



LVIA Addendum

Plot 3,
South Heywood

For: Russells South Heywood (Commercial) Ltd

Ref: M3587-LVIAAD-10.22-V4



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1. Introduction

- 1.1 This Landscape and Visual Impact Assessment¹ Addendum has been prepared by Chartered Landscape Architects at Barnes Walker Ltd, on behalf of Russells South Heywood (Commercial) Limited.
- 1.2 It is associated with the approved South Heywood Hybrid Planning Permission 16/01399/HYBR and forms an LVIA update note/addendum to the LVIA Chapter 8 of the Environmental Statement that was submitted with the approved application and formed the basis for Landscape Impact discussions.

The purpose of this report

- 1.3 Russells South Heywood (Commercial) Limited are proposing to submit an outline application for a drop-in commercial unit amounting to 40,000m² of B8 floorspace into the approved South Heywood Hybrid Planning Permission.
- 1.4 Communications between Russells and the Rochdale Borough Planning Authority regarding the drop-in application have resulted in an agreement to prepare an LVIA update note/addendum to the original submitted Landscape & Visual Impact Assessment, rather than a fully revised LVIA. This report therefore forms the LVIA update note/addendum to the approved Landscape & Visual Impact position as approved under the Hybrid Planning Permission that the planning authority have recommended is undertaken and submitted with the drop-in application.

Overview of the proposed outline application

- 1.5 The proposals associated with the new outline application will sit within the red line boundary of the approved scheme, within Plot 3, as shown on the Location Plan (drawing 20019-ASA-ZZ-SI-D-A-3014 (SO-PI)).
- 1.6 The Land Use and Height Parameters Plan (4846 SP(90)43 Rev U) for the approved South Heywood Hybrid Planning Permission 16/01399/HYBR, shows employment uses (use class B2/B8) including SuDs and access (up to 23m in height above FFL) for the Plot 3 area. Proposed access would be from Pilsworth Road, at the north-western corner of the site. A 10-15m landscape buffer zone is shown along the southern boundary and part of the western boundary, with a 5-8m landscape buffer along the remainder of the western boundary.
- 1.7 The proposals represent an increase of 40,000m² of B8 Use above the quantum of employment floorspace approved under the original South Heywood Hybrid Planning
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Permission, but as the Landuse and Height Parameters (Plot 3) Plan (4846 SP(90)43 Rev V) shows, the parameters for the scheme remain the same.

- 1.8 Therefore, there are no material changes to the original parameters associated with the approved Hybrid Planning Permission, as a result of the increase in quantum.

Approach

- 1.9 Barnes Walker Ltd has extensive experience in the preparation of LVIA's at all levels from simple, lighter touch appraisals, through to full LVIA chapters for Environmental Statements.
- 1.10 The original LVIA submitted with the approved South Heywood Hybrid Planning Application was prepared by the IBI Group on behalf of Russells South Heywood Limited.
- 1.11 Following an instruction to progress with the addendum, two Chartered Landscape Architects from Barnes Walker undertook a desktop review of the submitted LVIA and its associated appendices. This generated an understanding of the application site, its landscape context and the nature of the viewpoints assessed.

2. Review of Methodology, Policy and Baseline

LVIA Methodology

- 2.1 The methodology followed in the original LVIA Chapter 8 of the ES was in accordance with the Landscape Institute Guidance (Guidelines for Landscape and Visual Impact Assessment 3rd Edition 2013) and remains current, appropriate and applicable.

Planning and policy framework

- 2.2 The National Planning Policy Framework (NPPF) was updated in July 2021 and replaces the March 2012 version.
- 2.3 The NPPF promotes a presumption in favour of sustainable development for both plan-making and decision-taking (Paragraph 11).

Of most relevance are:

- Section 12, Achieving Well-Designed Places (paragraphs 126, 130, 131 and 134).
 - Section 15, Conserving and Enhancing the Natural Environment (paragraph 174).
- 2.4 The Local Planning Policy context of the Rochdale Adopted Core Strategy (2016) remains current and valid.

Landscape and visual baseline

- 2.5 The national and local landscape character areas identified within the original LVIA relevant.
- 2.6 Since the Hybrid Application LVIA was prepared, the landscape has been reassessed as part of the Greater Manchester Landscape Character and Sensitivity Assessment. This assessment was prepared by LUC for the Greater Manchester Combined Authority in August 2018 to produce up-to-date landscape evidence to support preparation of the Greater Manchester Spatial Framework. The report classifies the landscape outside of the urban areas into Landscape Character Types (LCT) and subdivides these into Landscape Character Areas (LCA).
- 2.7 The extents of the approved South Heywood Hybrid Planning Permission, including Plot 3, fall within the Urban Fringe Farmland Landscape Character Type and Landscape Character Area 27 Simister, Slattocks and Healds Green.
- 2.8 The assessment includes the following description relating to the 'Intactness and Condition' of the Urban Fringe Farmland LCT:

'This is a predominantly rural landscape of typically low grade pasture land and semi-improved grassland associated with stock rearing and rough grazing. The elevated farmland in the north and east is a generally open and exposed containing few settlements, however some areas are strongly influenced by the visual presence of the adjoining urban edge and by numerous tall pylon lines and major road and rail routes which bisect the landscape. Other areas are quieter and host a smaller network of winding country lanes connecting dispersed and isolated dwellings. Woodland is generally sparse, though the lower-lying and flatter south contains tree belts and tall hedgerows which provide pockets of seclusion. The influence of adjoining urban areas has eroded and fragmented some of traditional land uses, with industrial buildings, distribution centres and golf courses detracting from rural qualities. The noise of traffic and activity along the motorways and fast moving traffic along A and B roads weaken the sense of rural tranquillity, as does the fairly regular noise of planes overhead, particularly closer to Manchester Airport in the south. Field boundaries comprise predominately species poor hedgerows that are often gappy and in some have been replaced by post and wire fencing. Other signs of physical deterioration include derelict sections of dry stone wall gapped up or completely replaced by fencing; a prevalence of horse keeping on urban fringe (with associated over-grazed paddocks); and evidence of anti-social behaviour such as fly tipping and littering.'

2.9 LCA 27 is shown to have medium sensitivity to commercial/industrial developments. The explanation for this is as follows: *‘The urban farmland between Heywood and Middleton is judged to have a moderate sensitivity to commercial/ industrial development (in addition to the housing scenario) as it lies adjacent to and contains existing large industrial development (Birch Business Park and Stakehill Industrial & Distribution Park) and is crossed by large road infrastructure such as the M62 and A627(M) which have a strong influence, detracting from the rural qualities of the landscape.’*

2.10 The descriptions of the landscape baseline and identified landscape receptors remain current and valid. The Urban Fringe Farmland, LCA 27, as set out above, is an additional landscape receptor, although both this LCA and the Rochdale Local Landscape Character Area Settled Farmland include the site and its surroundings.

2.11 The visual envelope for development within Plot 3 would be smaller than that of the wider development. The LVIA submitted with the approved South Heywood Hybrid Planning Application (para 8.89) identified 13no viewpoints (VP) which were agreed with the LPA. The Plot 3 proposals would not be visible from all of these viewpoints. The following viewpoints are likely to be affected by the proposals:

- VP01: Users of footpath on Scotland Lane
- VP03: Motorists on Pilsworth Road (entrance to Heywood Distribution Park)
- VP04: Motorists on Moss Hall Road
- VP11: PROW

2.12 The view from the following viewpoints have changed significantly since the visual survey was carried out and would no longer incorporate views of the proposed development, due to the recent construction of intervening development:

- VP08: Motorists on Heywood Interchange
- VP09: Residence along Langley Road

Embedded mitigation

2.13 The key mitigation elements assumed as part of the outline application which would remain relevant are as follows:

- Protection of existing hedgerows where possible and replacement. It is noted that current hedgerow are species poor, and opportunities therefore exist to enhance these where possible, to increase the amount of native species within hedge lines.
- 10 – 15m wide landscape buffer between employment zone and new Green Belt edge. Buffer to contain native tree and shrub species.
- Areas of SUDs to be included in employment zones. SUDs to include damp wildflower mixes, and native enhancement planting.

3. Landscape Effects

3.1 Table 8.1 (extract below) of the LVIA submitted with the approved South Heywood Hybrid Planning Application, comprises a summary of the landscape effects.

Landscape Receptor	Condition	Value	Susceptibility	Sensitivity	Magnitude of Effect during construction	Significance of Effect during construction	Magnitude of Effect on initial completion	Significance of Effect on initial completion	Magnitude of Effect after 15 years	Significance of Effect after 15 years
Landscape features in and around site										
Field pattern to the vicinity of the site	Ordinary	Medium	Medium	Medium	Medium	Moderate	Medium	Moderate	Medium	Moderate
Heywood's southern urban/rural fringe	Low	Low	Medium	Medium / Low	High	Major / Moderate	High	Major / Moderate	High / Medium	Moderate
Fields that make up the location of the development site	Ordinary	Low	High	Medium	High	Major / Moderate	High	Major / Moderate	High	Major / Moderate
Mature hedgerow (with Trees)	Ordinary	Low	Medium	Medium	Medium	Moderate	Medium	Moderate	Low	Moderate / Minor
Mature trees (individual)	Ordinary	Low	Medium	Medium	Medium	Moderate	Medium	Moderate	Low	Moderate / Minor
Rural openness	Ordinary	Medium	Medium	Medium	Medium	Moderate	Medium	Moderate	Low	Moderate / Minor

Landscape Receptor	Condition	Value	Susceptibility	Sensitivity	Magnitude of Effect during construction	Significance of Effect during construction	Magnitude of Effect on initial completion	Significance of Effect on initial completion	Magnitude of Effect after 15 years	Significance of Effect after 15 years
Landscape Features and Character Areas in the vicinity of Site (including the site)										
Rochdale UPD Local Landscape Character Area: Settled Farmland	Ordinary	Medium	Medium	Medium	Low	Moderate / Minor	Low	Moderate / Minor	Negligible	Minor
National Landscape Character Area: 56 Manchester Pennine Fringe	Ordinary	Medium	Medium	Medium	Low	Moderate / Minor	Low	Moderate / Minor	Negligible	Minor
Birch Conservation Area	High	High	Medium	Medium	Negligible	Moderate / Minor	Negligible	Moderate / Minor	Negligible	Minor
Hollins Vale Local Nature Reserve	High	High	High	High	Negligible	Minor	Negligible	Minor	Negligible	Minor
Queens Park Local Nature Reserve	High	High	High	High	Negligible	Minor	Negligible	Minor	Negligible	Minor
Rochdale Canal SSSI	High	Exceptional	High	High	Negligible	Minor	Negligible	Minor	Negligible	Minor

3.2 The landscape effects of the proposed drop-in development within Plot 3 would not be any greater than those assessed for the approved South Heywood Hybrid Planning Application (as set out above), given that the revised proposals for Plot 3 would be in accordance with the approved parameters.

3.3 In addition to the Settled Farmland LCA (Rochdale UPD), the site and surrounding area is also classified as Urban Fringe Farmland LCT and LCA 27 Simister, Slattocks and Healds Green (Greater Manchester Landscape Character and Sensitivity Assessment, 2018). As both of these LCAs cover similar tracts of land, the sensitivity assigned to both the Settled Farmland LCA and LCA 27 is medium. Given that Plot 3 sits within the red line boundary of the approved scheme and would be developed in accordance with the approved parameters, the effects upon LCA 27 would be no

greater than those assessed for the Settled Farmland Landscape Character Area (Rochdale UDP) which is set out in Table 8.1 above.

4. Visual Effects

4.1 Tables 8.2 and 8.3 (extract below) of the LVIA submitted with the approved South Heywood Hybrid Planning Application comprise a summary of the assessed visual effects.

4.2 Development within Plot 3 would only be visible from VP01, 03, 04 and 11 (highlighted in yellow below).

Summary of Analysis of Visual Effects	1. View looking south west from Scotland Lane	2. View looking south east from Banff Grove	3. View looking south east from Pilsworth Road (entrance to Heywood Distribution Park)	4. View looking north east from Moss Hall Road	5. View looking north from Dr Fold Lane	6. View looking south from Gloucester Avenue
Receptor	Users of PROW	Residents	Motorists	Motorists	Residents	Residents
Condition	Ordinary	Low	Ordinary	Ordinary	Ordinary	Ordinary
Value	Medium	Low	Low	Low	Medium	Medium
Susceptibility	Medium	Medium	Medium	Medium	Medium	Medium
Sensitivity	Medium	Medium / Low	Medium / Low	Medium / Low	Medium	Medium
Magnitude of Change during construction	Medium	Low	High	Medium	Medium	High
Magnitude of Change on completion	Medium	Low	High	Medium	Medium	High
Magnitude of Change (in 15 years time)	Low	Low	Medium	Medium	Low	Medium
Significance of Change during construction	Moderate	Minor	Major – Moderate	Moderate	Moderate	Major – Moderate
Significance of Change on completion	Moderate	Minor	Major – Moderate	Moderate	Moderate	Major – Moderate
Significance of Change (in 15 years time)	Moderate - minor	Minor	Moderate	Moderate	Moderate - Minor	Moderate

<i>Summary of Analysis of Visual Effects</i>	7. View looking south from junction of Manchester and Bader Drive	8. View looking west from Heywood Interchange	9. View looking north west from Langley Road	10. View looking north from Manchester Road (Harehill Junction)	11. View looking north from PROW	12. View Looking north from Heywood Old Road / Birch Conservation Area	13. View looking east from Plisworth Road (within Bury Boundary)
Receptor	Motorists	Motorists	Users of PROW	Motorists	Users of PROW	Motorists	Motorists
Condition	Ordinary	Ordinary	Good	Low	Good	Not Assessed	Not Assessed
Value	Low	Low	Medium	Low	Medium	Not Assessed	Not Assessed
Susceptibility	Medium	Medium	High	Medium	High	Not Assessed	Not Assessed
Sensitivity	Medium / Low	Medium / Low	High / Medium	Medium / Low	High / Medium	Not Assessed	Not Assessed
Magnitude of Change during construction	Medium	High	Negligible	Medium	Negligible	Not Assessed	Not Assessed
Magnitude of Change on completion	High	High	Negligible	High	Negligible	Not Assessed	Not Assessed
Magnitude of Change (in 15 years time)	Medium	Medium	Negligible	Medium	Negligible	Not Assessed	Not Assessed
Significance of Change during construction	Major – Moderate	Major – Moderate	Minor – Neutral	Major – Moderate	Minor – Neutral	Not Assessed	Not Assessed
Significance of Change on completion	Moderate	Major – Moderate	Minor – Neutral	Moderate	Minor – Neutral	Not Assessed	Not Assessed
Significance of Change (in 15 years time)	Moderate	Moderate	Minor – Neutral	Moderate	Minor – Neutral	Not Assessed	Not Assessed

- 4.3 The visual effects of the development within Plot 3 would not be any greater than those assessed for the approved South Heywood Hybrid Planning Application (as set out above), given that the revised proposals for Plot 3 would be in accordance with the approved parameters.

5. Conclusion

- 5.1 The proposed Drop-in Development within Plot 3 would sit within the red line boundary of the approved South Heywood Hybrid Planning Permission (16/01399/HYBR), and would be developed in accordance with the approved parameters. Landscape and

visual effects would not therefore exceed those identified as part of the original planning permission.