacent Grade II Listed Quaker's Bridge Tree and shrub planting to access road bridge embankments to integrate the Scheme into the surrounding landscape.</p>	Minor Adverse in the long term	Slight Adverse in the long term
VP13	<p>Representative view southeast from residences on Lea Lane</p> <p>Description: Near distance view over a low clipped hedgerow along Lea Lane across gently rolling pasture fields with low cut and gaps within hedgerow boundaries punctuated with occasional trees. The PWDR and pylon lines cross in the middle distance. Buildings at Earl's farm and residences on Lea Lane glimpsed amongst trees are visible in long distance views beyond the PWDR.</p> <p>Value: The viewpoint has a medium value. The pasture fields enclosed by hedgerows containing mature trees and wooded settlements. However, they are commonplace in this location and the PWDR, pylons and overhead lines further reduce the view.</p> <p>Lighting: PWDR and Cottam Link Road has lighting. Lea Lane is unlit, street lighting at the</p>	<p>Susceptibility: High</p> <p>Sensitivity: High</p>	<p>Construction Long distance filtered views southeast beyond the PWDR and Earl's Farm of construction activities for the Cottam Link Road Roundabout and access road bridge over the canal.</p> <p>The construction works would be seen within the context of the PWDR and Cottam Link Road and would form a small part of the overall view. Construction of the Scheme would therefore result in a minor magnitude of visual effect. The minor magnitude of visual effect and high sensitivity would result in a slight adverse non-significant effect.</p>	Minor Adverse in the short term	Minor Adverse in the short term	<p>Mitigation limited to good practice in construction that would be agreed within the CEMP</p>	Minor Adverse in the short term	Slight Adverse in the short term
			<p>Operation – winter year 1 The working area would be reinstated to agriculture. Landscape mitigation planting would not yet be established. Loss of vegetation within the working areas would open up views of the Scheme. The Cottam Link Road Roundabout junction and access road bridge over the canal would result in an increase in the extent of highway infrastructure compared to the existing view but would be barely discernible in the view beyond the PWDR and Earl's Farm.</p>	Negligible in the medium term	Neutral in the medium term	<p>Tree, shrub and hedgerow planting to Scheme boundary and reinstated field boundaries to filter views and integrate the Scheme into the surrounding landscape.</p>	Negligible in the medium term	Neutral in the medium term

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
	<p>junction of Sidgreaves Lane and Lea Road may be glimpsed above vegetation.</p> <p>Distance: 780m</p> <p>Future Baseline No change from the existing situation is anticipated</p>		<p>The small change to the existing view would therefore result in a negligible magnitude of visual effect. The negligible magnitude of visual effect and high sensitivity will result in a neutral non-significant effect.</p>					
			<p>Operation – summer year 15 The maturing trees and hedgerow planting would be sufficiently established to visually soften and filter views of the Cottam Link Road Roundabout and access road bridge over the canal and integrate them into the surrounding landscape. The magnitude of visual effect would continue to be non-significant by year 15.</p>	Negligible in the long term	Neutral in the long term	Tree, shrub and hedgerow planting to Scheme boundary and reinstated field boundaries to filter views and integrate the Scheme into the surrounding landscape.	Negligible in the long term	Neutral in the long term
VP14	<p>Representative view west on Lancaster Canal Long Distance Path</p> <p>Description: Near distance views of the Lancaster canal towpath continuing into the middle distance to Quakers Bridge. Glimpsed views under the bridge of the canal and mature vegetation along the north side of the canal to the north and south, tall hedgerow field boundaries extend along the south side of the canal towpath (long distance path) and the north side of the canal obscuring views beyond. The PWDR viaduct and pylons are visible on the skyline above the bridge.</p> <p>Value: The viewpoint has medium value. Although the canal corridor is a feature, the surrounding pastoral farmland is common place in this location and the presence of the PWDR viaduct and pylons reduce the view.</p> <p>Lighting: PWDR and Cottam Link Road is lit.</p> <p>Distance: 117m</p> <p>Future Baseline the proposed Lea Road residential development would be visible in filtered views long distance views to the south. View would be filtered by hedgerow extending along the south site of the canal towpath.</p>	Susceptibility: High Sensitivity: High	<p>Construction Users of the long distance path / canal towpath would experience a large alteration to middle distance views to the west due to construction activities for the access road bridge over the canal and access road. Construction works would be visible on the skyline above Quaker's Bridge and the adjacent tall hedgerows that extend along the north and south side of the canal. The construction activities would contribute to a reduction in scenic quality in the short-term. Construction of the Scheme would therefore result in a major magnitude of visual effect and medium sensitivity would result in a large adverse effect.</p> <p>Operation – winter year 1 The completed access road bridge over the canal and embankment approach would be visible on the skyline beyond the existing bridge and would be seen within the context of the PWDR viaduct. Replacement tree, shrub and hedgerow planting along the site boundary would not yet be established.</p> <p>The noticeable change to the existing view would therefore result in a moderate magnitude of visual effect. The moderate magnitude of visual effect and high sensitivity would result in a moderate adverse significant effect.</p> <p>Operation – summer year 15 The maturing tree and shrub planting along the site boundary and embankment approach to the access road bridge would be sufficiently established to provide some integration of the access road and</p>	Major Adverse in the short term	Large Adverse in the short term	Mitigation limited to good practice in construction that would be agreed within the CEMP	Major Adverse in the short term	Large Adverse in the short term
				Moderate Adverse in the medium term	Moderate Adverse in the medium term	Embankment tree and shrub planting to integrate the Scheme into the surrounding landscape. Facing material of the access road bridge over the canal assumed to be stone similar to the adjacent Grade II Listed Quaker's Bridge.	Moderate Adverse in the medium term	Moderate Adverse in the medium term
				Moderate Adverse in the long term	Moderate Adverse in the long term	Embankment tree and shrub planting to integrate the Scheme into the surrounding landscape. Facing material of the access road bridge over the canal assumed to be stone	Minor Adverse in the long term	Slight Adverse in the long term

Receptor No.	Existing (baseline) view description and value	Susceptibility and Sensitivity	Change in view (predicted impacts)	Magnitude of visual effect without mitigation	Significance of effect (without mitigation)	Mitigation	Magnitude of visual effect with mitigation	Significance of residual effects
			<p>access road bridge over the canal into the landscape.</p> <p>The magnitude of visual effect will be reduced to non-significant by year 15.</p>			<p>similar to the adjacent Grade II Listed Quaker's Bridge.</p>		