

A38 Derby Junctions

TR010022

Volume 6

6.3 Environmental Statement Appendices

Appendix 7.1: Visual Effects Schedule

Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

April 2019

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations 2009**

A38 Derby Junctions
Development Consent Order 202[]

**6.3 Environmental Statement Appendices
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1	April 2019	DCO Application

Appendix 7.1: Visual Effects Schedule

Table 1: Visual effects Schedule (Scheme construction and operation)

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 1 - Mackworth Park - NR54</p> <p>Value – Medium The view is of value as the setting to NR54, as well as the suburban setting to the residential area of the Mackworth Estate. It also represents the future views of users of the new walkway and cycleway within Mackworth Park (refer to development No 5 in Chapter 15: Assessment of Cumulative Effects [TR010022/APP/6.1]). There is an intrinsic recreational value within the viewpoint as it forms part of the Mackworth Park public open space. In addition, there is a valued openness and semi-rural character which is recognised as the area forms part of a green wedge.</p> <p>Susceptibility – High This view is located within an urban fringe setting and represents the views afforded to a number of rights of way receptors, recreational receptors and limited residential receptors. There is very limited highway infrastructure and moving vehicles are currently only glimpsed within the view during winter, therefore, it is highly susceptible to the presence of them.</p> <p>Sensitivity – High The view has a medium value and a high susceptibility and the Scheme as the A38 does not currently form part of the baseline to this representative viewpoint.</p>	Recreational	Approx. 120m	In this location, the view is dominated by the open space within Mackworth Park and has few human influences. The A38 lies behind the vegetation in the view and stretches across the entire panorama, although it is mostly obscured by intervening vegetation. Kingsway junction lies to the left of the view.	<p>Construction works located at the Kingsway junction would be some distance from this viewpoint and would have small impacts on this view. However, construction operations associated with the formation of an underground highway runoff storage tank would occur within this area and would entail some vegetation removal within this area adjacent to the A38. Site vehicles and construction works would form a dominant feature in close proximity to this view for a relatively short period. This representative viewpoint has a high sensitivity, and impacts of construction would be of a moderate magnitude.</p> <p style="text-align: center;">Large Adverse</p>	<p>At year 1 of Scheme operation, the completed underground highway runoff storage tank would be operational and the levels would be reinstated, however, replacement planting would not have established. At year 1 impacts associated with the Scheme would have minor impacts on this high sensitivity view.</p> <p style="text-align: center;">Slight adverse</p>	<p>By year 15 after Scheme opening, planting would have established and the view would be restored to baseline. At year 15 impacts associated with the Scheme would cause no change on this high sensitivity view.</p> <p style="text-align: center;">Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 2 - Public open space Greenwich Drive South (looking north east)</p> <p>Value – Medium The view is of local recreational value in the residential context and is located within an area where there are limited opportunities for such open space views. Receptors include recreational users, residents and cyclists (using NR54 and RR66), from which the view forms a break from the urban context.</p> <p>Susceptibility – Medium This view is located within a residential public open space area that forms part of a green wedge and represents views afforded by both residential and recreational receptors who currently have filtered views of vehicles on the adjacent A38 for part of the year. Users of the NR 54 and RR 66 are transient and views experienced by recreational users are likely to be focused on the activity of the receptor and not the view. A number of the residential properties in the area are also at an oblique angle to the A38. Considering this and the nature of the Scheme, it is considered this representative viewpoint has a medium susceptibility.</p> <p>Sensitivity – Moderate The view has a medium value and a medium susceptibility, whilst the Scheme would only make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational and residential	Approx. 125m	<p>This is a view obtained from the public open space located to the east of Greenwich Drive South and to the west of Kingsway junction. It forms part of the national cycle route NR 54 and regional route RR 66. During the summer months the junction and A38 are screened by dense woodland located between the A38 and the public open space and the only indicators that the road is beyond the woodland are the light columns which are visible above the woodland. During the winter filtered views of vehicles on the A38 are obtained. The view is of local value within this recreational area.</p>	<p>The removal of vegetation adjacent to the west of the A38 for the formation of the western dumbbell and associated embankment would open up views of the existing A38 and associated construction operations located on elevated land (existing level of the A38). Site vehicles and construction works would form a dominant feature in close proximity to this view. This representative viewpoint has a moderate sensitivity and the impacts of construction would be of a major magnitude.</p> <p style="text-align: center;">Moderate Adverse</p>	<p>At year 1 operation the completed earthworks, western dumbbell roundabout and vehicles on the A38 would form a dominant feature within the view as the associated planting would not have established. At year 1 impacts associated with the Scheme would have moderate impacts on this moderate sensitivity view.</p> <p style="text-align: center;">Moderate adverse</p>	<p>By year 15 operation the planting on the earthworks would have matured and would largely screen views of the associated A38, however, the Scheme would occupy a small part of the public open space and the view would not be quite as extensive as the baseline. At year 15 impacts associated with the Scheme would have minor impacts on this moderate sensitivity view.</p> <p style="text-align: center;">Slight adverse</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 3 - A5111 Kingsway</p> <p>Value – Low The view is an urban fringe view with highway receptors. It is of little value in terms of visual amenity.</p> <p>Susceptibility – Low This view is located within the urban fringe and represents the views afforded to a number of highway receptors and limited commercial receptors. These receptors are of very low susceptibility to changes in the view due to the existing highway and the transitory nature of highway receptors.</p> <p>Sensitivity – Low The view has a low value and a low susceptibility, whilst the Scheme would only make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Local road users	Approx. 100m	This view is a highway-dominated panorama with few discernible features. It looks directly to Kingsway junction, although the majority of the junction is obscured by landform and vegetation. Kingsway Retail Park lies to the right of the view, but it is set below the road level and well screened by vegetation.	Distant views of construction operations and associated vehicles would be obtained in the context of the existing road infrastructure. This representative viewpoint has a low sensitivity and the impacts of construction would be of a minor magnitude.	At year 1 operation, the Scheme planting would not have established to aid integration. However, the Scheme would not form a dominant feature within the view as it would be within the context of the existing highway infrastructure and in the distance of the view. At year 1 impacts associated with the Scheme would have negligible impacts on this low sensitivity view.	By year 15 operation the planting on the Scheme would have matured and would integrate the Scheme and the view would be as at baseline. At year 15 impacts associated with the Scheme would cause no change to this low sensitivity view.
<p>Representative viewpoint 4 - Footpath adjacent to the A5111 Kingsway</p> <p>Value – Low The view is set within the urban setting and is influenced by its proximity to the existing highways infrastructure located immediately adjacent to it. It is of little value in terms of visual amenity. Receptors are users of the footpath who are passing through the area.</p> <p>Susceptibility – Low This view is only afforded by users of the footpath who are transitional and experiencing views in the context of the existing highways infrastructure which is not dissimilar to the Scheme.</p> <p>Sensitivity – Low The view has a low value and a low susceptibility to the Scheme which would make changes to the existing highway infrastructure that currently forms part of the baseline to this representative viewpoint.</p>	Local footpath users	0m – within the Scheme boundary	This viewpoint is taken from the footpath located adjacent to the A5111 Kingsway, looking west towards Kingsway junction which is partially screened during the summer months by existing trees located adjacent to the junction and much more open to views of the A5111 during the winter. Although the view is not dominated by the adjacent highway infrastructure, the area represents a green pocket adjacent to the busy interchange.	The removal of vegetation adjacent to the A38 for the formation of the eastern dumbbell and new access link road to Kingsway Park Close would open up views of the existing A38 and the new Kingsway junction (with the A38 passing below ground level). Views of construction operations and site vehicles would dominate this opened up view. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a major magnitude.	At year 1 operation the completed western dumbbell roundabout, new link road to Kingsway Park Close and vehicles on the A38 would form dominant features within the view as the associated planting would not have established. At year 1 impacts associated with the Scheme would have moderate impacts on this low sensitivity view.	By year 15 operation the planting would have matured and would largely screen views of the Scheme and the view would be as at baseline. At year 15 impacts associated with the Scheme would cause no change to this low sensitivity view.

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 5 - Public open space Greenwich Drive South (looking south east)</p> <p>Value – Medium The view is of local value in the residential context and is located within an area where there are limited opportunities for such open space views. Receptors include recreational users, residents and users of the national cycle Route NR54 and RR66, from which it forms a break from the urban context within which much of the cycle route is set within.</p> <p>Susceptibility – Medium This view is located within a public open space area that forms part of a green wedge and represents views afforded by both residential and recreational receptors who currently have filtered views of vehicles on the adjacent A38 for part of the year. Users of the NR 54 and RR 66 are transient and these recreational users are likely to be focused on the activity of the receptor and not the view. A number of the residential properties in the area also at an oblique angle to the A38. Considering this and the nature of the Scheme it is considered this representative viewpoint would have a medium susceptibility.</p> <p>Sensitivity – Moderate The view has a medium value and a medium susceptibility to the Scheme which would only make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	<p>Recreational and residential</p>	<p>Approx. 20m</p>	<p>This view represents the public open space on the fringes of a residential area. Mature woodland between the public open space and A38 screens views of the adjacent Kingsway junction. Views of properties on Greenwich Drive South, located adjacent and to the south of the Kingsway junction are obtained.</p>	<p>The removal of vegetation adjacent to the A38 for the formation of the western dumbbell and associated embankment would open up views of the existing A38 in the middle distance of this view. Views of construction operations and site vehicles located on elevated land (existing level of the A38) would be obtained in the middle distance of this view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Moderate adverse</p>	<p>At year 1 operation the completed earthworks, western dumbbell roundabout and vehicles on the A38 would be visible within the view as the associated planting would not have established. At year 1 impacts associated with the Scheme would have minor impacts on this moderate sensitivity view.</p> <p>Slight adverse</p>	<p>By year 15 operation the planting on the earthworks would have matured and would largely screen views of the associated A38 and the view would be as at baseline. At year 15 impacts associated with the Scheme would cause no change to this moderate sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 6 - Brackensdale Avenue</p> <p>Value – Low The view is of value as the suburban setting to the residential area of the Mackworth Estate, and to NR54RR66, but has little other value in terms of visual amenity.</p> <p>Susceptibility – Low This view is located within an urban setting and represents the views afforded to a number of residential, highway and limited rights of way receptors. It is considered that these receptors are of low susceptibility to changes in the view due to the existing highway, the oblique angle of the houses to the road, and the transitory nature of highway receptors.</p> <p>Sensitivity – Low The view has a low value and a low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Residential	Approx. 50m	<p>This is a suburban view dominated by residential properties and the road infrastructure of the A38 as it crosses Brackensdale Avenue on a bridge. Open views of vehicles on the A38 are obtained as they cross the bridge. Kingsway junction is obscured by existing housing located to the right in the view.</p>	<p>There would be minimal removal of existing vegetation in this area so views of the A38 would not be opened up during construction. However, construction activities and construction vehicles would be focused on the A38 overbridges in the middle ground of the view, whilst the open space at the Brackensdale Avenue access onto the A38 would be used as a satellite construction compound (retaining the existing trees adjacent to Brackensdale Avenue). In addition, the closure of the access road onto the A38 from Brackensdale Avenue and landscaping of this area to open space would focus construction activities in the foreground, and to the left of the view. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Slight adverse</p>	<p>At year 1 operation the extended area of open space due to the removal of the slip road onto the A38 and associated planting would not have established and help integrate the Scheme. The gantry to the north of this area would be visible during the winter months. At year 1 impacts associated with the Scheme would have negligible impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>By year 15 operation the planting within the area of open space would have matured and would increase the amount of screening of the A38 from baseline. At year 15 impacts associated with the Scheme would cause negligible impacts to this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 7 – Greenwich Drive North, looking east</p> <p>Value – Medium The view is set within the residential context and represents views obtained by residents and road users. The view is influenced by its proximity to existing highway infrastructure and associated vegetation located immediately adjacent to it. The view is of little value in terms of visual amenity. Receptors are residential and local road users.</p> <p>Susceptibility – Low This view is only afforded by local residents and vehicle users who experience views in the context of the existing highways infrastructure which is not dissimilar to the Scheme.</p> <p>Sensitivity – Moderate The view has a low value and a low susceptibility to the Scheme which would make changes to the existing highway infrastructure that currently forms part of the baseline to this representative viewpoint.</p>	Residential and local road users	Approx. 30m	This viewpoint is taken from Greenwich Drive North which is located on elevated land that runs adjacent to the A38. Views of the adjacent A38 to the east are obtained beyond existing road side vegetation which largely screens views of the A38 and vehicles using the road during the summer months. Views of the A38 and adjacent vehicles are more open and partially filtered by the intervening vegetation during the winter.	<p>The removal of vegetation adjacent to the A38 for road widening would open up views of the existing A38. Views of construction operations and site vehicles would dominate this opened up view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be of a major magnitude.</p> <p>Large adverse</p>	<p>At year 1 operation the 1.5m high noise barrier would form a new element in the view which would screen the adjacent A38 and associated highway infrastructure. However, climbing plants on the nearby noise barrier would not have established to help integrate the Scheme into the surrounding landscape. At year 1 impacts associated with the Scheme would have moderate impacts on this moderate sensitivity view.</p> <p>Moderate adverse</p>	<p>By year 15 operation climbing plants on the nearby noise barrier would have matured and would help integrate the noise barrier into the surrounding landscape. In addition, the noise barrier would increase the amount of screening of the A38 from baseline. At year 15 impacts associated with the Scheme would cause minor impacts to this moderate sensitivity view.</p> <p>Slight adverse</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 8 (D) – Junction of Enfield Road and Greenwich Drive North</p> <p>Value – Low The view is within the residential context and represents views obtained by motorists and pedestrians on Greenwich Drive North/Enfield Road who are transient. In addition, there are a number of residential properties on Greenwich Drive North with this view. Views are of the highway infrastructure and there is limited roadside screening vegetation.</p> <p>Susceptibility – Low This view is within the existing highway infrastructure and the Scheme would be located along the A38 that forms part of the baseline.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would only make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Residential and local road users	Approx. 40m	Views of the adjacent A38 to the east are obtained beyond existing road side vegetation which filters views during the summer. In the distance views of Markeaton junction and adjacent McDonald's are obtained in the distance. The highway infrastructure dominates the view.	<p>Close proximity open views of construction operations and vehicles associated with the Scheme would be obtained within the context of the existing highway infrastructure. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Slight adverse</p>	<p>At year 1 operation the roadside planting would not have established to help integrate the Scheme into the surrounding landscape. The A38 would be wider, however, it would pass under Markeaton junction and be screened by the 1.5m high noise barrier located adjacent to the A38 in this location. At year 1 impacts associated with the Scheme would have minor impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>By year 15 operation screening provided by the 1.5m high noise barrier and roadside planting would have matured and would increase the amount of screening of the A38 from baseline. At year 15 impacts associated with the Scheme would cause negligible impacts to this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 9 - A52 Ashbourne Road</p> <p>Value – Low The view is representative of views obtained by vehicles and pedestrians who are passing through the area. In addition, there are a number of residential properties on the Ashbourne Road with oblique views towards the A38. This view is within the urban context and is of local value with the mature avenue tree planting on Ashbourne Road and mature trees within Markeaton Park providing some seasonal screening and detractors within the view from the highways infrastructure.</p> <p>Susceptibility – Low This view is within the existing highway infrastructure and the Scheme would be located along the A38 that forms part of the baseline.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Residential and local road users	0m – within the Scheme boundary	This is a close proximity open view of Markeaton junction obtained from the A52 located to the east of the A38. The view is in the context of the A52 and the Markeaton roundabout is viewed in the middle distance with views of mature trees on the fringes of Markeaton Park in the distance.	<p>Close proximity views of construction operations and site vehicles would be obtained in the context of the A52 and would form a substantial element within this view. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Slight adverse</p>	<p>At year 1 operation the planting within the Markeaton roundabout would not have established to help integrate the Scheme into the surrounding landscape. The A38 would be wider, however, it would pass under Markeaton junction and be below ground level in this location. At year 1 impacts associated with the Scheme would have minor impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>By year 15 operation the planting within the Markeaton roundabout would have matured and would integrate the Scheme into the surrounding landscape. At year 15 impacts associated with the Scheme would cause no change impacts to this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 10 – Markeaton Park Entrance</p> <p>Value – Medium This view is of recreational value and representative of views out from the fringes of Markeaton Park which forms part of the green wedge and AMES site. Views of the adjacent highway infrastructure are obtained due to limited screening vegetation along the fringes of the park.</p> <p>Susceptibility – Medium This view has already been affected by the close proximity of the existing highway infrastructure which the Scheme would be located within and the Scheme would not be dissimilar to the existing baseline. However, views would be relatively open and close proximity.</p> <p>Sensitivity – Moderate The view has medium value and medium susceptibility to the Scheme which would only make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational	0m – within the Scheme boundary	<p>This view is obtained from the fringes of Markeaton Park, adjacent to Markeaton junction. The park gates, mature trees within the park and a disused toilet block are in the foreground (to the left) of the view. The Markeaton roundabout and northbound carriageway of the A38 are seen beyond. Mature roadside planting screens views of the south bound carriageway during the summer months and distant views of the highway infrastructure beyond are more open during the winter.</p>	<p>Close proximity views of construction operations and site vehicles would be obtained from within the park in the context of the existing Markeaton junction and would form a significant element within this view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be of a major magnitude.</p> <p>Moderate adverse</p>	<p>At year 1 operation views out from Markeaton Park would be more open due to the removal of the disused toilet block which is located in the left of the view and a small amount of boundary planting. The A38 would pass under the junction and less traffic would be visible. Planting that forms part of the Scheme would not have established and at year 1 impacts associated with the Scheme would have moderate impacts on this moderate sensitivity view.</p> <p>Moderate adverse</p>	<p>By year 15 operation the planting that forms part of the Scheme, including within the fringes of Markeaton Park would have matured and would integrate the Scheme into the surrounding landscape. At year 15 impacts associated with the Scheme would cause no change impacts to this moderate sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 11 - Junction of Ashbourne Road (A52)</p> <p>Value – Low The view is of value as the part of the residential area of West End, but has little other value in terms of visual amenity and is consequently of overall low value.</p> <p>Susceptibility – Low This view is located within an urban setting and represents the views afforded to a number of residential and highway receptors along the A52. These receptors are of low susceptibility to changes in the view due to the existing highway, the oblique angle of the houses to the road, and the transitory nature of highway receptors.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Residential and local road users	Approx. 280m	This is an urban view looking along the A52 Ashbourne Road to Markeaton junction in the distance. The view is dominated by residential properties on Ashbourne Road and Pybus Street. Long views are curtailed by built form, and views to the junction are limited by built form and vegetation.	<p>Distant views of construction operations and site vehicles would be barely perceivable and in the context of the A52 and would form a small element within this view. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a minor magnitude.</p> <p style="text-align: center;">Neutral</p>	<p>At year 1 operation views of the Scheme at Markeaton junction would not be obtained due to the distance (with the new A38 mainline passing beneath the junction). At year 1 impacts associated with the Scheme would have no change impacts on this low sensitivity view.</p> <p style="text-align: center;">Neutral</p>	<p>At year 15 operation views of the Scheme would not be obtained and would be as at baseline. At year 15 impacts associated with the Scheme would cause no change impacts to this low sensitivity view.</p> <p style="text-align: center;">Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 12 – Markeaton Park fringes adjacent to the A38</p> <p>Value – Medium This view is of local recreational value and representative of views obtained from the footpath adjacent to the A38 on fringes of Markeaton Park which forms part of the green wedge and AMES site. The view is dominated by the presence of the A38 and there is little intervening vegetation to filter views of Markeaton junction in the distance</p> <p>Susceptibility – Low The view is dominated by the presence of the A38 and there is little intervening vegetation to filter views of Markeaton junction in the distance.</p> <p>Sensitivity – Low The view has medium value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational and local road users	0m – within the Scheme boundary	<p>This view is representative of the footpath between Markeaton Park and the A38. Both the north and south bound carriageways of the A38 dominate the view, Distant views of Markeaton junction are obtained in the right of the view with distant views of properties on Enfield Road beyond. Mature trees located along the southbound carriageway limit more distant views beyond the highway infrastructure during the summer months.</p>	<p>Close proximity views of construction operations including the demolition of residential properties on Queensway and site vehicles would be obtained in the context of the existing A38 and would form a significant element within this view. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a major magnitude.</p> <p>Moderate adverse</p>	<p>At year 1 operation the A38 would incorporate additional lanes and pass beneath Markeaton junction. Planting associated with the Scheme, including the incorporation of a new area of public open space, adjacent to the southbound carriageway would not have established to aid integration. The gantry to the north of Markeaton junction would form an additional highway infrastructure element into the view. At year 1 impacts associated with the Scheme would have minor impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>At year 15 operation planting associated with the Scheme would have established and would aid integration and filter views of the A38 obtained at baseline in this view, and filter views of the gantry. It is predicted the new area of public open space adjacent to the east of the A38 would only be glimpsed and largely screened by planting adjacent to the A38. At year 15 impacts associated with the Scheme would cause no change impacts to this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 13 – Bonnie Prince Charlie Walk within Markeaton Park</p> <p>Value – High The view is a recreational urban fringe view with a number of recreational receptors. Markeaton Park (in which the viewpoint sits) is a valuable recreational resource, which also forms part of a green wedge.</p> <p>Susceptibility – Medium This view is located within Markeaton Park and represents the views afforded to a number of recreational receptors. The recreational receptors are engaged in activity that is somewhat focused on the landscape, albeit one which has existing highway infrastructure in the background of the view. These receptors are of medium susceptibility to changes in the view due to their inherent susceptibility to change and the presence of the existing highway in the background of the view from this location.</p> <p>Sensitivity – Moderate The view has high value and medium susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational	Approx. 125m	Parkland is the dominant feature of the view, with elements of the A38 such as the footbridge which is glimpsed within surrounding vegetation. Markeaton junction is situated to the centre of the view immediately behind the trees in the background.	<p>Tree removal associated with the construction of the replacement footbridge in the left of this view and tree removal associated with the utilities corridor would mean views of construction operations and construction vehicles would be obtained in the distance, although screening vegetation would still be present. These would only form a small element within the overall view which would largely remain unchanged. This representative viewpoint has a moderate sensitivity, and the impacts of Scheme construction would be of a minor magnitude.</p> <p style="text-align: center;">Slight adverse</p>	<p>At year 1 operation views of Markeaton junction would be slightly opened up as vegetation to replace that removed would not have established or filter views. The main change would be the increased visibility of the footbridge and noise barrier along the boundary with the Royal School for the Deaf in the background. At year 1 impacts associated with the Scheme would have negligible impacts on this moderate sensitivity view.</p> <p style="text-align: center;">Slight adverse</p>	<p>The establishment of Scheme vegetation would reinstate views to those at baseline. At year 15 impacts associated with the Scheme would cause no change impacts to this moderate sensitivity view.</p> <p style="text-align: center;">Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 14 - Bonnie Prince Charlie Walk, Markeaton footbridge over the A38</p> <p>Value – Low The view is of value as part of the Bonnie Prince Charlie Walk from Markeaton footbridge and as one of the pedestrian entrances into Markeaton Park, but has little other value in terms of visual amenity.</p> <p>Susceptibility – Low This view is located within an urban setting and represents the views afforded to a number of recreational and highway receptors. It is assessed that these receptors are of low susceptibility to changes in the view due to the existing highway within the view and the transitory nature of highway receptors, and the angle of the view, facing away from the majority of the new junction.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Local footpath users	0m – within the Scheme boundary	The view in this location is elevated above the A38 from Markeaton footbridge and looks directly into the site towards Markeaton junction. To the right of the view is the line of trees bounding Markeaton Park and to the left are houses on Queensway. The A38 is dominant within the view and leads the eye towards Markeaton junction, although the junction itself is obscured by vegetation in the summer. In the centre of the view in the background is the Army Reserves Centre on Windmill Hill Lane.	<p>This viewpoint would be temporarily unavailable for part of the construction period as it is located on the footbridge that would be demolished and then replaced as part of the Scheme. During the period of construction when this viewpoint is available, views of operations associated with works at the Markeaton junction would dominate the view. This viewpoint has a low sensitivity, and the impacts of construction would be major.</p> <p>Moderate adverse</p>	<p>At year 1 operation the Scheme planting would not have established to aid the integration of the additional carriageways (lanes), gantry and noise barrier along the boundary with the Royal School for the Deaf into the surrounding landscape. In addition, the removal of the properties on Queensway to the east of the A38 which would now form part of a new area of public open space would open up views to the east.</p> <p>At year 1 impacts associated with the Scheme would have moderate impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>The establishment of the Scheme planting would aid the integration of the Scheme into the surrounding landscape. However, the additional carriageways and gantry would result in the A38 constituting more of the view from this elevated viewpoint. At year 15 operation impacts associated with the Scheme would cause minor impacts to this low sensitivity view.</p> <p>Slight adverse</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 15 – Bonnie Prince Charlie Walk, Markeaton footbridge over the A38</p> <p>Value – Low The view is of value as part of the Bonnie Prince Charlie Walk from Markeaton footbridge and as one of the pedestrian entrances into Markeaton Park, but has little other value in terms of visual amenity.</p> <p>Susceptibility – Low This view is located within an urban setting and represents the views afforded to a number of recreational and highway receptors. These receptors are of low susceptibility to changes in the view due to the existing highway within the view and the transitory nature of highway receptors, and the angle of the view, facing away from the majority of the new junction.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Local footpath users	0m – within the Scheme boundary	The view is elevated above the A38 from Markeaton footbridge and looks towards Kedleston Road junction. To the left of the view is Markeaton Park and to the right is a recreation ground and Mill Pond – both are bounded and partially screened by a row of trees. The A38 is dominant within the view and leads the eye to the main building of the University of Derby in the background.	<p>This viewpoint would be temporarily unavailable for part of the construction period as it is located on the footbridge that would be demolished and then replaced as part of the Scheme. During the period of construction when this viewpoint is available views of operations associated with works to the north would be obtained. This viewpoint has a low sensitivity, and the impacts of construction would be moderate.</p> <p style="text-align: center;">Slight adverse</p>	<p>The planting associated with the Scheme would not have established to aid the integration of the Scheme into the surrounding landscape, however, the Scheme beyond the footbridge is largely within the existing highway boundary, although there would be some tree losses along the highway verge and two additional gantries in the view. At year 1 impacts associated with the Scheme would have negligible impacts on this low sensitivity view.</p> <p style="text-align: center;">Slight adverse</p>	<p>The establishment of the Scheme planting would aid the integration of the Scheme into the surrounding landscape and restore the baseline with the addition of two gantries. At year 15 impacts associated with the Scheme would cause no change impacts to this low sensitivity view.</p> <p style="text-align: center;">Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 16 – Derwent Valley Heritage Way</p> <p>Value – High The view is a rural view with a number of recreational receptors, which include users of the Derwent Valley Heritage Way. The Derwent Valley Heritage Way was created in order to allow users to experience and appreciate the Derwent Valley World Heritage Site. Consequently, the view is of high value. In addition, it is located within the green belt.</p> <p>Susceptibility – Medium This view is predominantly of open rural land and the existing A38 highways infrastructure currently forms a small, distant part of the baseline within this view. In addition the nature of the Scheme is not dissimilar to the baseline within the context it would be located.</p> <p>Sensitivity – High The view has high value and a medium susceptibility to the Scheme which would only make changes to the existing A38 and that has minimal influence on the baseline to this representative viewpoint.</p>	Recreational	Approx. 500m	<p>This viewpoint represents users of the Derwent Valley Heritage Way (or Breadsall Footpath 7), as well as members of the adjacent Earl of Harrington Angling Club at the Derwent Valley Fishery. The foreground of the view consists of the River Derwent floodplain, in agricultural use. The middle ground is relatively well-vegetated, but affords long distant views to Little Eaton junction and the A38 running towards the junction with the A61. The Drum Hill radio mast is visible in the background of the panorama and the spire of All Saints Church in Breadsall is visible to the right-hand side of the view.</p>	<p>The removal of vegetation adjacent to the A38 for the formation of the southbound merge slip road would slightly open up views of the A38 in the far distance of this view. Views of construction operations and site vehicles would be obtained in the far distance and would form a small element within this view. This representative viewpoint has a high sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p style="text-align: center;">Large adverse</p>	<p>At year 1 operation the A38 would be elevated above Little Eaton junction and would form a more dominant feature in the view than at baseline due to its elevation and the removal of some roadside vegetation. However, the Scheme would comprise a small element in the far distance of this view. At year 1 the Scheme would have minor impacts on this high sensitivity view.</p> <p style="text-align: center;">Moderate adverse</p>	<p>At year 15 operation roadside planting would have established and help integrate the Scheme into the landscape. The elevation of the A38 above Little Eaton junction would make the A38 slightly more prominent than at baseline, be it in the far distance and forming a small element in the view. At year 15 impacts associated with the Scheme would cause negligible impacts to this high sensitivity view.</p> <p style="text-align: center;">Slight adverse</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 17 - Derwent Valley Heritage Way</p> <p>Value – High This view is of local and international recreational and historical value as it is located along the Derwent Valley Heritage Way (within the Derwent Valley Mills WHS). In addition, it is located within the green belt. Consequently, the view is of high value.</p> <p>Susceptibility – Medium The existing A38 highways infrastructure currently forms part of the baseline within this view. However, the nature of the Scheme is not dissimilar to the baseline within the context where it would be located.</p> <p>Sensitivity – Moderate The view has a high value and medium susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational	Approx. 50m	<p>This representative viewpoint is taken from the Derwent Valley Heritage Way (long distance footpath) and falls within the Derwent Valley Mills WHS (Core Area) and green belt. It is located within the River Derwent floodplain on low lying ground to the south-west of Little Eaton junction. Rural fields are seen in the foreground with the Midland Mainline Railway line visible in the middle ground in front of the junction. The junction is located on elevated ground and partially screened by intervening vegetation adjacent to the junction and A38 during the summer and winter months.</p>	<p>The removal of vegetation adjacent to the A38 for the formation of the southbound merge slip road would open up views of the A38 in middle distance of this view. Views of construction operations and site vehicles constructing the new embankment would be obtained in the middle distance and have a visual presence within this view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be major magnitude.</p> <p>Large adverse</p>	<p>At year 1 operation the A38 would be elevated above Little Eaton junction and would form a more dominant feature in the view than at baseline due to its elevation and the removal of some roadside vegetation. Lighting columns would not be provided on the new mainline in order to minimise visual intrusion. However, the Scheme would make up a small element in the far distance of this view. At year 1 the Scheme would have moderate impacts on this moderate sensitivity view.</p> <p>Moderate adverse</p>	<p>At year 15 operation roadside planting would have established and help integrate the Scheme into the landscape. The elevation of the A38 above Little Eaton junction would make the A38 marginally more prominent than at baseline, be it in the far distance and forming a small element in the view. At year 15 impacts associated with the Scheme would cause minor impacts to this moderate sensitivity view.</p> <p>Slight adverse</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 18 – A61 NR 54 (looking north)</p> <p>Value – Low This view is of the approach to Little Eaton junction from the south and is obtained by vehicles traveling on the A61, cyclists on the NR54 and pedestrians using the footpath adjacent to the A61. These receptors are transient and the view is largely dominated by the context of the A61 highways infrastructure.</p> <p>Susceptibility – Low This view has already been affected by the close proximity of the existing highway infrastructure which the Scheme would be located within and it would not be dissimilar to the existing baseline.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Recreational	Approx. 30m	This is an elevated viewpoint from the footpath adjacent to the A61 which forms part of the National cycle route – NR 54. The viewpoint is looking north towards Little Eaton junction which is visible in the distance in the context of the A61. The River Derwent floodplain that forms part of the WHS is visible to the left and low lying rural land is located to the right. Woodland located on the fringes of Breadsall and adjacent to the A38 is visible beyond the junction.	<p>The removal of vegetation adjacent to the A38 for the formation of the southbound merge slip road would open up views of the A38 in the left of this view in the distance. Views of construction operations and site vehicles constructing the new embankment would be obtained in the distance. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Slight adverse</p>	<p>At year 1 operation the A38 would be elevated above Little Eaton junction and would form a more dominant feature in the view than at baseline due to its elevation. However, the Scheme would be in the context of the existing highways infrastructure of the A61 within the view. The new mainline A38 would not be provided with lighting columns in order to minimise visual intrusion, whilst 2.5m noise and screening barriers would be provided along sections of the southbound carriageway and diverge slip road. At year 1 the Scheme would have minor impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>At year 15 operation roadside planting would have established and would help integrate the Scheme into the landscape. The elevation of the A38 above Little Eaton junction would make the A38 marginally more prominent than at baseline, be it in the distance and within the context of the existing highway infrastructure of the A61. At year 15 impacts associated with the Scheme would cause negligible impacts to this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 19 – Ford Lane to the west of the Mainline Midland Railway line</p> <p>Value – Medium This view is obtained by motorists and residents located on the edge of Allestree, to the west of Little Eaton junction. Views of the adjacent open rural land are obtained in the context of Ford Lane.</p> <p>Susceptibility – Medium The view has been affected by the presence of Ford Lane that forms part of the baseline. The Scheme would be located at distance from this view within the context of Little Eaton junction which is obscured by intervening vegetation.</p> <p>Sensitivity – Moderate The view has a medium value and medium susceptibility to the Scheme which would only make changes to the existing A38 that have minimal influence on the baseline of this representative viewpoint.</p>	Residential and local road users	Approx. 300m	This view is situated on the edge of the residential area of Allestree and is dominated by highway in the foreground. In the middle- and background of the view are hedges and also vegetation associated with the River Derwent. Little Eaton junction lies towards the right-hand side of the view and is obscured by vegetation.	<p>Existing vegetation adjacent to Ford Lane prevents views of the A38 and Little Eaton junction so views would be unaffected by vegetation removal adjacent to the A38. However, distant views of tall construction vehicles assembling the new embankment and associated barriers to the west of the A38 would be obtained above this vegetation and form a small element in the far distance. In addition, the construction compound located to the north of the Little Eaton junction and in the distance to the left of the view would emit some overnight security lighting. There would be some minor works to realign Ford Lane and reconfiguration of junction with Lambourn Drive. This representative viewpoint has a low sensitivity, and the impacts of construction would be of a minor magnitude.</p> <p>Slight adverse</p>	<p>At year 1 operation the A38 would be elevated above Little Eaton junction and would be barely visible in the far distance due to intervening vegetation that would be unaffected by the Scheme. At year 1 the Scheme would have negligible impacts on this low sensitivity view.</p> <p>Slight adverse</p>	<p>At year 15 operation the planting associated with the Scheme would have matured and would screen the A38 in the far distance where it would be elevated above Little Eaton junction. At year 15 the Scheme would have no change impacts on this low sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 20 – Moor Road at the junction with Breadsall Footpath 10</p> <p>Value – Medium The view is obtained by recreational users of Breadsall Footpath 10 and vehicle travellers who obtain open, extensive views across the Derwent Valley. The view is largely rural with distant views of the residential area of Allestree and Little Eaton junction forming small detractors in the view.</p> <p>Susceptibility – Low This view is already slightly affected by the distant proximity of the existing highway infrastructure. In addition, the Scheme would be located along the A38 and would not be significantly dissimilar to the existing baseline.</p> <p>Sensitivity – Low The view has medium value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms a very small part of the baseline to this representative viewpoint.</p>	Local footpath and road users	Approx. 1.13km	An elevated view across an agricultural landscape towards the Derwent Valley, this viewpoint affords distant views of Little Eaton junction, where landform and vegetation allows. Allestree is visible in the background of the view, providing a suburban influence. It is representative of views from users of Moor Road, as well as Breadsall Footpath 10.	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no views of construction operations or construction vehicles associated with the Scheme construction phase. This representative viewpoint has a low sensitivity, and the impacts of construction would be no change. Neutral	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no views of the Scheme at operation. This representative viewpoint has a low sensitivity, and the impacts of the Scheme at year 1 would be no change. Neutral	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no change to views obtained during Scheme operation. This representative viewpoint has a low sensitivity, and the impacts of the Scheme at year 15 would be no change. Neutral

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 21 - Breadsall Footpath Hilltop</p> <p>Value – Medium This view is representative of views obtained by recreational users of the public right of way. The view from this elevated location is open and extensive and of local recreational value.</p> <p>Susceptibility – Medium Little Eaton junction is not visible within this view due to the intervening topography and woodland and currently the A38 highway infrastructure has no impact on the view.</p> <p>Sensitivity – Moderate The view has medium value and medium susceptibility to the Scheme which would make changes to the existing A38 that currently does not form part of the baseline to this representative viewpoint.</p>	Local footpath users	Approx. 860m	This representative viewpoint is located on elevated ground to the south-east of Little Eaton junction and located on a public right of way. The view is extensive and of the open rural land in the foreground with extensive wooded areas, Breadsall village and church spire located in the distance.	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no views of construction operations or construction vehicles associated with Scheme construction. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be no change.	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no views of the Scheme at operation. This representative viewpoint has a moderate sensitivity, and the impacts of the Scheme at year 1 would be no change.	Due to the long distance of this view from the Scheme at Little Eaton junction, there would be no change to views obtained during Scheme operation. This representative viewpoint has a medium sensitivity, and the impacts of the Scheme at year 15 would be no change.
Neutral						
<p>Representative viewpoint 22– Ford Lane in front of the Ford Farm Mobile Home Park</p> <p>Value – Low This view represents views from Ford Lane and properties located within the mobile home park. The majority of the properties are located at an oblique angle to the A38, are set back within the park and are all only single story which restricts their views out.</p> <p>Susceptibility – Low This view has already been significantly affected by the close proximity of the existing highway infrastructure. In addition, the Scheme would be located along the A38 and would not be significantly dissimilar to the existing baseline.</p> <p>Sensitivity – Low The view has low value and low susceptibility to the Scheme which would make changes to the existing A38 that currently forms part of the baseline to this representative viewpoint.</p>	Local road users and residential users	0m – within the Scheme boundary	This viewpoint is taken from Ford Lane which is located in front of the mobile home site. The view is looking across a small area of rough grassland located adjacent to the north-west of Little Eaton junction. The junction and A38 are located on elevated land above a gabion retaining structure. Tall vehicles (such as lorries) and lighting columns are visible in the upper portion of this view. Vegetation to the south of the A38 restricts views beyond during the summer months and views are more open during the winter when more of the highway infrastructure is visible.	Views of construction operations and construction vehicles building the new embankment and elevated mainline would be obtained in close proximity and occupy much of this view. However, the view has already been affected by the proximity of the A38 and has a low sensitivity. Impacts of Scheme construction would be of a moderate magnitude.	At year 1 operation the noise and screening barrier located along the northbound carriageway would help screen views of vehicles on the elevated section of the A38 where it passes the mobile home park. In addition, no lighting columns would be provided on the new mainline in order to minimise visual intrusion. This representative viewpoint has a low sensitivity, and the impacts of the Scheme at year 1 would be of a minor magnitude.	At year 15 operation, the planting in front of the noise and screening barrier would have established and help integrate the Scheme into the landscape. This representative viewpoint has a low sensitivity, and the impacts of the Scheme at year 15 would be of a negligible magnitude
Slight adverse						

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 23 – Breadsall footpath FP3</p> <p>Value – Medium This view is representative of views obtained by recreational users of the public right of way. The view from this elevated location is open and extensive and of local recreational value.</p> <p>Susceptibility – Medium This view is already affected by the proximity of the existing highway infrastructure. In addition, the Scheme would be located along the A38 and would not be significantly dissimilar to the existing baseline.</p> <p>Sensitivity – Moderate The view has medium value and medium susceptibility to the Scheme which would make changes to the existing A38 that currently forms a small part of the baseline to this representative viewpoint.</p>	Local footpath users	Approx. 340m	This representative viewpoint is located on slightly elevated ground to the east of Little Eaton junction, and forms part of a public right of way. The view is extensive and of the open rural land in the foreground with Little Eaton junction in the middle ground. The junction is obscured by existing vegetation that filters views during the winter and largely screens views during the summer.	<p>The removal of roadside vegetation would open up views of the junction and construction operations and construction vehicles building the new embankment and elevated mainline would be visible in the middle ground and form a visible element within the view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Moderate adverse</p>	<p>At year 1 operation the noise and screening barriers located along the southbound carriageway and diverge slip road would help screen views of vehicles on the elevated section of the A38. However, roadside planting would not have established to screen views of the new elevated section of the A38. Lighting columns would not be provided on the new mainline in order to minimise visual intrusion. However, the Scheme would make up a small element in the middle distance of this view. This representative viewpoint has a moderate sensitivity, and the impacts of the Scheme at year 1 would be of a minor magnitude.</p> <p>Slight adverse</p>	<p>At year 15 operation roadside planting would have established and help integrate the Scheme into the landscape. The elevation of the A38 above Little Eaton junction would make the A38 marginally more prominent than at baseline, be it in the middle distance and forming a small element in the view. At year 15 impacts associated with the Scheme would cause negligible impacts to this moderate sensitivity view.</p> <p>Neutral</p>

Receptors (refer to Figure 7.5) [TR010022/APP/6.2]	Type	Distance to Scheme	Existing outlook - summer	Construction effect	Effect in winter year 1 of opening	Effect in summer of design year
<p>Representative viewpoint 24 – Breadsall footpath FP2</p> <p>Value – Medium This view is representative of views obtained by recreational users of the public right of way. The view from this elevated location is open and extensive and of local recreational value</p> <p>Susceptibility – Medium This view is already affected by the proximity of the existing highway infrastructure. In addition, the Scheme would be located along the A38 and would not be significantly dissimilar to the existing baseline.</p> <p>Sensitivity – Moderate The view has medium value and medium susceptibility to the Scheme which would make changes to the existing A38 that currently forms a small part of the baseline to this representative viewpoint.</p>	Local footpath users	Approx. 320m	This representative viewpoint is located on slightly elevated ground to the east of Little Eaton junction, and forms part of a public right of way. The view is extensive and of the open rural land in the foreground with Little Eaton junction in the middle ground. The junction is obscured by existing vegetation that filters views during the winter and largely screens views during the summer.	<p>The removal of roadside vegetation would open up views of the junction and construction operations and construction vehicles building the new embankment and elevated mainline. Such works would be visible in the middle ground and form a visible element within the view. This representative viewpoint has a moderate sensitivity, and the impacts of construction would be of a moderate magnitude.</p> <p>Moderate adverse</p>	<p>At year 1 operation the noise and screening barriers located along the southbound carriageway and diverge slip road would help screen views of vehicles on the elevated section of the A38. However roadside planting would not have established to screen views of the new elevated section of the A38. Lighting columns would not be provided on the new mainline in order to minimise visual intrusion. However, the Scheme would make up a small element in the middle distance of this view. This representative viewpoint has a moderate sensitivity, and the impacts of the Scheme at year 1 would be of a minor magnitude.</p> <p>Slight adverse</p>	<p>At year 15 operation roadside planting would have established and help integrate the Scheme into the landscape. The elevation of the A38 above Little Eaton junction would make the A38 marginally more prominent than at baseline, be it in the middle distance and forming a small element in the view. At year 15 impacts associated with the Scheme would cause negligible impacts to this moderate sensitivity view.</p> <p>Neutral</p>