

A14 Cambridge to Huntingdon improvement scheme

Environmental Statement

Appendices

Appendix 10.5: Visual effects schedule: public receptors

Date: December 2014

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Appendix 10.5: Visual effects schedule: public receptors**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) * Listed building	Location	Approx. area/ length of public receptor affected	Approx. Distance 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
PR1	Brampton Wood	2 hectares	970m 520m to edge of borrow pit	High	Views largely contained by mature woodland. Filtered elevated glimpses from eastern periphery of woodland across arable farmland. Distant intermittent glimpses of existing A1, traffic flow and lighting at Brampton Hut junction.	Construction	Distant, elevated, filtered glimpses from eastern periphery of woodland across arable land of major earthworks along existing A1 and of borrow pit excavation in the foreground.	Minor adverse	Slight adverse
						Winter, year 1	Distant, elevated, filtered glimpses from eastern periphery of woodland to east across arable land of raised Ellington junction, A14, realigned section of A1, Brampton interchange and traffic flow with borrow pit cavities in the foreground. Light spill would be evident at Ellington junction, south of Brampton Hut junction and at Brampton interchange. Gantries noticeable along A1.	Minor adverse	Slight adverse
						Summer, year 15	Distant glimpses from eastern periphery of woodland of traffic movement would be further filtered by established mitigation planting, although glimpses would remain from this elevated viewpoint. Light spill would remain visible at Ellington junction, south of Brampton Hut junction and at Brampton interchange. Upper parts of gantries along A1 would be noticeable above established planting. Borrow pit cavities filled with water would change the long term character of the view.	Negligible adverse	Slight adverse

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PR2	River Great Ouse	1410m	0m – 800m	High	Views along river Great Ouse and of small scale pastoral fields enclosed by mature vegetation east of river. Views west generally well contained by significant vegetation belt immediately west of footpath and by raised Buckden Landfill.	Construction	Construction of the river Great Ouse viaduct would be visible along a significant stretch of the river Great Ouse. In the immediate vicinity views of construction would be close at hand, although intervening vegetation would filter views and reduce the extent of visual intrusion from further north and south along the river.	Major adverse	Very large adverse
						Winter, year 1	The river Great Ouse viaduct and traffic flow would be very prominent close at hand, although intervening vegetation would filter views and reduce the extent of visual intrusion from further north and south along the river. Vegetation loss to accommodate the structures would exacerbate the prominence of the structures and there would be distant glimpses east of Offord Road bridge.	Major adverse	Very large adverse
						Summer, year 15	Summer leaf cover along the river Great Ouse valley would help to further filter longer distance views towards the viaduct and traffic flow, although immediate views of the structure would remain prominent.	Major adverse	Large adverse
PR3	East Coast mainline railway	1300m	0m – 800m	Moderate	In the vicinity of the river Great Ouse viaduct, existing views are of arable fields, the northern periphery of Offord Cluny and traffic on the existing Offord Road.	Construction	Transient views from a limited section of the railway of the construction of the river Great Ouse viaduct, East Coast mainline bridge and Offord Road bridge. Major earthworks and creation of drainage lagoons to east and west. Soil storage area alongside Offord Road visible to east.	Moderate adverse	Moderate adverse
						Winter, year 1	Transient views from a limited section of the railway of the raised river Great Ouse viaduct, East Coast mainline bridge, Offord Road bridge and traffic flow. Drainage lagoons visible.	Moderate adverse	Moderate adverse
						Summer, year 15	Mature mitigation planting would filter views of traffic flow on raised structures and would integrate drainage lagoons into the landscape. River Great Ouse viaduct/ East Coast mainline bridge would remain key landmark features.	Minor adverse	Slight adverse

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PR4	Hilton Green and Turf Maze, Hilton	800m ²	1200m	Moderate	Views well contained by mature vegetation around The Green. Glimpsed views from northern periphery along Hilton Road across arable fields to Hilton End Farm.	Construction	Filtered distant glimpses from northern periphery of The Green through intervening vegetation of A14 and Hilton Road bridge construction.	Negligible adverse	Slight adverse
						Winter, year 1	Filtered distant glimpses from northern periphery of the green through intervening vegetation of traffic on Hilton Road bridge along existing Hilton Road and intermittent glimpses of traffic above environmental bund on a limited section of the A14.	Negligible adverse	Slight adverse
						Summer, year 15	Mature mitigation planting along A14 environmental bund as well as field boundary vegetation in leaf would conceal traffic on Hilton Road bridge and along A14.	No change	Neutral
PR5	Allotments, Fenstanton	1.65 hectares	650m	Low	Views contained by a mature vegetation belt including evergreen species between allotments and existing A14, as well as mature highway vegetation to south-west. Foreground views of traffic on a section of the A1 to the south-east with arable farmland beyond.	Construction	Distant glimpses of A14 construction beyond existing A14 and intervening field boundary vegetation to south-east. Construction of Conington Road bridge screened by intervening vegetation and existing raised highway structure to south. New Barns Lane bridge screened by Conington Landfill to south-east.	Negligible adverse	Neutral
						Winter, year 1	Distant intermittent glimpses beyond existing A14 of high sided vehicles on A14 and through intervening field boundary vegetation to south-east.	Negligible adverse	Neutral
						Summer, year 15	Mature mitigation along A14 would largely conceal views of traffic flow.	No change	Neutral

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PR6	Cambridge Crematorium	1.8 hectares	30m	Moderate	Fronts on to A14. Dense belt of trees screens the traffic from the grounds and car park. Enclosing trees screen oblique views of traffic east and west of the crematorium. Traffic more visible in winter.	Construction	The A14 widening would be toward the north-east, away from the crematorium. Construction of a 3m noise barrier along the road frontage may require a marginal encroachment on some of the roadside trees but the majority would remain screening the traffic and construction works.	Minor adverse	Slight adverse
						Winter, year 1	Existing traffic screening provided by retained trees along road frontage would be improved with 3m high noise barrier along the boundary between the trees and the highway.	Minor beneficial	Slight beneficial
						Summer, year 15	New access off local access road would allow an improvement to screening with tree planting at the former entrance. Hedge planting along new access drive.	Minor beneficial	Slight beneficial
PR8	Madingley American War Cemetery	8.6 hectares	1.5km	Moderate	Distant elevated view of countryside with limited glimpses of traffic on the A428 south-west of Girton interchange. Large blocks of woodland screen Girton interchange and the A14 from view.	Construction	Construction of skew bridge for A14 westbound link over the A428 would be visible in distance through a narrow gap between two areas of woodland. The rest of the scheme would be screened from view.	Minor adverse	Slight adverse
						Winter, year 1	There would be a limited and distant view of A14 traffic on the bridge over the A428.	Minor adverse	Slight adverse
						Summer, year 15	Mass woodland planting along A428 and on embankments near bridge for A14 westbound link over the A428 would improve traffic screening.	Negligible adverse	Neutral
PR10a	Guided Bus Route (North of A14)	440m	0-280m	Moderate	Linear views along straight course of former railway. Roadside vegetation filters views of traffic on A14 in views from busway. Middle distance view across Histon lake from busway towards A14 traffic substantially screened by trees in summer but more visible in winter. These views would only be seen briefly by passengers in the fast moving buses.	Construction	Vegetation loss on A14 northern embankment would increase views of the traffic seen through lakeside vegetation and across the lake from the bus route, 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

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PR11	Children's Playground, Orchard Park, Cambridge	0.5 hectares	85m	High	Play area/small park near A14. Highway raised on retaining structure with 3m noise barrier. Some vegetation gives partial screening in front of barrier. Semi- mature trees in park provide partial screening in summer. Tops of lorries can be seen above the barrier.	Construction	Gantry construction visible above existing noise barrier.	Minor adverse	Slight adverse
						Winter, year 1	Gantry visible above existing noise barrier.	Minor adverse	Slight adverse
						Summer, year 15	Gantry visible above existing noise barrier.	Minor adverse	Slight adverse
PR12	Children's Playground, Weavers Field, Girton	70m ²	50m	High	Narrow and tree-framed view with distant glimpses of traffic flow and lighting/signs on existing A14. Roadside vegetation provides partial screening. Adjacent A14 Cambridge Northern Bypass hidden in deep cutting with trees and shrubs on the slope.	Construction	Marginal loss of trees at the top of the cutting to construct noise barrier. Construction of A14 westbound link embankment and bridge in distant framed views. Foreground tree-framed view of non-motorised user (NMU) construction.	Minor adverse	Slight adverse
						Winter, year 1	4m high noise barrier could appear stark but softening would be provided by existing vegetation along the boundary and within playground. Traffic on bridge for A14 westbound link in glimpsed views from playground entrance. View softened by foreground vegetation. Additional lighting at Girton interchange would be visible.	Minor adverse	Slight adverse
						Summer, year 15	Infill planting to soften and screen the noise barrier. Tree planting on westbound link would soften/screen view of traffic but lighting would still be visible.	Negligible adverse	Slight adverse

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PR16*	Huntingdon Station, grade II listed	1 property	11m	High	View of surrounding car parking, taxi ranks and other station infrastructure. A14 viaduct and associated traffic is a dominating feature in the foreground to most views.	Construction	Construction works associated with access roads and de-trunked A14 prominent to east. Demolition works relating to A14 viaduct visible highly visible in most views.	Major adverse	Large adverse
						Winter, year 1	A14 viaduct and associated traffic removed from views. Improvement to the setting of the station.	Major beneficial	Very large beneficial
						Summer, year 15	A14 viaduct and associated traffic removed from views. Improvement to the setting of the station.	Major beneficial	Very large beneficial
PR17	Mill Common, Huntingdon (including permissive paths)	57 hectares	0m (scheme overlaps receptor)	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.	Moderate 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
PR18	St Mary's Parish Room, Huntingdon	1 property	82	High	Bus station dominates view in foreground. View south of Mill Common and nearby car park with heavily vegetated A14 embankment and glimpses of traffic visible beyond.	Construction	Construction works associated with Pathfinder Link and junction prominent to south.	Major adverse	Large adverse
						Winter, year 1	Pathfinder Link and associated traffic, lighting and junction visible to south.	Moderate adverse	Moderate adverse
						Summer, year 15	Pathfinder Link and associated traffic, lighting and junction visible to south.	Moderate adverse	Moderate adverse

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PR19	Portholme Meadow, Huntingdon	70 hectares	112m	High	Broad views across Portholme Meadow. Views north across Alconbury Brook to properties along Mill Common Road and surrounding vegetation. A14 viaduct and A14 river Great Ouse crossing and associated traffic visible in distance. Railway embankment visible to west.	Construction	Any cranes used in demolition works relating to A14 viaduct would be just visible in a small part of view to north/north-west.	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
PR20	Castle Hill Open Space, Huntingdon (including scheduled monument)	0.2 hectares	38m	High	Elevated views of surrounding townscape available from mound at western end of Castle Hill site. Mill Common visible to west and heavily vegetated A14 embankment with glimpses of traffic visible in close proximity to south.	Construction	Construction works associated with Pathfinder Link visible to west.	Moderate adverse	Moderate adverse
						Winter, year 1	Elevated traffic of Pathfinder Link and lighting visible to west. Views of Mill Common largely obscured.	Moderate adverse	Moderate adverse
						Summer, year 15	Nature of view still changed with elevated traffic of Pathfinder Link and lighting visible to west and Views of Mill Common largely obscured. Mitigation planting however assimilates the scheme into the townscape.	Minor adverse	Slight adverse
PR21	Huntingdon Bus Station	1 property	24m	Moderate	Beyond the immediate bus station infrastructure there are broad views south of Mill Common. A car park is prominent to the south-east. The heavily vegetated A14 embankment and glimpses of traffic form the backdrop to the south. Views in other directions comprise general townscape.	Construction	Construction works associated with Pathfinder Link and junction very prominent visible to south.	Major adverse	Large adverse
						Winter, year 1	Pathfinder Link and associated lighting, junction and traffic prominent to south	Major adverse	Moderate adverse
						Summer, year 15	Pathfinder Link and associated lighting, junction and traffic prominent to south although partly 'softened' by tree planting.	Major adverse	Moderate adverse
PR22	'Sebastapol Cannon' open space, George Street, Huntingdon	540m ²	165m	High	View south across Mill Common with heavily vegetated A14 embankment and glimpses of traffic visible beyond. Townscape and some mature vegetation to east and Millfield House and surrounding development to west, frame the common in views. George Street and adjacent townscape form views to north.	Construction	Glimpses of construction work on de-trunked A14.	Minor adverse	Slight adverse
						Winter, year 1	De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Minor beneficial	Slight beneficial
						Summer, year 15	De-trunked A14 and associated traffic become screened by embankment/cutting in views to south.	Minor beneficial	Slight beneficial

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PR23	Views Common, Huntingdon (including permissive paths)	160 hectares	0m (scheme overlaps receptor)	High	The surrounding 'pastoral' nature of the area is the main feature in views. The heavily vegetated A14 embankments and glimpses of traffic are also prominent. Hinchingsbrooke Park shelterbelts border the common to the south and the water tower punctuates the skyline to the south-east. Some rail infrastructure and car parking are visible to east. Rooftops of town are visible in distance to north and east from higher ground. The light columns and paved surface of the permissive footpath Huntingdon 59 are an urbanising element.	Construction	Views Common roundabout and Link Road construction works and works relating to the removal of the existing A14 embankment east of the roundabout very prominent.	Major adverse	Large adverse
						Winter, year 1	Views Common roundabout and Link Road and associated traffic, lighting and signage prominent. Loss of A14 embankment vegetation east of new roundabout. Return of embankment/A14 to common however, increases amount of privately owned green space visible.	Moderate adverse	Large adverse
						Summer, year 15	Views Common roundabout and Link Road and associated traffic, lighting and signage prominent although partially screened by planting. Loss of A14 embankment vegetation east of new roundabout. Return of embankment/A14 to common however, increases amount of privately owned green space visible.	Moderate adverse	Moderate adverse

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