

A14 Cambridge to Huntingdon improvement scheme

Environmental Statement

Appendices

Appendix 10.4: Visual effects schedule: public rights of way

Date: December 2014

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Appendix 10.4: Visual effects schedule: public rights of way (PRoW)**NB:** Reference numbers are not necessarily in consecutive orderApprox. distance to the nearest part of the scheme¹ (m) is measured to centre line of road (i.e. A1/A14 or proposed link road within Huntingdon)

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P1	Footpath Ellington 23	340m	380m – 555m	High	Views contained by Huntingdon Recycling Centre and ridgeline to east. Views of high sided vehicles on A14 to north.	Construction	Views of ecological works and pond excavation to north-east and cantilever variable message signs (along A14. Distant views of borrow pit excavation to north-east beyond existing A14.	Minor adverse	Slight adverse
						Winter, year 1	Glimpsed views of variable message signs to north-east but in context of existing A14.	Minor adverse	Slight adverse
						Summer, year 15	No discernible change.	No change	Neutral
P2	Bridleway Brampton 19	524m	0m – 455m	High	Filtered views north and south across large scale arable landscape with few, generally intermittent, hedgerows and few small woodland blocks. Distant filtered views of traffic flow on A1 to east and Brampton Hut Services and lighting to north.	Construction	Foreground panoramic views of major earthworks and excavation of borrow pits. Construction of A14, A1, A1 Brampton interchange bridge and Ellington junction would be visible. A section of the footpath at its eastern extent (approximately 167m) would be removed to accommodate the scheme.	Major adverse	Very large adverse
						Winter, year 1	Foreground panoramic views of borrow pit cavity, A14 and traffic flow largely on embankment, and realigned section of A1 which would be physically closer to the receptor. Distant filtered views of Ellington junction to the north and views of A1 Brampton interchange bridge to the north-east. Lighting columns/light spill visible at Ellington junction and along A1 in the vicinity of the flyover. Several gantries visible on A1 to east.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting along embankments and environmental bunds would largely conceal traffic flow, although traffic on the A1 Brampton interchange bridge would remain discernible. Light spill would remain visible along A1 in the vicinity of the flyover and at Ellington junction.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P3	Bridleway Brampton 19	1140m	455m – 1300m 25m – 880m to edge of borrow pit	High	Open elevated views to the north and east across large scale arable landscape with few, generally intermittent, hedgerows. Views south are filtered by a substantial hedgerow immediately south of the bridleway. Filtered views of traffic flow on A1 to east and distant views of Brampton Hut Services and lighting to north.	Construction	Elevated middle distance views, filtered by hedgerow to north and south, of major excavation of borrow pits to east. Distant filtered views of construction of A14 and A1. Long distance views of construction of Ellington junction to north-east.	Major adverse	Large adverse
						Winter, year 1	Elevated middle distance views, filtered by hedgerow to north and south, of borrow pit cavity. Distant filtered views of traffic on A14 on embankment, realigned A1 and Ellington junction. Light spill would be noticeable along A1 in the vicinity of the flyover and at Ellington junction. Several gantries visible on A1 to east.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting along embankments and environmental bunds would largely conceal traffic flow, although distant glimpses of traffic on the A1 Brampton interchange bridge would remain. Light spill would remain noticeable along A1 in the vicinity of the flyover and at Ellington junction.	Minor adverse	Slight adverse
P4	Bridleway Brampton 19	110m	1290m – 1390m 800m – 900m to edge of borrow pit	High	Open elevated views to north-east across large scale arable landscape with few, generally intermittent, hedgerows and scattered isolated farms. Distant views of A14, A1, Brampton Hut junction, Brampton Hut Services and lighting.	Construction	Distant elevated views to north-east of major earthworks and construction of Ellington junction and A14 on embankment. Oblique distant views to north-east of borrow pit excavation and realignment of A1.	Minor adverse	Slight adverse
						Winter, year 1	Distant elevated views to north-east of Ellington junction and A14 on embankment. Oblique distant views to north-east of borrow pit cavities and realigned A1. Light spill would be noticeable along A1 in the vicinity of the flyover and at Ellington junction.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting along embankments and environmental bunds would largely conceal traffic flow, although distant oblique glimpses of traffic on the A1 Brampton interchange bridge would remain. Light spill would remain noticeable along A1 in the vicinity of the flyover and at Ellington junction.	Negligible adverse	Slight adverse

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P6	Footpath Brampton 15	100m	100m – 255m	High	Views across flat arable land. Filtered glimpses of traffic on existing A1 to west beyond established highway vegetation. Brampton Hut junction lighting columns/light spill to north-west and distant views of pylons.	Construction	Open foreground views of major earthworks to create environmental bund, and construction of A14 over A1 flyover. A section of the footpath at its western extent (approximately 42m) would be removed to accommodate the scheme.	Major adverse	Very large adverse
						Winter, year 1	Significant environmental bund would largely screen views of highway infrastructure to west, although traffic on the A1 Brampton interchange bridge would be visible. Light spill from section of A1 to west would be noticeable.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting would soften the prominence of the large environmental bund and would largely conceal views of traffic on the A14 over A1 flyover. Light spill from the A1 would remain noticeable but would be limited by mature mitigation planting on the environmental bund and would be viewed in context of existing light spill from Brampton Hut Services.	Minor beneficial	Slight beneficial
P7	Realigned Bridleway Brampton 19	1112m	40m – 300m	High	View west across large arable fields rising towards Brampton Wood. Foreground filtered views east through intervening vegetation of traffic and gantry on A1.	Construction	Vegetation loss east of path would open up views of traffic and construction activity along A1. Open views to west of extensive borrow pit excavation, as well as excavation of drainage lagoons. Close views of soil storage area south of borrow pit.	Major adverse	Very large adverse
						Winter, year 1	Open foreground views of traffic on the A1 to the east and of borrow pits to the west. Gantries and lighting along the A1 would exacerbate the prominence of highway infrastructure.	Major adverse	Large adverse
						Summer, year 15	Sections of mature mitigation planting would help filter views of traffic on the A1 and would help to integrate the borrow pits into the surrounding landscape. There would be some open views of traffic on the A1, and lighting and gantries would remain visible.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P8	Footpath Brampton 2	300m	50m – 325m	High	Open views to west across flat arable field to mature trees at fish ponds to west. Intermittent glimpses of traffic on A1 between intermittent vegetation along the highway.	Construction	Open foreground north-west views of major earthworks and excavation of drainage lagoons along alignment of former A1. A section of the footpath at its western extent (approximately 30m) would be removed to accommodate the scheme.	Moderate adverse	Moderate adverse
						Winter, year 1	Open foreground views of environmental bund, 2m high noise barrier, drainage lagoons and access track. High sided vehicles visible above environmental bund along A14 on raised alignment.	Moderate adverse	Moderate adverse
						Summer, Year 15	Mature mitigation planting on environmental bund would filter views of noise barrier and would largely conceal traffic on A14.	Minor beneficial	Slight beneficial
P9	Byway Brampton 1/ Byway Buckden 11	1005m	75m – 800m	High	Open views to north-east across large scale open arable fields with some hedgerows. Glimpses of views of traffic on A1 between intermittent vegetation along the highway. Lighting columns/light spill on B1514 to east visible above dense, mature vegetation around junction.	Construction	Open foreground views of major earthworks and construction of highway layout at A1 Brampton interchange and Grafham Road bridge, as well as excavation of floodplain compensation areas to east. Views towards soil storage area south of Grafham Road and construction compound east of A1. A section of the footpath at its eastern extent (approximately 72m) would be removed to accommodate the scheme.	Major adverse	Very large adverse
						Winter, year 1	Open foreground views across floodplain compensation areas of traffic flow on major highway infrastructure on embankment, including elevated A1 and A14 Brampton interchange bridges and Grafham Road bridge, as well as clear views of gantries and lighting columns/light spill.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting along embankments would soften views of infrastructure and would filter views of traffic flow, although traffic on elevated A1 and A14 Brampton interchange bridges would remain prominent. The upper part of gantries and lighting columns/light spill would remain evident.	Moderate adverse	Large adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P10	Footpath Brampton 3	380m	680m – 710m 400m – 640m to Grafham Road bridge realignment 100m – 470m to edge of borrow pit	High	Views across pasture enclosed by hedgerows and tree belts. Filtered distant glimpses of traffic on existing A1 to west through intervening vegetation.	Construction	Glimpsed views through intervening vegetation of construction of Grafham Road bridge to south-west. Distant glimpses of borrow pit excavation and earthworks and earthworks and construction activity at Brampton interchange to south-west.	Moderate adverse	Moderate adverse
						Winter, year 1	Glimpsed views of Grafham Road bridge and passing traffic to south-west and distant glimpses of traffic at Brampton interchange. Lighting columns/light spill would be evident to the west along A1/A14 and at Brampton interchange.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting on environmental bunds and Grafham Road bridge embankment would mature to largely conceal traffic. The upper part of lighting columns/light spill would remain evident.	Negligible adverse	Slight adverse
P11	Footpath Brampton 3	300m	555m – 675m 150m to edge of borrow pit	High	Open views to west across large, flat arable fields. Distant glimpses through intermittent vegetation of traffic and gantry on A1 to west, and Grafham Road bridge. Distant views of lighting columns/light spill along section of A1 to south.	Construction	Open foreground views to west of soil storage areas and major borrow pit excavation. Distant views of A14 and Grafham Road bridge construction to west and construction compound to south.	Major adverse	Very large adverse
						Winter, year 1	Open foreground views of borrow pit cavity. Distant views of traffic and major highway infrastructure at Grafham interchange, including elevated A1 and A14 Brampton interchange bridges and Grafham Road bridge, as well as the gantry south of Grafham Road bridge and lighting columns/light spill.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting along environmental bund and highway embankments would soften distant views of infrastructure and would filter views of traffic flow, although traffic on elevated A1 and A14 Brampton interchange bridges and Grafham Road bridge would remain prominent. The upper part of gantries and lighting columns/light spill would remain evident.	Minor adverse	Slight adverse

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P12	Footpath Brampton 3	450m	535m – 975m 470m – 855m to slip road 327m – 400m to Buckden Road bridge realignment	High	Open views across arable fields enclosed by mature vegetation belts. Filtered distant intermittent glimpses of traffic on Buckden Road to the south.	Construction	Open foreground views to south of major borrow pit excavation and soil storage area. Middle distance views of B1514 Buckden Road realignment.	Major adverse	Very large adverse
						Winter, year 1	Open foreground views of borrow pit cavities and traffic on realigned B1514 Buckden Road and of A14 on embankment. Filtered distant views through field boundary vegetation to south-west of traffic at Brampton interchange, especially on elevated A14 and A1 Brampton interchange bridges. Lighting columns/light spill at Brampton interchange would be evident.	Major adverse	Large adverse
						Summer, year 15	Established mitigation planting along A14 embankments, in addition to intervening field boundary vegetation when in leaf, would filter views of traffic on A14 and at Brampton interchange. Middle distance views of traffic on B1514 would remain. The upper part of lighting columns/light spill at Brampton interchange would remain evident.	Moderate adverse	Moderate adverse
P13	Footpath Buckden 13	606m	0m – 320m	High	Views along river Great Ouse. Mature vegetation belt alongside the path contains views to the west. Grazing marsh to the east of the river, enclosed by mature tree and shrub vegetation.	Construction	Foreground views of major construction works and installation of large viaduct across river Great Ouse.	Major adverse	Very large adverse
						Winter, year 1	Foreground views of prominent raised viaduct and traffic flow across river Great Ouse. Vegetation removal east and west of viaduct would open up views along the alignment of the A14.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting east and west of the river Great Ouse and water bodies would help to soften the infrastructure into the landscape, but the viaduct would remain a dominant discordant feature within the view.	Major adverse	Very large adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P14	Footpath Buckden 13	160m	275m – 425m	High	Views along river Great Ouse. Mature vegetation belt alongside the path contains views to the west. Grazing marsh to the east of the river, enclosed by mature tree and shrub vegetation.	Construction	Narrow middle distance views northwards along river of construction of river Great Ouse viaduct.	Major adverse	Large adverse
						Winter, year 1	Narrow and filtered views along river and through intervening vegetation of river Great Ouse viaduct and traffic flow above the structure.	Major adverse	Large adverse
						Summer, year 15	Intervening vegetation within Ouse Valley when in leaf would further filter views of river Great Ouse viaduct and traffic flow above the structure.	Moderate adverse	Moderate adverse
P15	Footpath Buckden 13	120m	556m – 445m	High	Views along river Great Ouse. Mature vegetation belt alongside the path contains views to the west. Grazing marsh to the east of the river, enclosed by mature tree and shrub vegetation.	Construction	Distant glimpses northwards, filtered by intervening vegetation along Ouse Valley, of construction of river Great Ouse viaduct.	Moderate adverse	Moderate adverse
						Winter, year 1	Distant glimpses filtered by intervening vegetation along Ouse Valley, of river Great Ouse viaduct and traffic flow above the structure.	Moderate adverse	Moderate adverse
						Summer, year 15	Intervening vegetation within Ouse Valley when in leaf would further filter distant glimpses of river Great Ouse viaduct and traffic flow above the structure.	Minor adverse	Slight adverse
P17	Footpath Buckden 13	200m	324m – 505m	High	Views along river Great Ouse. Mature vegetation belt alongside the path contains views to the west. Grazing marsh to the east of the river, enclosed by mature tree and shrub vegetation.	Construction	Narrow middle distance views southwards along river of construction of river Great Ouse viaduct.	Major adverse	Large adverse
						Winter, year 1	Narrow and filtered views along river and through intervening vegetation of river Great Ouse viaduct and traffic flow above the structure.	Major adverse	Large adverse
						Summer, year 15	Intervening vegetation within Ouse Valley when in leaf would further filter views of river Great Ouse viaduct and traffic flow above the structure.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/ sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P18	Footpath Brampton 7	325m	505m – 815m	High	Views along river Great Ouse. Mature vegetation belt alongside the path contains views to the west. Grazing marsh to the east of the river, enclosed by mature tree and shrub vegetation.	Construction	Distant glimpses southwards, filtered by intervening vegetation along Ouse Valley, of construction of river Great Ouse viaduct.	Moderate adverse	Moderate adverse
						Winter, year 1	Distant glimpses filtered by intervening vegetation along Ouse Valley, of river Great Ouse viaduct and traffic flow above the structure.	Moderate adverse	Moderate adverse
						Summer, year 15	Intervening vegetation within Ouse Valley when in leaf would further filter distant glimpses of river Great Ouse viaduct and traffic flow above the structure.	Minor adverse	Slight adverse
P19	Bridleway Godmanchester 1 Pathfinder Long Distance Walk (Silver Street)	1500m	0m – 900m	High	Elevated open views to north across large scale undulating arable landscape with few hedgerows and shelterbelts. A wind turbine provides a landmark feature to the north. Lower Debden Farm to north in dip, and very distant views to the periphery of Godmanchester and traffic on the existing A14.	Construction	Elevated foreground views of earthworks and construction of Silver Street bridge. Earthworks to create environmental bunds east of Silver Street and soil storage area west of Silver Street visible. Excavation of ecological ponds east of Silver Street bridge also visible. Distant glimpses of construction activity at Ermine Street bridge to the north-east and Offord Road bridge to north-west.	Major adverse	Very large adverse
						Winter, year 1	Foreground views of raised Silver Street bridge to north and high sided vehicles for a limited section along A14 to east of Silver Street above environmental bund before traffic becomes concealed within cutting. Ecological ponds and mitigation area noticeable east of Silver Street bridge. Distant glimpses of Ermine Street bridge to the north-east and Offord Road bridge to north-west.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting on Silver Street bridge embankments and on environmental bund east of Silver Street would soften the infrastructure and filter views of traffic flow on the A14.	Major adverse	Large adverse

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P21	Bridleway Hemingford Abbots 10	980m	50m – 575m 140m – 900m to Ermine Street realignment	High	Views across open arable fields, inclining to west, with hedgerows. Dense hedgerow north of footpath filters views across rising land to north. Large agricultural barns at Lattenbury Farm are prominent to the south-east. Glimpses of traffic on Ermine Street to west.	Construction	Clear foreground views of construction of a section of the A14 limited to the eastern end of the footpath. From the western end of the footpath, construction of the A14 would be screened by ridge. Significant tree belt would largely screen construction of Ermine Street bridge.	Moderate adverse	Moderate adverse
						Winter, year 1	Clear foreground views of a section of the A14 and traffic flow above environmental bund limited to the eastern end of the footpath. Lighting columns/light spill at Ermine Street bridge would be visible from western extent of footpath above tree belt, as well as filtered glimpses of high sided vehicles.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting on environmental bund and around Ermine Street bridge would filter views of traffic. Lighting columns/light spill at Ermine Street bridge would remain visible from western extent of footpath above tree belt.	Minor adverse	Slight adverse
P22	Realigned Bridleway Hemingford Abbots 10	490m	50m	High	Views across open arable fields, inclining to west, with hedgerows. Large agricultural barns at Lattenbury Farm are prominent to the south. Glimpses of traffic on Ermine Street to west.	Construction	Open foreground views of A14 and bund construction immediately to north.	Major adverse	Very large adverse
						Winter, year 1	Open views of traffic flow above environmental bund close at hand. Distant glimpses of lighting columns/light spill and high sided vehicles at Ermine Street bridge to west above intervening tree belt.	Major adverse	Very large adverse
						Summer, year 15	Views towards A14 and traffic flow filtered by mature mitigation planting along environmental bund and around Ermine Street bridge. Distant glimpses of lighting columns/light spill at Ermine Street bridge to west would remain.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P23	Bridleway Hemingford Abbots 10	460m	0m (to Mere Way bridge) - 55m	High	Open views to south across arable land. Views to north screened in summer, filtered in winter by well-established hedge/tree belt.	Construction	Filtered views through retained vegetation to north of A14 and bund construction, as well as of Mere Way bridge construction, close at hand. Foreground views of soil storage area to south.	Major adverse	Very large adverse
						Winter, year 1	Filtered views through retained vegetation of traffic flow on A14 above environmental bund close at hand. Raised Mere Way bridge would be a prominent feature within the landscape.	Major adverse	Large adverse
						Summer, year 15	Views towards proposed A14 largely screened by mature mitigation planting in addition to retained vegetation. Mitigation planting on embankments of Mere Way bridge would help integrate the structure into the landscape.	Minor adverse	Slight adverse
P24	Bridleway Hemingford Grey 13/ Bridleway Hemingford Abbots 9 (Mere Way)	1200m	0m (to Mere Way bridge) – 650m	High	Views across open arable land with hedgerows, inclining to north. Scattered farmsteads on higher ground to north. Wind turbine at Littlebury Farm provides key landmark feature.	Construction	Filtered foreground views to north through retained vegetation of A14 and bund construction. Direct, open views of Mere Way bridge construction and of adjacent soil storage area to west. Localised northern extent of public right of way (PRoW) would be slightly diverted during construction.	Major adverse	Very large adverse
						Winter, year 1	Filtered foreground views through retained vegetation of traffic flow on A14 above environmental bund. Raised Mere Way bridge would be a prominent feature within the landscape. Distant glimpses of high sided vehicles on Potton Road bridge to east.	Major adverse	Large adverse
						Summer, year 15	Views towards A14 and traffic on Potton Road bridge largely screened by mature mitigation planting in addition to retained vegetation. Mitigation planting on embankments of Mere Way bridge would help integrate the structure into the landscape.	Minor adverse	Slight adverse

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P25	Bridleway Hemingford Abbots 9 (Mere Way)	190m	500m – 690m	High	Views across open arable land with hedgerows. Large agricultural barns at Lattenbury Farm visible to west. Wind turbine at Littlebury Farm provides key landmark feature.	Construction	Filtered views through intervening hedgerow vegetation of earthworks and construction along A14 and of Mere Way bridge to north, as well as of soil storage area.	Moderate adverse	Moderate adverse
						Winter, year 1	Filtered views through retained vegetation of traffic flow on A14 above environmental bund. Raised Mere Way bridge would be a prominent feature within the landscape. Distant glimpses of high sided vehicles on Potton Road bridge to north-east.	Moderate adverse	Moderate adverse
						Summer, year 15	Views towards A14 and traffic on Potton Road bridge largely screened by mature mitigation planting in addition to retained vegetation. Mitigation planting on embankments of Mere Way bridge would help integrate the structure into the landscape.	Minor adverse	Slight adverse
P26	Bridleway Hemingford Abbots 9 (Mere Way)	250m	690m – 900m	High	Channelled views north and south between mature trees either side of footpath. Filtered glimpses east and west across arable farmland.	Construction	Construction activity would be screened by trees either side of footpath, as well as other intervening hedgerows.	No change	Neutral
						Winter, year 1	Distant filtered glimpses through intervening vegetation of high sided vehicles on A14 to north above environmental bund.	Negligible adverse	Slight adverse
						Summer, year 15	Intervening vegetation when in leaf, in addition to mature mitigation planting along the A14 would screen views of the A14 and traffic.	No change	Neutral
P27	Bridleway Hilton 1	490m	870m – 1340m	High	Views across open, flat arable landscape with tree belts and hedgerows. Distant high ground with wind turbine at Littlebury Farm to north.	Construction	Construction activity would be screened by intervening hedgerows.	No change	Neutral
						Winter, year 1	Distant filtered glimpses through intervening vegetation of high sided vehicles on Potton Road bridge to north-east.	Minor adverse	Slight adverse
						Summer, year 15	Intervening vegetation when in leaf, in addition to mature mitigation planting on bridge embankments, would integrate the proposals into the landscape and would screen traffic on Potton Road bridge.	No change	Neutral

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P28	Bridleway Hemingford Grey 14	1110m	480m – 890m 40m – 1100m to Potton Road bridge	High	Open views to north across flat arable landscape with hedgerows and some stronger vegetation belts. Intermittent glimpses through hedgerow of traffic on Potton Road to east.	Construction	Views of major earthworks and construction of Potton Road bridge to north. Distant filtered glimpses of A14 and bund construction and excavation of drainage lagoon.	Major adverse	Large adverse
						Winter, year 1	Clear views of traffic on Potton Road bridge, especially from the eastern extent of the footpath. Filtered glimpses of high sided vehicles above environmental bund along A14 to north.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting along environmental bund and on Potton Road bridge embankment would largely conceal views of traffic and would help to integrate Potton Road bridge into the landscape.	Minor adverse	Slight adverse
P29	Footpath Hemingford Grey 10	505m	55m 80m to Potton Road bridge	High	Open views across large scale arable landscape with scattered farms and wind turbines at Littlebury Farm and at Wood Green Animal Centre to west. Intermittent glimpses of traffic on Potton Road to east.	Construction	Foreground views of major earthworks and construction of A14 on embankment immediately to south, and Potton Road bridge immediately to east. Foreground views to north of extensive floodplain compensation area excavation.	Major adverse	Very large adverse
						Winter, year 1	Foreground views of traffic on A14 immediately to south, Potton Road bridge immediately to east and floodplain compensation area to north. Ecological pond visible to south of footpath.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting along A14 and Potton Road bridge embankments would filter views of traffic, but changes to landform and presence of infrastructure would remain dominating.	Major adverse	Large adverse

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P30	Footpath Hemingford Grey 10	1330m	610m – 1060m	High	Open views to south across large scale arable fields with few tree belts and intermittent trees along defunct hedgerows. Scattered farms include Topfield Farm to south-west and Linton's Farm to south. Intermittent glimpses of traffic on A14 to north and Potton Road to east.	Construction	Distant panoramic views of construction of A14 on embankment to south, along with excavation of extensive floodplain compensation area. Potton Road bridge construction clearly visible to south-east. Filtered intermittent glimpses of Mere Way bridge construction to south-west.	Major adverse	Large adverse
						Winter, year 1	Distant panoramic views of traffic on A14 raised on embankment, and clear views of traffic on raised Potton Road bridge. Distant glimpses of raised Mere Way bridge to south-west.	Major adverse	Large adverse
						Summer, year 15	Filtered views of traffic on A14 and Potton Road bridge through established mitigation planting. Mitigation planting would help integrate Mere Way bridge into the landscape.	Moderate adverse	Moderate adverse
P31	Footpath Hemingford Grey 10	405m	55m - 610m	High	Open views to south across large scale arable fields with few tree belts and intermittent trees along defunct hedgerows. Scattered farms include Topfield Farm to west and Linton's Farm to south. Intermittent glimpses of traffic on A14 to north and Potton Road to east.	Construction	Foreground panoramic views of construction of A14 on embankment to south. Foreground views to east of extensive flood compensation area excavation. Potton Road bridge construction clearly visible in middle distance to east. Filtered intermittent glimpses of Mere Way bridge construction to west.	Major adverse	Very large adverse
						Winter, year 1	Foreground panoramic views of traffic on A14 raised on embankment, and clear views of traffic on raised Potton Road bridge. Foreground views of flood compensation area to east. Distant glimpses of raised Mere Way bridge to west.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting along A14 and Potton Road bridge embankments would filter views of traffic, but changes to landform and presence of infrastructure would remain dominating.	Major adverse	Large adverse

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P34	Footpath Fenstanton 7	995m	400m – 555m 0m to 995m to Potton Road realignment 50m to edge of borrow pit	High	Some open views across pasture to north. Water bodies to north of western section of footpath. A very well established tree and shrub belt contains views to the south, particularly during summer. Glimpses through the vegetation belt into open arable field.	Construction	Filtered foreground glimpses to south through well-established vegetation buffer of borrow pit excavation.	Minor adverse	Slight adverse
						Winter, year 1	Filtered glimpses to south through well-established vegetation buffer of borrow pit cavity. Middle distance glimpses of traffic on Potton Road bridge and Hilton Road bridge in the middle distance, and of high sided vehicles on embankment on the A14.	Minor adverse	Slight adverse
						Summer, year 15	Established mitigation planting, in addition to well established buffer of vegetation to south of footpath when in leaf, would largely conceal views of the proposals.	Negligible adverse	Slight adverse
P35	Footpath Fenstanton 10	60m	655m – 705m	High	Views north across private garden. Dense hedgerow immediately to south contains views.	Construction	Views of construction activity screened by well-established hedgerow to south, as well as further field boundary vegetation.	No change	Neutral
						Winter, year 1	Limited distant glimpses through well-established hedgerow to south, as well as further field boundary vegetation, of traffic on elevated Hilton Road bridge.	Negligible adverse	Slight adverse
						Summer, year 15	Mature mitigation planting, in addition to intervening vegetation when in leaf, would screen views of traffic on Hilton Road bridge.	No change	Neutral
P37	Permissive footpath	900m	900m - 1100m	High	Views across arable land to north, west and east limited by landform and intervening hedgerows. Distant glimpses of traffic on Hilton Road.	Construction	Distant glimpses of construction of Hilton Road bridge. Some localised vegetation loss would be noticeable.	Minor adverse	Slight adverse
						Winter, year 1	Distant glimpses of traffic on raised Hilton Road bridge.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting on Hilton Road bridge embankments would soften the structure into the landscape and would filter views of traffic.	No change	Neutral

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P38	Permissive footpath	450m	500m – 1100m	High	Views to north, west and east limited by landform and intervening hedgerows. Intermittent distant glimpses of traffic on A14.	Construction	Construction would be largely obscured by intervening landform and dense hedgerow immediately to east of footpath. Distant glimpses above intervening hedgerow vegetation to north-west of floodplain compensation area machinery during excavation.	No change	Neutral
						Winter, year 1	Distant intermittent glimpses through intervening vegetation of high sided vehicles on A14 and on Conington Road bridge.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting along the A14, as well as hedgerow vegetation when in leaf, would obscure views of traffic on A14 and on Conington Road bridge.	No change	Neutral
P39	Permissive footpath	350m	200m – 500m	High	Slightly elevated, open views to north across arable fields with hedgerow boundaries and small tree clumps. Conington Road is well contained by hedgerows. Glimpses of properties including along Hilton Road and Mount Farm. Distant intermittent glimpses of traffic on A14.	Construction	Slightly elevated middle distance views of A14 and Conington Road bridge construction to the north. Glimpses above intervening hedgerow to north-west of floodplain compensation area machinery during excavation. Distant, oblique views to north-west of Hilton Road bridge construction.	Major adverse	Large adverse
						Winter, year 1	Slightly elevated middle distance views of traffic raised on Conington Road bridge and on A14 on embankment. Distant, oblique views to north-west of traffic on Hilton Road bridge.	Major adverse	Large adverse
						Summer, year 15	Mature mitigation planting on bridge embankments and along A14 would filter views of traffic.	Minor adverse	Slight adverse

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P40	Permissive footpath	100m	100m – 200m	High	Open views to north across arable fields with hedgerow boundaries and small tree clumps. Conington Road is well contained by hedgerows.	Construction	Foreground views, partially filtered by intervening hedgerows, of A14 and Conington Road bridge construction and excavation of drainage lagoons to north, Glimpses above intervening hedgerow to west of floodplain compensation area machinery during excavation.	Major adverse	Very large adverse
						Winter, year 1	Foreground views of traffic raised on Conington Road bridge and on A14 on embankment.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting on Conington Road bridge embankment and along A14 would filter views of traffic, but changes to landform and presence of infrastructure would remain dominating.	Moderate adverse	Moderate adverse
P44	Footpath Fenstanton 6	390m	345m – 580m 140m – 345m to Conington Road bridge	High	Open panoramic views across arable fields to distant wind turbines to south. Raised landform of Conington Landfill to east. A14 in close proximity to north.	Construction	Foreground views of Conington Road bridge, A14 and bund construction as well as soil storage area to south.	Major adverse	Very large adverse
						Winter, year 1	Foreground views of traffic on Conington Road bridge and traffic above environmental bund along A14. Distant glimpses of traffic on Hilton Road bridge to south-west.	Major adverse	Very large adverse
						Summer, year 15	Mature mitigation planting along A14 and on bridge embankments would filter views of traffic, but changes to landform and presence of infrastructure would remain dominating.	Moderate adverse	Moderate adverse
P45	Footpath Fenstanton 6	535m	575m – 665m 345m – 300m to Conington Road bridge	High	Views across pasture with some agricultural barns to south, with arable fields beyond and distant wind turbines. Mature vegetation to east screens views of bridge over A14 which runs immediately to north.	Construction	Construction along A14 would largely be set within dip in landform, although construction of the raised Conington Road bridge, and the top of the soil storage area would be visible to the south.	Moderate adverse	Moderate adverse
						Winter, year 1	Intermittent views of high sided vehicles on a limited section of A14 and views of traffic on Conington Road bridge to south.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting along A14 and on Conington Road bridge embankments would filter views of traffic.	Minor adverse	Slight adverse

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P49	Footpath Fenstanton 3	250m	355m – 605m	High	Views from footpath across arable farmland limited by hedgerows and small blocks of trees. Distant views to traffic on the A14.	Construction	Intermittent glimpses beyond traffic on existing A14 of construction of upper part of New Barns Lane bridge to south-east. Construction along A14 would be set within dip in landform.	Negligible adverse	Slight adverse
						Winter, year 1	Glimpses of traffic on New Barns Lane bridge. Glimpsed middle distance views of high sided vehicles on A14 beyond traffic on existing A14.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting along A14 and on New Barns Lane bridge embankments would largely conceal views of traffic.	Negligible adverse	Slight adverse
P50	Footpath Swavesey 13	350m	1100m	High	Distant views over and between hedges toward A14 traffic.	Construction	Distant views of roadworks and bridge construction for Swavesey junction.	Minor adverse	Slight adverse
						Winter, year 1	A14 traffic still visible. New Swavesey junction adds intrusion to view. Gantries visible.	Minor adverse	Slight adverse
						Summer, year 15	Screen planting at junction and blocks of woodland planting along A14 slightly moderate impact. Increased lighting and gantries still visible.	Minor adverse	Slight adverse
P51	Bridleway Swavesey 14 (Scotland Drove)	500m	50m-550m	High	Close to middle distance open views over clipped hedges of A14 traffic.	Construction	Close to middle-distance view of construction for Swavesey junction – felling of Down Spinney (wood), new bridge, embankments and slip roads. Also gantry construction.	Major adverse	Large adverse
						Winter, year 1	Traffic at new junction elevated on bridge and embankments, plus lighting and gantries openly visible in middle distance.	Major adverse	Large adverse
						Summer, year 15	Partial screening from proposed tree planting around junction and in blocks along A14 but glimpses of traffic remain. Gantries and lighting still visible.	Moderate adverse	Moderate adverse

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P52	Bridleway Swavesey 14 (Scotland Drove)	800m	550m-1438m	High	Open views of A14 from middle to far distance across arable fields	Construction	Open view of roadworks, construction for Swavesey junction and installation of gantries.	Moderate adverse	Moderate adverse
						Winter, year 1	Traffic at new junction elevated on bridge and embankments, plus lighting and gantries openly visible in middle to far distance.	Moderate adverse	Moderate adverse
						Summer, year 15	Partial screening from proposed tree planting around junction and in blocks along A14 but glimpses of traffic remain. Gantries and lighting still visible.	Minor adverse	Slight adverse
P56	Permissive Access	2400m track forming a circuit around edge of a large field	400m – 1000m	High	Track with permissive access around the edge of a large arable field bordered with fragmentary hedges and scrub. Roofs of Cambridge Services visible above trees. A14 traffic can be glimpsed through gaps in trees.	Construction	Trees would remain and traffic would continue to be visible through the gaps, but the adjacent field would be occupied by a large construction compound which would be intrusively visible from the track. The boundary with the site for the proposed compound is mainly open with only a few clumps of vegetation.	Major adverse	Large adverse
						Winter, year 1	Compound removed and field undergoing reinstatement. Views would be restored almost to the existing situation. The new Swavesey junction would not be visible.	Minor adverse	Slight adverse
						Summer, year 15	Tree planting over the redundant A14 slip roads at Cambridge Services roundabout and at other locations along the A14 would improve traffic screening.	Minor beneficial	Slight beneficial
P57	Bridleway Swavesey 16 (Tippler's Road)	1300m Intermittently along whole length of track.	960m	High	Views across open field toward Buckingway Business Park on slight rise. Buckingway Road lighting visible but adjacent hedge conceals view along much of the track. Horse riders may be able to see more. Business Park, other buildings and landform also conceal much of the A14.	Construction	Construction activities hidden by hedge apart from locations with views through gaps.	Minor adverse	Slight adverse
						Winter, year 1	New Swavesey junction and lighting visible through gaps in hedge.	Minor adverse	Slight adverse
						Summer, year 15	Junction and lighting visible through hedge gaps – some screening from planting near junction.	Minor adverse	Slight adverse

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P58	Bridleway Swavesey 15 (Utton's Drove)	920m	36m-965m	High	View along track between hedges toward A14 at end of track. Some oblique views through hedge gaps and across large arable fields to A14 traffic. Tree belts at sewage works conceal part of the A14.	Construction	Excavation of retention ponds would be close to the end of the track near the A14. Other road construction work would have little effect on views.	Minor adverse	Slight adverse
						Winter, year 1	There would be little perceptible difference to views from this track but proposed gantry would be visible above trackside hedges on the horizon.	Negligible adverse	Slight adverse
						Summer, year 15	Woodland planting along road verge and hedges planted near retention ponds would screen the traffic in oblique views.	Minor beneficial	Slight beneficial
P59	Bridleway Swavesey 15 (Utton's Drove)	600m	965m-1460m	High	As above but further away and with oblique distant view toward Buckingham Business Park and site for Swavesey junction	Construction	Junction construction probably visible on the horizon.	Minor adverse	Slight adverse
						Winter, year 1	Swavesey junction and lighting visible on the horizon.	Minor adverse	Slight adverse
						Summer, year 15	Swavesey junction and lighting visible on the horizon.	Minor adverse	Slight adverse
P60	Footpath Lolworth 5	270m	290m-610m	High	Hillside path descending from church and crossing arable field. Open middle distance view of traffic with limited screening from avenue of mature trees along driveway to The Grange. Hillside view framed by Lolworth Church and belts of trees surrounding The Grange, but marred by A14 traffic.	Construction	Oblique view of Robins Lane bridge and embankment construction works seen through avenue of trees leading to the Grange. Soil storage area visible near bridge site. A14 traffic visible.	Moderate adverse	Moderate adverse
						Winter, year 1	New Robins Lane bridge and realigned lane conspicuous and traffic on A14 visible although partly screened by the new bridge. Two gantries conspicuously visible east of new bridge.	Moderate adverse	Moderate adverse
						Summer, year 15	Tree and shrub planting on bridge embankments and on land isolated by the lane realignment, also in a belt along the A14 would substantially screen the traffic and soften the profile of the new bridge. Gantries would be visible above the trees.	Minor beneficial	Slight beneficial

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P62	Footpath Lolworth 5	400m	40m-340m	High	Path diagonally crossing arable field enclosed by belts of mature trees at The Grange. Roadside trees conceal the A14 however the path crosses through these trees to reach the verge of the trunk road where it would be diverted east to link with other paths at Bar Hill. In summer the highway is not visible from any point within the field, but in winter the traffic is more visible.	Construction	Most trees would be lost along the A14 apart from a narrow strip between proposed drainage ditches. These would have significant gaps revealing the traffic. Road construction and drainage excavation works would be clearly visible from the path at any point in the field.	Major adverse	Large adverse
						Winter, year 1	Traffic still open to view.	Major adverse	Large adverse
						Summer, year 15	20m wide belt of replacement woodland planting would restore traffic screening but trees would not yet be equivalent in size to the ones that were lost.	Minor adverse	Slight adverse
P60a	Footpath Lolworth 6	120m	510m-580m	High	Similar hillside views to (P60) Lolworth Footpath 5 from which it branches and skirts the same field on the western edge of Lolworth. A14 traffic clearly visible behind avenue of trees.	Construction	Soil storage area and works for Robins Lane bridge partially screened by trees along Robins Lane, Road construction along A14 east of bridge partially screened by trees.	Moderate adverse	Moderate adverse
						Winter, year 1	Bridge and A14 partially screened by existing trees but traffic and two gantries east of bridge conspicuously visible.	Moderate adverse	Moderate adverse
						Summer, year 15	Tree planting on bridge embankments and along A14 would screen traffic but gantries would be visible above trees.	Minor beneficial	Slight beneficial
P61	Footpath Lolworth 7	180m	680m-730m	High	Distant hilltop view with nearby tower of Lolworth Church and belts of trees surrounding the Grange. A14 traffic clearly visible moving across part of the view.	Construction	Works for Robins Lane realignment earthworks, soil storage and bridge construction visible in framed view as well as A14 traffic.	Minor adverse	Slight adverse
						Winter, year 1	Robins Lane bridge as well as two gantries and A14 traffic intrude on part of the view.	Minor adverse	Slight adverse
						Summer, year 15	Woodland planting on bridge embankments and along A14 would screen traffic and soften the appearance of the bridge but gantries would be visible above trees.	No change	Neutral

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P63	Footpath Lolworth 7	450m	670m-710m	High	Hillside view of A14 in middle/far distance. Traffic visible in short stretch at narrow end of field.	Construction	Construction activity visible but little change to view.	Minor adverse	Slight adverse
						Winter, year 1	Following construction, no perceptible change.	No change	Neutral
						Summer, year 15	Screen planting along A14 would conceal traffic.	Minor beneficial	Slight beneficial
P64	Bridleway Bar Hill 1	137m	30m-70m	High	This bridleway runs along the west perimeter of Bar Hill. Views from it are substantially enclosed by hedges and trees. Near to the A14 it passes through a copse of trees and shrubs and ends at the road verge. This last part would be closed and the path would be diverted east to skirt around the existing Bar Hill roundabout and continue north to cross the A14 on the proposed non-motorised user (NMU) bridge.	Construction	Slip road construction and widening works may be visible through trees in winter, but would be hidden by vegetation in summer.	Minor adverse	Slight adverse
						Winter, year 1	Views along the greater remaining un-diverted portion of the bridleway would continue to be screened by trees and hedges. A14 traffic could be visible through the trees in winter but no more so than is currently the case. Magnitude and significance cannot be assessed for the diverted section of path as the baseline situation has not been established. The diverted section would have open views of the new A14 Junction on embankment.	No change	Neutral
						Summer, year 15	The remaining un-diverted portion of the bridleway would continue to be well screened by trees and hedges. Magnitude and significance cannot be assessed for the diverted section of path as the baseline situation has not been established. The diverted section would have landscaped views of the new A14 Junction on embankment screened with woodland planting.	No change	Neutral

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P66	Bridleway Longstanton 10	210m	870m-1100m	High	Bridleway through large arable fields with open but distant view toward the A14. Cluster of buildings at New Close Farm locally screens part of the A14 but the existing bridge at Bar Hill would be visible from this section of the bridleway.	Construction	Construction works for the junction including demolition of the existing bridge, construction of two new bridges and a new NMU bridge, plus widening the A14 and construction of the local access road would be open to view.	Moderate adverse	Moderate adverse
						Winter, year 1	The junction with increased lighting and gantries would spread wider in the view and the traffic on the local access road would be marginally closer.	Moderate adverse	Moderate adverse
						Summer, year 15	Extensive planting on junction embankments and between local access road and A14 plus hedges along local access road would moderate visual impact and partially screen the traffic. Lighting and gantries would still be visible.	Slight adverse	Slight adverse
P67	Bridleway Longstanton 10	1060m	80m-850m	High	Bridleway through arable fields with open view of the A14 from 850m up to the road verge. Mature trees on the east side of the track partially obscure views of the A14 toward the east. Bar Hill junction is clearly visible.	Construction	Trees would be lost where existing to be demolished. Junction earthworks, soil storage area, bridge and NMU bridge construction clearly visible. New local access road and slip roads spread junction northwards across field.	Major adverse	Large adverse
						Winter, year 1	Roads, junction with road bridge and NMU bridge with lighting closer and openly visible.	Major adverse	Large adverse
						Summer, year 15	Extensive planting on junction embankments and between local access road and A14 plus hedges along local access road would moderate visual impact and partially screen the traffic. Lighting and gantries would still be visible.	Moderate adverse	Moderate adverse

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P68	Bridleway Oakington 9	150m at east end 680m at west end	740m-850m	High	Distant views across arable field at east end of bridleway. A14 traffic visible behind roadside hedge. Further west a tree plantation completely screens the A14. In the 680m toward the western end of the track there are distant oblique views of the A14 with some screening from individual trees.	Construction	Construction of local access road and the roundabout at its junction with Dry Drayton Road/Oakington Road would be openly visible toward the east end of the track. Works at Bar Hill junction visible from west end of bridleway. Gantry construction would be visible at four locations.	Moderate adverse	Moderate adverse
						Winter, year 1	As above with lighting at the roundabout and at new Bar Hill junction and four gantries.	Moderate adverse	Moderate adverse
						Summer, year 15	Proposed planting would partially screen traffic at roundabout and at Bar Hill, but gantries and lighting would still be visible.	Minor adverse	Slight adverse
P70	Footpath Dry Drayton 11	330m	950m-1700m to route of local access road – A14 not visible	High	Path descends gentle hillside with distant overview of area to be crossed by local access road. Arable fields, woods, hedges and houses on Oakington Road. View filtered by semi-mature trees along path (over upper half of path)	Construction	Distant view of local access road construction.	Minor adverse	Slight adverse
						Winter, year 1	Distant view of traffic on local access road.	Minor adverse	Slight adverse
						Summer, year 15	Local access road integrated into view with roadside hedges and avenue trees.	Negligible	Slight adverse
P75	Footpath Dry Drayton 13	1100m	530m-970m to local access road	High	Views across arable fields with hedges. Woods obscure views to the east. In winter there may be distant hedge filtered views of A14 traffic east of the Oakington Road bridge.	Construction	Glimpses of local access road construction through intervening hedgerows.	Minor adverse	Slight adverse
						Winter, year 1	Glimpses of traffic on local access road through intervening hedgerows.	Minor adverse	Slight adverse
						Summer, year 15	Proposed roadside hedges and avenue trees would further filter views of traffic.	Negligible adverse	Slight adverse
P76	Bridleway Dry Drayton 12	210m	220m-580m to local access road	High	Open rural views across arable fields with woodland blocks and intact hedgerows providing some enclosure. Glimpses of traffic on A14 to north through hedges.	Construction	Glimpses of local access road construction through intervening hedgerows.	Minor adverse	Slight adverse
						Winter, year 1	Glimpses of traffic on local access road through intervening hedgerows.	Minor adverse	Slight adverse
						Summer, year 15	Proposed roadside hedges and avenue trees would further filter views of traffic.	Negligible adverse	Slight adverse

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P77	Bridleway Dry Drayton 12	218m	0m-200m to local access road 534-720m to A14	High	Open rural views across arable land with woodland blocks and hedgerows. Some glimpses of traffic on A14 to north through hedges.	Construction	Some hedgerow loss and construction of local access road clearly visible in foreground views. Section of path north of the local access road would be closed.	Major adverse	Very large adverse
						Winter, year 1	Open foreground views of traffic on local access road.	Major adverse	Very large adverse
						Summer, year 15	Established hedges and avenue trees along local access road would filter views of traffic.	Moderate adverse	Moderate adverse
P79	Bridleway Madingley 1	380m	1300m-1500m	High	Open views across large arable fields with woodland blocks.	Construction	Distant westerly view of construction of embankment and bridge for A14 westbound link, filtered by scattered mature trees along The Avenue.	Minor adverse	Slight adverse
						Winter, year 1	Traffic on A14 westbound link visible in distance filtered by mature trees along the Avenue.	Minor adverse	Slight adverse
						Summer, year 15	Woodland planting on embankment of A14 westbound link would screen the traffic.	No change	Neutral
P80	Footpath Girton 8	570m	10m-330m	High	Open view across arable field contained by hedges and woodland plantation at Beck Brook Farm.	Construction	Local access road construction in foreground north of path. Construction compound close by to south of path.	Major adverse	Very large adverse
						Winter, year 1	Local access road traffic very close. Construction compound undergoing restoration to agriculture.	Major adverse	Very large adverse
						Summer, year 15	Roadside hedge planting and proposed avenue trees would filter views of the traffic.	Moderate adverse	Large adverse

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P81	Bridleway Madingley 2	70m	700m-800m 250m – 350m to A14 westbound link	High	Pedestrian overbridge and approaches. Clear overview of A428 enclosed with trees and hedges. Lighting at Girton interchange visible.	Construction	Construction of embankment and skew bridge for A14 westbound link clearly visible framed by trees along A428 seen in the context of the existing A428 traffic in the foreground.	Minor adverse	Slight adverse
						Winter, year 1	Traffic visible on bridge and embankment seen in the context of the existing A428 traffic in the foreground.	Minor adverse	Slight adverse
						Summer, year 15	Planting on embankment would partially screen the traffic but the bridge and lighting would still be visible seen in the context of the existing A428 traffic in the foreground.	Negligible	Slight adverse
P82	Bridleway Madingley 2	190m	85m-270m	High	Tree and hedge-lined track with side glimpses of nearby A428 traffic and traffic on M11 at end of track.	Construction	Foreground views of major earthworks for A14 westbound link, filtered and framed by trackside trees and hedges.	Major adverse	Large adverse
						Winter, year 1	Traffic and lighting on westbound link in close framed, tree filtered view.	Major adverse	Large adverse
						Summer, year 15	Woodland planting on embankment of westbound link would largely conceal traffic but lighting would still be visible.	Moderate adverse	Moderate adverse

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P84	Footpath Madingley 3	300m	600m-650m	High	Views dominated by M11 on embankment, arable fields, woods and fragmentary overgrown hedges.	Construction	Glimpses of construction for A14 westbound link and bridge over the A428 framed by trees in middle distance. Result of felling almost all of Bulls Close Wood perceptible in the background. Recently planted woodland next to the A428 is likely to grow and conceal most of the bridge works.	Minor adverse	Slight adverse
						Winter, year 1	Traffic on embankment and bridge of A14 westbound link visible framed by hedges in middle distance. However, recently planted woodland next to the A428 is likely to grow and conceal most of the bridge, but possibly not the A14 traffic and lighting above.	Minor adverse	Slight adverse
						Summer, year 15	Little space for woodland planting to screen A14 traffic which would be crossing the bridge over the A428 seen from this path. The bridge would still be visible. However, recently planted woodland next to the A428 is likely to grow and conceal most of the bridge, but possibly not the A14 traffic and lighting above.	Negligible adverse	Slight adverse
P85	Footpath Girton 5	455m	25m-480m	High	Middle distance view across pasture toward Girton interchange with lighting. M11 traffic and slip roads dominant but some screening from trees at junction and along M11.	Construction	Some small parts of construction works for A14 westbound link and Huntingdon Road link to the local access road may be visible but seen behind the M11 traffic on embankment, and partially screened by existing trees.	No change	Neutral
						Winter, year 1	Glimpses of traffic on A14 westbound link and increased lighting visible.	Negligible adverse	Slight adverse
						Summer, year 15	Planting on embankment of A14 westbound link would screen the traffic but increased lighting would still be visible.	Negligible adverse	Slight adverse

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P86	Footpath Girton 4	300m	0m-185m	High	Path from Huntingdon Road to Girton via accommodation bridge. A14 traffic open to view. Middle distance view of Girton interchange.	Construction	New construction at Girton interchange visible but seen behind existing junction and A14/A428 in the foreground. Loss of Bull's Close Wood noticeable.	Minor adverse	Slight adverse
						Winter, year 1	Bridges and A14 westbound link plus traffic and lighting spread the extent of the junction over a wider area in the view.	Moderate adverse	Moderate adverse
						Summer, year 15	Woodland planting on embankments at the interchange would moderate the visual impact but new lighting still visible.	Minor adverse	Slight adverse
P88	Footpath Girton 4	360m	60m-1200m	High	Generally open middle distance view of Girton interchange with lighting and signage behind overgrown hedge.	Construction	Loss of Bull's Close Wood noticeable. Earthworks and construction for new bridges visible at interchange.	Minor adverse	Slight adverse
						Winter, year 1	Traffic and new lighting on A14 westbound link would be prominently noticeable on the horizon, but at 960m-1200m distance. New gantry also visible but positioned on the A14 Cambridge Northern Bypass in the foreground in front of the Interchange.	Minor adverse	Slight adverse
						Summer, year 15	Proposed planting on embankments would screen most of the traffic but new lighting and gantry would be visible.	Negligible adverse	Slight adverse
P89	Footpath Girton 4	60m	220m-280m	High	Narrow glimpsed middle distance view of Girton interchange contained by vegetation. Partially screened view of traffic and lighting on existing bridge. Changes in view applicable to narrow tree- channelled view at localised southern end of path.	Construction	Widening works for A14 eastbound link to Cambridge Northern Bypass visible at end of path. Traffic on link also visible.	Negligible adverse	Slight adverse
						Winter, year 1	Increased lighting on A14 eastbound link to Cambridge Northern Bypass visible. Traffic on eastbound link still visible.	Minor adverse	Slight adverse
						Summer, year 15	Proposed tree and shrub planting along A14 eastbound link to Cambridge Northern Bypass would screen traffic, but new lighting and gantry still visible.	Minor beneficial	Neutral

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P90	Footpath Girton 13	90m	660m-790m	High	Views through metal palisade fence to traffic on the A14 Cambridge Northern Bypass. Some intervening hedges provide partial screening. View is obtainable from a small section of the path – some views obscured by industrial buildings.	Construction	Gantry construction visible.	Negligible adverse	Slight adverse
						Winter, year 1	Gantries visible.	Negligible adverse	Slight adverse
						Summer, year 15	Gantries would remain visible.	Negligible adverse	Slight adverse
P92	Footpath Impington 5	650m	580m-660m	High	Distant view of A14 across arable fields.	Construction	Gantry construction visible.	Negligible adverse	Slight adverse
						Winter, year 1	Two gantries visible.	Negligible adverse	Slight adverse
						Summer, year 15	Gantries would remain visible.	Negligible adverse	Slight adverse
P96	Bridleway Impington 6 North of A14 (Guided Bus Route)	1050m	0m-280m	High	Linear views along straight course of former railway. Fast moving buses and bicycles. Roadside vegetation filters views A14 traffic from bridleway. Middle distance view across Histon Lake from bridleway and busway toward A14. Traffic substantially screened by trees in summer but more visible in winter. Further intermittent screening provided by lakeside trees.	Construction	Total vegetation loss on A14 northern embankment would expose the traffic and construction works which would be seen through the remaining lakeside vegetation, especially in winter.	Moderate adverse	Moderate adverse
						Winter, year 1	Open views of elevated A14 traffic across lake from bus route. New gantries visible.	Moderate adverse	Moderate adverse
						Summer, year 15	Dense shrub planting proposed on re-graded steep reinforced northern embankment of A14 would partially restore traffic screening, but gantries still visible.	Minor adverse	Slight adverse
P98	Byway Milton 3 North of A14 CNB	600m	30m-580m	High	Traffic visible on bridge. Trees and shrubs on highway embankment screen most of the traffic but not high lorries. No lighting. Distant oblique views to A14 from further north along the byway. Views partially screened by overgrown hedgerows either side of the byway.	Construction	Embankment re-grading would require loss of existing roadside vegetation. Construction works clearly visible.	Moderate adverse	Moderate adverse
						Winter, year 1	Nearby 3m noise barrier would help to screen traffic but the traffic would be fully visible beyond the end of the barrier. Two signal gantries would be visible.	Moderate adverse	Moderate adverse
						Summer, year 15	Dense planting on re-graded embankment slopes would restore traffic screening but gantries would still be visible.	Minor adverse	Slight adverse

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P219	Bridleway The Stukeleys 6	885m	0m – 800m	High	Open expansive views across large scale arable landscape to west. Broken views of traffic flow on existing A1 between intermittent mature vegetation belts. Views of lorries parked in layby. Alconbury Brook follows alignment of PRoW.	Construction	Views of construction activity along A1, including vehicle movement along haul route east of A1, and excavation of drainage lagoons and floodplain compensation areas.	Moderate adverse	Moderate adverse
						Winter, year 1	Views of floodplain compensation area to north and access track to west. Vegetation removal would exacerbate views of traffic flow on A1. Bailey Bridge relocation and Alconbury Brook realignment apparent within localised area at western extent of PRoW.	Minor adverse	Slight adverse
						Summer, year 15	Mature mitigation planting would reinstate intermittent views of traffic flow on the A1 and would help integrate floodplain compensation area into surrounding landscape.	No change	Neutral
P220	Footpath The Stukeleys 6a	150m	870m – 890m	High	Long distance views west across large scale, open arable landscape with scattered isolated houses, large scale agricultural buildings and pylons. Distant broken views of traffic flow on existing A1 between intermittent mature vegetation belts. Distant views of lorries parked in layby.	Construction	Long distance views of construction activity along A1 and excavation of drainage lagoons and floodplain compensation areas.	Negligible adverse	Slight adverse
						Winter, year 1	Vegetation removal would slightly exacerbate distant views of traffic flow on A1.	Negligible adverse	Slight adverse
						Summer, year 15	Mature mitigation planting would reinstate intermittent views of traffic flow on the A1.	No change	Neutral
P221	Bridleway The Stukeleys 6/ Footpath The Stukeleys 7	400m	860m – 730m	High	Long distance views west across large scale, open arable landscape with scattered isolated houses, large scale agricultural buildings and pylons. Distant broken views of traffic flow on existing A1 between intermittent mature vegetation belts. Distant views of lorries parked in layby.	Construction	Long distance views of construction activity along A1 and excavation of drainage lagoons and floodplain compensation areas.	Negligible adverse	Slight adverse
						Winter, year 1	Vegetation removal would slightly exacerbate distant views of traffic flow on A1.	Negligible adverse	Slight adverse
						Summer, year 15	Mature mitigation planting would reinstate intermittent views of traffic flow on the A1.	No change	Neutral
P222	Bridleway The Stukeleys 6	360m	880m – 1170m	High	Long distance views west across large scale, open arable landscape with scattered isolated houses, large scale agricultural buildings and pylons. Distant broken views of traffic flow on existing A1 between intermittent mature vegetation belts. Distant views of lorries parked in layby.	Construction	Long distance views of construction activity along A1 and excavation of drainage lagoons and floodplain compensation areas.	Negligible adverse	Slight adverse
						Winter, year 1	Vegetation removal would slightly exacerbate distant views of traffic flow on A1.	Negligible adverse	Slight adverse
						Summer, year 15	Mature mitigation planting would reinstate intermittent views of traffic flow on the A1.	No change	Neutral

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P224	Byway Alconbury 1	310m	30m – 340m	High	Close to middle distance views from path through pasture of A1 viaduct. Traffic flow partially visible although filtered in part by blocks of mature vegetation and block of housing east of A1.	Construction	Installation of a section of new 2m high noise barrier east of A1 and replacement of 2m high noise barrier with 4m high barrier west of A1 would be visible.	Minor adverse	Slight adverse
						Winter, year 1	Traffic flow on viaduct would be partially screened by new noise barrier, although the upper parts of high sided vehicles would remain visible.	Moderate beneficial	Moderate beneficial
						Summer, year 15	Traffic flow on viaduct would be partially screened by new noise barrier, although the upper parts of high sided vehicles would remain visible.	Moderate beneficial	Moderate beneficial
P226	Bridleway Boxworth 1	940m	1300m-1500m	High	Hilltop track west of Boxworth with panoramic view. Cambridge Services visible and A14 traffic clearly visible as a moving detail in the view.	Construction	Excavation works for large borrow pit adjacent to bridleway. Vehicles on haul route to borrow pit clearly visible. Large construction compound next to Cambridge Services very noticeable. Loss of most of woodland at Down Spinney and its replacement with the new bridge for Swavesey junction would be noticeable. Construction of the new NMU bridge would be visible. A14 widening works perceptible, plus construction for three gantries.	Major adverse	Large adverse
						Winter, year 1	Borrow pit possibly still under restoration. Construction compound removed and under restoration to agriculture. Swavesey junction bridge and traffic at the junction would be visible. NMU bridge would be visible and gantries as small details in the view. Widened A14 plus local access road with moving traffic slightly more visible than existing A14.	Moderate adverse	Moderate adverse
						Summer, year 15	Extensive woodland planting around Swavesey junction and continuing west along south verge beyond Friesland Farm would integrate the new Swavesey bridge into the view and partially screen the traffic. Borrow pit and construction compound restored to agriculture as arable fields.	Minor adverse	Slight adverse

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P227	Pathfinder Long Distance Walk along verge of Oakington Road – Not numbered as a PRoW by Cambridgeshire County Council	1500m	0m-1500m	High	Busy traffic on Oakington Road and Dry Drayton Road affects views from this section of the long distance path. Open views across arable land. Open elevated view of A14 from Oakington Road bridge where the path crosses over the highway.	Construction	Open foreground views of construction of local access road and roundabout on Oakington Road. Severance of some hedges visible. Open overview from Oakington Road bridge of major excavation and soil movement works for borrow pit. Soil storage area adjacent to Dry Drayton Road.	Major adverse	Large adverse
						Winter, year 1	Open farmland view of traffic on local access road, widened A14 and lighting at roundabouts. Panoramic view of borrow pit from bridge.	Moderate adverse	Moderate adverse
						Summer, year 15	Mitigation planting along local access road and A14 also near the roundabouts and around the southern edge of the borrow pit would help integrate the new features into the landscape. Lighting at roundabouts still visible.	Minor adverse	Slight adverse
P201	Footpath Huntingdon 11 Views Common (west)	800m	50m-500m	High	Broad views of Views Common. The heavily vegetated A14 embankment and glimpses of traffic are visible in close proximity to the north. Hinchinbrooke Park shelterbelts border the common to the south. The water tower punctuates the skyline to the east. Light columns along (PRoW) Ref: P202 are an urbanising element in an otherwise 'pastoral' scene.	Construction	Views Common roundabout and Link Road construction works prominent in views east. Works relating to the removal of the A14 embankment east of the roundabout also highly visible to east.	Major adverse	Large adverse
						Winter, year 1	Views Common roundabout and Link Road and associated traffic, lighting and signage prominent to east. Loss of A14 embankment vegetation east of new roundabout in views east.	Moderate adverse	Large adverse
						Summer, year 15	Views Common roundabout and Link Road and associated traffic, lighting and signage visible to east although partially screened by planting. Loss of A14 embankment vegetation east of new roundabout in views east.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P202	Permissive footpath Huntingdon 59 (north section)	160m	50m-150m	High	Broad views of Views Common. The heavily vegetated A14 embankment and glimpses of traffic are prominent to the north. Hinchbrooke Park shelterbelts border the common to the south. The water tower punctuates the skyline to the east. Rooftops of town are visible in distance to north and east from higher ground. Light columns and paved surface of the PRoW are an urbanising element in an otherwise 'pastoral' scene.	Construction	Views Common roundabout and Link Road construction works prominent in views north and east respectively. Works relating to the removal of the A14 embankment east of the roundabout also highly visible to east.	Major adverse	Large adverse
						Winter, year 1	Views Common roundabout and Link Road and associated traffic, lighting and signage prominent to north and east respectively. Loss of A14 embankment vegetation east of new roundabout in views east.	Moderate adverse	Large adverse
						Summer, year 15	Views Common roundabout and Link Road and associated traffic, lighting and signage visible to north and east respectively although partially screened by planting. Loss of A14 embankment vegetation east of new roundabout in views east.	Moderate adverse	Moderate adverse
P202a	Permissive footpath Huntingdon 59 (south section)	300m	80m-200m	High	Views east across open parkland/playing fields, dotted with occasional veteran parkland trees, to substantial group of police headquarters buildings with car parking beyond. Dense tree belts contain views to north and south.	Construction	Link Road construction works prominent in views east.	Major adverse	Large adverse
						Winter, year 1	Link Road and associated traffic and lighting prominent in views east.	Major adverse	Large adverse
						Summer, year 15	Link road and associated traffic and lighting prominent in views east. Planting partially screens traffic and police headquarters buildings.	Major adverse	Large adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/ sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P203	Footpath Huntingdon 11 Views Common (east)	300m	0m-200m (Passes under scheme via underpass and under viaduct)	High	Broad views of Views Common. The heavily vegetated A14 viaduct and embankment and glimpses of traffic are prominent to the south/ south-east. Some rail infrastructure and car parking visible to east. Rooftops of town are visible in distance to north and east from higher ground. Light columns and paved surface of part of the PRoW are an urbanising element in an otherwise largely 'pastoral' scene.	Construction	Views Common roundabout construction works prominent in views to west. Demolition works relating to the A14 viaduct and the removal of the A14 embankment east of the roundabout also highly visible to south-east and south respectively.	Major adverse	Large adverse
						Winter, year 1	A14 viaduct and associated traffic removed from views to south-east. Loss of A14 embankment vegetation east of new roundabout in views south. The extent of Views Common however, will be increased in these views. Views Common roundabout and associated traffic, lighting and signage prominent to west.	Moderate beneficial	Moderate beneficial
						Summer, year 15	A14 viaduct and associated traffic removed from views to south-east. Loss of A14 embankment vegetation east of new roundabout in views south. The extent of Views Common however, would be increased in these views. Views Common roundabout and associated traffic, lighting and signage prominent to west although partially screened by planting.	Moderate beneficial	Large beneficial
P203a	Footpath Huntingdon 10 (south section adjacent to Brampton Road and A14 viaduct)	400m	0m-300m (passes under A14 viaduct)	High	Views dominated by A14 viaduct and columns and adjacent car parking in close proximity. Viaduct blocks views of sky overhead for part of footpath. Rail infrastructure also visible to east. Dense Hinchingsbrooke Park vegetation and elements of close board fencing border west side of PRoW.	Construction	Demolition works relating to the A14 viaduct and the removal of the A14 embankment dominant.	Moderate adverse	Moderate adverse
						Winter, year 1	A14 viaduct and columns removed from close views. Open sky visible overhead instead of underside of viaduct. Improvement in views and street scene.	Major beneficial	Very large beneficial
						Summer, year 15	A14 viaduct and columns removed from close views. Open sky visible overhead instead of underside of viaduct. Improvement in view and street scene.	Major beneficial	Very large beneficial

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P204	Footpath Huntingdon 9 and Footpath Huntingdon 12	350m	40m-350m	High	Views dominated by existing new link road with townscape prominent to north and east and rail infrastructure prominent to west. A14 and associated traffic visible to south-west.	Construction	Demolition works relating to the A14 viaduct and construction of junction between de-trunked A14 and Brampton Road visible in views to south-west.	Moderate adverse	Moderate adverse
						Winter, year 1	A14 viaduct and associated traffic removed from views to south-west. Junction between de-trunked A14 and Brampton Road visible in views to south-west. Avenue tree planting visible in backdrop to junction.	Major beneficial	Large beneficial
						Summer, year 15	A14 viaduct and associated traffic removed from views to south-west. Junction between de-trunked A14 and Brampton Road visible in views to south-west. Maturing avenue tree planting enhances backdrop to junction.	Minor beneficial	Large beneficial
P205	Footpath Huntingdon 4	200m	90m-200m	High	Views of surrounding Mill Common dominate to west. To south the heavily vegetated A14 embankment and glimpses of traffic are visible. Millfield House and surrounding development is prominent to the west beyond common.	Construction	Construction works relating to de-trunked A14 visible to south.	Moderate adverse	Moderate adverse
						Winter, year 1	De-trunked A14 and associated traffic become screened by embankment/cutting in views to south. A14 viaduct and associated traffic removed from small part of view to west.	Major beneficial	Large beneficial
						Summer, year 15	De-trunked A14 and associated traffic become screened by embankment/cutting in views to south. A14 viaduct and associated traffic removed from small part of view to west.	Minor beneficial	Large beneficial

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P206	Footpath Huntingdon 6	400m	35m-100m	High	Views of surrounding Mill Common dominate. To south the heavily vegetated A14 embankment and glimpses of traffic are visible. To north, east and west townscape is visible beyond Mill Common. Millfield House and surrounding development is prominent to the west with a short section of A14 viaduct and associated traffic visible beyond.	Construction	Construction works associated with Pathfinder Link and junction very prominent to east. Construction works relating to de-trunked A14 visible to south and demolition works relating to A14 viaduct visible to west.	Major adverse	Very large adverse
						Winter, year 1	Pathfinder Link and associated traffic, lighting and junction prominent to east. A14 viaduct and associated traffic removed from small part of view to west. De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Major adverse	Large adverse
						Summer, year 15	Pathfinder Link and associated traffic, lighting and junction prominent to east, although partly screened by tree planting. A14 viaduct and associated traffic removed from small part of view to west. De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Moderate adverse	Moderate adverse
P207	Un-registered footpath (including surfaced path and grass track) across Mill Common	150m	0m-100m (Joins scheme NMU route)	High	Views south, east and west of Mill Common. To south the heavily vegetated A14 embankment and glimpses of traffic are visible beyond Mill Common. To east and west townscape is visible beyond Mill Common. Millfield House and surrounding development is prominent to the west with a short section of A14 viaduct and associated traffic visible beyond.	Construction	Construction works associated with Pathfinder Link and junction very prominent to south-east. Construction works relating to de-trunked A14 visible to south and demolition works relating to A14 viaduct visible to west.	Major adverse	Very large adverse
						Winter, year 1	Pathfinder Link and associated traffic, lighting and junction prominent to east. A14 viaduct and associated traffic removed from small part of view to west. De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Major adverse	Large adverse
						Summer, year 15	Pathfinder Link and associated traffic, lighting and junction prominent to east, although partly screened by tree planting. A14 viaduct and associated traffic removed from small part of view to west. De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Moderate adverse	Moderate adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P208	Footpath Brampton 12 (north section)	320m	120m-350m	High	Alconbury Brook and its associated riverine vegetation are the main features of close views north. Properties at Waters Meet are prominent to the north-east. Dense vegetation, including that on the existing A14 embankments forms the skyline beyond with glimpses of properties along Mill Common Lane. Broad views south across the expanse of Portholme Meadow.	Construction	Construction works barely visible.	Minor adverse	Slight adverse
						Winter, year 1	Tops of light columns along de-trunked A14 just visible along skyline of vegetation in views north.	Minor adverse	Slight adverse
						Summer, year 15	Tops of light columns along de-trunked A14 just visible along skyline of vegetation in views north.	Minor adverse	Slight adverse
P209	Footpath Huntingdon 3	75m	56m-150m	High	Views of properties along Mill Common Lane and surrounding vegetation. Glimpses of Portholme Meadow between properties and vegetation visible to south.	Construction	Works to junction between de-trunked A14 and Pathfinder Link just visible to north.	Minor adverse	Slight adverse
						Winter, year 1	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting just visible to north.	Minor adverse	Slight adverse
						Summer, year 15	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting just visible to north.	Minor adverse	Slight adverse
P210	Footpath Huntingdon 2	220m	17m-50m	High	Views of properties along Mill Common Lane and surrounding vegetation.	Construction	Works to junction between de-trunked A14 and Pathfinder Link just visible.	Moderate adverse	Moderate adverse
						Winter, year 1	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting visible to north from east end of PRoW.	Minor adverse	Slight adverse
						Summer, year 15	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting visible to north from east end of PRoW.	Minor adverse	Slight adverse
P212	Footpath Huntingdon 1	111m	0m-25m (passes under A14)	High	Views along Mill Common lane south to Portholme Meadow. Car parking along lane detracts from view. Properties along Waters Meet visible to east. Underpass frames view of town looking north. Existing A14 embankments and associated traffic visible to north, although partially screened by existing vegetation.	Construction	Works to junction between de-trunked A14 and Pathfinder Link visible to north.	Minor adverse	Slight adverse
						Winter, year 1	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting visible to north.	Minor adverse	Slight adverse
						Summer, year 15	Junction between de-trunked A14 and Pathfinder Link and associated traffic and lighting visible to north.	Minor adverse	Slight adverse

Ref no. (refer to Figure 10.7 visual effects drawing)	PRoW no.	Approx. length of PRoW affected	Distance range to the nearest part of the scheme ¹	Value/sensitivity of visual receptor	Existing view (include notes on nature/angle of view)	Assessment timescale	Change in view	Magnitude of impact	Significance of effect
P213	Footpath Brampton 12 (south section)	580m	280m-800m	High	Broad views across Portholme Meadow. Views north across Alconbury Brook to properties along Mill Common Lane and surrounding vegetation. A14 river Great Ouse crossing and associated traffic just visible in distance to north-west. Railway embankment visible to west.	Construction	Construction works barely visible.	Negligible adverse	Slight adverse
						Winter, year 1	Tops of light columns along Mill Common Link just visible.	Negligible adverse	Slight adverse
						Summer, year 15	Tops of light columns along Mill Common Link just visible.	Negligible adverse	Slight adverse
P216	Footpath Brampton 14	850m	300m-1150m	High	Broad views across Portholme Meadow. Views north across Alconbury Brook to properties along Mill Common Lane and surrounding vegetation. A14 river Great Ouse crossing and associated traffic just visible in distance. Railway embankment visible to west.	Construction	Construction works at junction between de-trunked A14 and Pathfinder Link just visible.	Minor adverse	Slight adverse
						Winter, year 1	Tops of light columns along Mill Common Link just visible.	Minor adverse	Slight adverse
						Summer, year 15	Tops of light columns along Mill Common Link just visible.	Minor adverse	Slight adverse
P217	Footpath Brampton 13	1065m	810m-1050m	High	Broad views across Portholme Meadow. Views north across Alconbury Brook to properties along Mill Common Lane and surrounding vegetation. A14 river Great Ouse crossing and associated traffic just visible in distance. Railway embankment visible to west.	Construction	Construction works barely visible.	Negligible adverse	Slight adverse
						Winter, year 1	Tops of light columns along Mill Common Link just visible.	Negligible adverse	Slight adverse
						Summer, year 15	Tops of light columns along Mill Common Link just visible.	Negligible adverse	Slight adverse
P218	Footpath Huntingdon 14 (west section)	45m	10m-55m	High	Views west across adjacent car park with intermittent small trees, to Mill Common beyond. Views of surrounding townscape to north and east including bus station. Views of heavily vegetated A14 embankment with glimpses of traffic to south-west.	Construction	Construction works associated with Pathfinder Link prominent to west.	Major adverse	Very large adverse
						Winter, year 1	Elevated traffic of Pathfinder Link and associated lighting visible to west. Views of Mill Common largely obscured.	Moderate adverse	Large adverse
						Summer, year 15	Elevated traffic of Pathfinder Link and associated lighting visible to west. Views of Mill Common largely obscured.	Moderate adverse	Large adverse

¹Measured to centre line of road (i.e. A1/A14 or proposed link road within Huntingdon)