

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 6

6.3 Environmental Statement Appendices

Appendix 7.4 – Visual Receptors

APFP Regulation 5(2)(a)

Planning Act 2008

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

July 2021

Infrastructure Planning

Planning Act 2008

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

A47 Wansford to Sutton
Development Consent Order 202[x]

ENVIRONMENTAL STATEMENT APPENDICES
Appendix 7.4 - Visual Receptors

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Appendix 7.4 Visual Receptors

1. Visual Receptors

1.1. Introduction

- 1.1.1. The following tables (Tables 1-1 to 1-5) summarise the visual effects on receptors with potential to experience a change in view as a result of the Proposed Scheme. Receptors are grouped by type and described in terms of their existing views and in terms of potential views during construction (including the main construction compound, satellite construction compounds, materials stockpile areas and temporary haul routes (and associated vehicle movements)) and operation of the Proposed Scheme in both winter and summer. Receptor locations considered within the 1km radius study area are identified on Figure 7.5 Visual Receptors (**TR010039/APP/6.2**). The tables conclude with an assessment of the potential significance of effect arising from a change in view as a result of the Proposed Scheme in both winter and summer (effects are considered to be the same in both seasons unless otherwise stated).
- 1.1.2. The receptor is described (as relevant) in terms of:
- General nature of the receptor
 - Number of storeys (residential)
 - Immediate visual relationship with setting
 - Wider relationship with surroundings
- 1.1.3. The existing view towards the Proposed Scheme is described in terms of:
- Oblique/direct
 - Upper/lower storey
 - Front/rear/side
 - View from external space
 - Screened/filtered/open
 - Any difference in winter/summer outlook
 - Existing detracting features
- 1.1.4. The significance of visual effects has been determined by combining the sensitivity of the visual receptor (as defined in table 3.41 in LA 107) with the magnitude of visual change associated with the introduction of the Proposed Scheme (as defined in table 3.43 in LA 107). The visual sensitivity of individual receptor locations depends primarily upon receptor type (the activity associated with the receptor and the importance likely to be attached by people to their available view) but also the location and context of value attributed to the view, for example where a view may include a designated landscape.

1.1.5. As is stated in the ES Chapter 7 (Landscape and Visual Effects) (**TR010039/APP/6.1**), an assessment of visual effects will be carried out at the following points in time:

- Construction; short term (temporary) effects.
- Year 1 during operation; short term (temporary) effects. The visual assessment considers both winter and summer effects and the description of each effect includes reference to key differences in seasonal effects where applicable. However, the judgement with regards the level and significance of effect on each visual receptor refers to winter. Visual effects experienced during winter months are considered to be the 'worst-case' in assessment terms as trees are without leaf and visibility tends to be more open.
- Year 15 during operation (mitigation design year once planting has gained a relative stage of maturity); long term (residual) effects. Similar to the Year 1 assessment, reference has been made to visual effects at Year 15 during both summer and winter and the focus of this assessment is the extent to which proposed mitigation planting would have established and the subsequent change in effects during both seasons, albeit with the level and significance of effect on each visual assessed as a worst-case during winter.

Table 1-1 : Residential Receptors

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
NA	Sacrewell Lodge – see community facility receptors	NA	NA	NA	NA	NA	NA	NA	NA	NA
R1	Abbott's Cottages	3	Two storey properties facing south. Enclosed by tree cover including on opposite side of road to the south (G214 in the Arboricultural Impact assessment (AIA) – this extends further east than shown).	High	Approx. 20m (to new improved access to houses next to A1 to the south)	The property is entirely enclosed by directly adjacent tree cover (specifically on the opposite side of the road) which would be retained. This screens views of the site and restricts views in that direction. Aside from the A1	None required.	Magnitude: Minor adverse Significance: Slight adverse Some visibility of activity associated with minor tree clearance and construction works at the northern end of the access improvement to houses next to the A1 to the south. Clearance of trees likely to take place outside nesting season in winter when more visible. Angled views only. Western property of the three most likely to experience views. Duration of works here would be limited. Assessment of minor not moderate due to limited extent and duration.	Magnitude: Negligible Significance: Neutral At Year 1, a very small part of the Proposed Scheme would be visible and it would form a barely noticeable element of the view. Given its limited extent, minor tree clearance would be barely perceptible from this receptor.	Magnitude: Negligible Significance: Neutral
R2	Thornhaugh village	NA	Nucleated village within open arable landscape. Main views to north and south. Views to east interrupted by topography and tree cover along the A1 corridor. Tree cover along A1 forms visual barrier even in winter.	High (though noted that properties that may be subject to some visibility during construction have rear views towards existing A1 which could reduce sensitivity in some instances)	150m (new access to houses next to A1)	Generally, no open view to the east or south-east. Possible rear views from properties on the eastern fringe of the village towards A1 (e.g. Copperfield in Old Rectory Drive). These views may include taller trees located on the opposite side of the A1. See viewpoint H.	None required.	Magnitude: Negligible adverse Significance: Slight adverse Possible winter visibility of activity associated with tree clearance on opposite side of A1 (G209, G208 and G217 in the AIA) in rear views from properties at Old Rectory Drive. Intervening vegetation to rear of properties and along western side of A1 would screen in summer. Visibility and changes would be minimal.	Magnitude: Negligible Significance: Neutral At Year 1, a very small part of the Proposed Scheme would be visible and it would form a barely noticeable element of the view. Given its limited extent, tree clearance would be barely perceptible from this receptor.	Magnitude: Negligible Significance: Neutral
R3	Houses next to A1 (marked on OS as 'Council Houses')	4	Orientated with front views to the west and rear views to the east. Front views open directly onto A1. Rear views enclosed by tree cover with possible winter	Medium Existing front views open onto A1 at proximity reducing sensitivity.	0m	Direct western views onto A1. No side views to the south (enclosed by tree cover). Rear gardens enclosed by tree cover.	None required. Proposed new front boundary fence would provide some visual separation from traffic movement on the A1. Some improved separation from the A1 carriageway.	Magnitude: Minor adverse Significance: Slight adverse Localised works only to improve access arrangements. No change to rear or garden views in either winter or summer. Works to the south-east would be screened by intervening tree belt to the south of Windgate	Magnitude: Negligible beneficial Significance: Neutral At Year 1, a very small part of the Proposed Scheme would be visible and it would form a barely noticeable element of the view. Improved separation from	Magnitude: Negligible beneficial Significance: Neutral

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
			views through to farmland beyond (Sacrewell Lodge).					Way. Assessment of slight adverse (not moderate) reflects construction works being of limited extent and duration within views already affected by proximity of A1.	the A1 (albeit a negligible change).	
R4	Windgate Way (property is named this on OS mapping)	1	Low set single storey property enclosed by tree cover.	High	125m (to A1 to west)	Enclosed by tree cover. May have glimpsed views to the south from the rear of the property, especially during winter months. These would open onto arable farmland with some visibility of the existing tree cover along the eastern side of the A1 around Wittering Brook. Possibility of reasonably long distance rear views to the south in winter. See viewpoint G for a more open position on the footpath to the east.	Tree and hedgerow planting to the east, north-east and north of the proposed new curving slip road linking the A1 to the A47 eastbound.	Magnitude: Moderate adverse Significance: Moderate adverse Assumes views to south from rear of property. Possible views of tree clearance to east of the A1 and construction of the new slip road. Likely to be limited to winter views when trees are not in leaf. Assessment of moderate rather than large due to likely seasonal variation.	Magnitude: Minor adverse Significance: Slight adverse Assumes views to south from rear of property. Likely to be limited to winter views only due to rear garden vegetation which would screen when in leaf during summer months. New slip road begins at Wittering Brook at approximately 400m. Trees at Wittering Brook (G4 in the AIA) would screen sections of new slip road further to the south. Traffic flows would be southbound on the slip road so, if visible during winter, headlights would be pointed south away from property. Assessment of slight not moderate reflects seasonality of likely glimpsed visibility over a considerable distance.	Magnitude: Negligible adverse Significance: Slight adverse Assumes views to south from rear of property. New tree and hedgerow planting to east of new slip road would soften any visual effects but some glimpsed visibility in winter cannot be discounted.
R5	Thackers Close	c.20 properties	Generally traditional two storey pitched roof properties but some lower set bungalows. Enclosed by substantial tree cover along the A1 corridor.	High (though likely to be slightly lower where properties gain rear upper storey winter glimpses to traffic movement on the A1).	Approx. 80m from closest properties (north-east corner of group) to beginning of new slip road at Wittering Brook.	View enclosed by substantial tree cover along the A1 corridor and at the junction that is of sufficient width to screen views to the east even in winter. Lower levels of tree cover at the north-eastern corner of the group where rear gardens extend close to the A1. Greater likelihood of some glimpsed winter visibility to and across the A1 from the upper storeys of these properties on the north-eastern edge of the group (e.g. numbers 61 and 63 Thackers Close). See viewpoint I for south-east corner of group.	It is noted that there is the potential for some glimpsed winter views from rear upper storey windows of properties such as number 61 and 63 Thackers Close to the beginning of the new slip road, but there is no opportunity for additional planting here other than on the far side of the proposed slip road where tree and hedgerow planting is proposed. This would also compensate for some loss of woodland (G9 in the AIA). It is judged that existing vegetation within rear gardens and to the west of the A1 would provide sufficient screening, especially during summer.	Magnitude: Minor adverse Significance: Slight adverse Construction works at the northern end of the new slip road may be visible from upper storey rear windows during winter. An assessment of slight rather than moderate reflects the seasonality of any potential visibility, the context of existing views of the A1 and that views would be restricted to upper storey windows.	Magnitude: Negligible adverse Significance: Slight adverse Some glimpsed winter visibility of the northern end of the new slip road from upper storey rear windows of numbers 61 and 63 Thackers Close cannot be discounted.	Magnitude: Negligible adverse Significance: Slight adverse Some glimpsed winter visibility of the northern end of the new slip road from upper storey rear windows of numbers 61 and 63 Thackers Close cannot be discounted. No opportunities for further planting to the west of the Proposed Scheme.
R6	Wansford (whole village west of A1)	NA	Generally, two storey pitched roof properties, but with more frequent bungalows located towards the north-	High	Approx. 150m from Black Swan Spinney to western roundabout and proposed	View out screened by buildings and tree cover throughout village and along A1 corridor. Woodland cover to the north-east around Black Swan Spinney is particularly substantial in both height and	None required.	Magnitude: No change Significance: Neutral Views of the construction of the Proposed Scheme would be screened by existing buildings and vegetation	Magnitude: No change Significance: Neutral Views of the Proposed Scheme would be screened by existing buildings and	Magnitude: No change Significance: Neutral

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
			eastern corner of the village such as at Black Swan Spinney. Enclosed by buildings, tree cover and planting along the A1 corridor.		southern spur.	depth preventing views eastwards.		located to the north and east of the village.	vegetation located to the north and east of the village.	
R7 - has not been scoped into the final assessment	Disused station building, Sutton Heath Road	1	To be demolished as part of the Proposed Scheme	NA	NA	NA	NA	NA	NA	NA
R8	Heath House, Sutton Heath Road	1	Two storeys. Enclosed by tree cover. Principal views to north and west (not towards the Proposed Scheme). Small window orientated south-east. Enclosed garden areas to west of property.	High	0m (proposed works including construction compound access, road closure and new Walking, Cycling and Horse riding (WCH) ramp adjacent and close to the property)	Views enclosed by tree and tall hedgerow cover around property and along Sutton Heath Road. Principal views face north and west, away from the site, and towards substantial areas of woodland cover. Fully enclosed. Minor views from small windows and external areas to the east enclosed by dense hedgerow along eastern side of Sutton Heath Road and large, mature roadside trees. Some greater visual permeability would occur in winter, but hedgerow would still provide screening.	<p>No specific areas of planting required to provide screening for this property.</p> <p>Proposed new hedgerows with trees along northern side of the dual carriageway and along western side of the new Sutton Heath Road would soften any glimpsed winter visibility to the east (existing retained hedgerow east of Sutton Heath Road would provide principal screening).</p> <p>Mitigation of potential visual effects is embedded within the Proposed Scheme design. The iterative design process has ensured that trees and hedgerows on Sutton Heath Road near the property would be retained and would continue to provide visual enclosure to the east preventing views of the construction compound and of the Proposed Scheme. Construction access would occur further north out of view. The proposed new turning head would be introduced further south with limited potential visibility from the property of the turning head or proposed new WCH ramp.</p>	<p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p> <p>Reasonably visually enclosed despite proximity (only one small window within south-east facing façade). Trees and hedgerow to east of Sutton Heath Road would screen construction compound to east. Construction activity would however be taking place in several directions, extending the extent to which it would change the view temporarily, with taller plant and vehicle movements likely to be visible. Assessment of moderate not large significance reflects the visual enclosure retained around the property and its principally north and west facing views and garden areas.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>Reasonably visually enclosed despite proximity (only one small window within south-east facing façade). Trees and hedgerow to east of Sutton Heath Road would screen all aspects of the Proposed Scheme. Dual carriageway to south-east would be in cutting ensuring limited visibility even if glimpsed winter views were available. Some greater visual permeability in winter, however it remains that there would be a limited view of the Proposed Scheme from this receptor.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>Assessment of visual effect at Year 15 would be unchanged from Year 1. No specific planting proposed at Heath House. Screening principally afforded by existing hedgerow.</p>
R9	Deep Springs	1	Bungalow. Reasonably enclosed by tree cover. Filtered views to north. Currently unoccupied but assessed as likely to be	Medium	0m (Proposed Scheme boundary runs along norther boundary of the property)	View north includes existing A47 traffic flows against backdrop of tree belt. Partially filtered by vegetation within front garden of the property. Width of tree belt ensures that visual permeability beyond the A47 and to the field to the north is unlikely in winter months but cannot be fully discounted.	<p>None required.</p> <p>Mitigation is embedded within the Proposed Scheme design which places the new dual carriageway to the north of the tree belt out of view.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>Some visibility of construction works would occur, partially altering the view. Adjacent road (existing A47) falls within the Proposed Scheme boundary and would be subject to</p>	<p>Magnitude: Moderate beneficial</p> <p>Significance: Moderate beneficial</p> <p>Relocation of the A47 to the north of the adjacent tree belt would significantly reduce visibility of the highway infrastructure and</p>	<p>Magnitude: Moderate beneficial</p> <p>Significance: Moderate beneficial</p> <p>Assessment of visual effect at Year 15 would be unchanged from Year 1.</p>

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
			occupied in the future.					altered traffic movements, altering the view.	traffic movements. This would also have the benefit of reducing possible visual effect of vehicle headlights during night-time.	
R10	Model Farm, Upton	1 (rest of village outside of study area)	Large and tall (third floor with dormer windows) historic farm building with some outbuildings to the south-west. Walled garden and outbuildings to the north.	High	0m – immediately adjacent proposed minor works to the north at Upton Drift to improve access to Upton village. Approximately 900m to Upton Road turning head to the south. Approximately 1km to main dual carriageway to the south at eastern roundabout.	Generally open setting with open views directly to the south and across farmland to the east. Views over rolling open countryside to the south. Views interrupted by tree cover at Ermine Street and Hell Corner. Elevated position but topography channels views to the south rather than to the south-west. Limited views available to the north and west due to absence of windows and enclosing garden wall. Upper storey views across countryside to the north. Walled garden and outbuildings to the north, however views north across countryside possible from upper storey windows including elevated dormer windows within the roof. Views to the west towards Upton Drift limited (absence of windows on this side of the property and garden enclosed by high wall). See viewpoint C for more open position to the south.	New hedgerow proposed at the eastern extent of Upton Drift and occasional individual trees to integrate passing places and reinforce the landscape pattern.	Magnitude: Minor adverse Significance: Slight adverse Construction activity associated with the Proposed Scheme changes to Upton Drift would be visible at close range to the north and north-west, i.e. construction of two passing places, re-surfacing and vegetation clearance, including the removal of hedgerow (approx. 50m) and two trees at the eastern of the road. This would occur within what is currently a rural view and would detrimentally alter the view during construction. However, the relatively small scale and duration of the works would not alter the main focus of the view across open, arable fields.	Magnitude: Negligible adverse Significance: Neutral Once construction activity ceases, the permanent changes to the view from this property would be negligible. The view is orientated to the south, away from the Upton Drift alterations. The alterations would be very limited and, although the loss of hedgerow and trees may be perceived as a change in the view, they would only form a small part of the wider view.	Magnitude: Negligible beneficial Significance: Neutral Once new hedgerow and individual trees have matured and established, the change to the view would be minimal and although there could be a perceived beneficial change due to the increase in tree numbers, this would only form a small part of the wider view.
R11	Lower Lodge Farm, Upton Road	1	Two storey residential property surrounded by cluster of farm buildings. Orientated with views towards the south-west. Partially enclosed by tree cover to the south of the house.	High	300m (to A47) 0m to proposed turning head on Upton Road.	Partially open views to the south-west across open field towards existing roundabout. View directly south screened by garden vegetation at proximity to the house. Open field terminated by hedgerow at existing A47 (managed hedgerow periodically trimmed to low height). Lighting at existing roundabout prominent to south-west. Overhead power lines prominent within view. See viewpoint B.	New tree and hedgerow planting directly to the north of the Proposed Scheme would restore field pattern within the view.	Magnitude: Moderate adverse Significance: Moderate adverse Construction works to remove existing roundabout to south-west. Felling section of existing tree belt. Creation of new turning head adjacent property. Assessment of moderate not large significance reflects partial enclosure of working farm by outbuildings and existing garden vegetation, combined with existing views of traffic movements on the A47.	Magnitude: Minor adverse Significance: Slight adverse New A47 alignment slightly closer to property. Loss of tree cover at eastern end of woodland belt is partially offset by the beneficial visual effect of the removal of the existing roundabout and associated lighting.	Magnitude: Negligible Significance: Neutral Greater proximity of highway but proposed mitigation planting would restore the existing view. Adverse effects offset by removal of roundabout and existing lighting.
R12	Willowhayne House	1	Large tall property situated within a large plot enclosed by tree cover. Front	High	150m (to turning head on The Drift) 450m to main	Largely enclosed by garden vegetation but possibly glimpsed views out to the north-east towards existing roundabout during winter. Any views through/beyond	Tree planting to restore continuity of woodland belt. Tree and hedgerow planting between the old and new A47/castor Road. New hedgerow on	Magnitude: Minor adverse Significance: Moderate adverse Areas of tree removal west of existing roundabout may be	Magnitude: Negligible adverse Significance: Slight adverse A gap would open up towards the new highway	Magnitude: No change Significance: Neutral New planting would plug gap and close off visibility to the new highway. Reduced traffic

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
			views orientated to the north-east. Possible glimpsed views through frontage vegetation (however substantially evergreen).		highway changes to the north-east	vegetation along garden frontage and Upton Drift across arable field would be terminated by the tree belt to the north of the existing A47. Traffic movements along the existing A47 may be glimpsed during winter. Lighting at existing roundabout may be glimpsed during winter.	opposite side of arable field to screen Castor Road.	visible in winter. Removal of hedgerow from opposite corner of field. Tall plant visible during removal of existing roundabout and lighting. Views from the property largely screened by front boundary vegetation. Change to the view likely to be generally limited by garden vegetation but slightly greater in winter months.	the existing roundabout and associated lighting would be removed. Visibility of traffic movements offset by removal of lighting.	movements on the existing A47. Removal of lighting.
R13	Sutton Lodge	1	Large and tall-standing new property orientated to the north with open views over field towards the existing A47.	High	Approx. 400m to the existing eastern roundabout	Open field terminated by tree belt. Prominent overhead power lines to the north-east. Absence of longer distance views into countryside to the north of the existing A47 due to barrier created by tree belt. Very open frontage to new property with limited tree cover. See viewpoint 1.	New tree planting at northern end of Sutton Drift including on triangle of land at existing junction to screen new roundabout and its associated lighting. General strengthening and widening of east-west tree belt which terminates views to the north. New hedgerow along field boundary to the south of the existing A47 to restore field pattern and enclose arable field in the foreground.	Magnitude: Major adverse Significance: Large adverse Visibility of construction activity associated with removal of existing roundabout to the north-east. Removal of a reasonably substantial length of the existing tree belt to the north-east opening up views to construction of a section of the new dual carriageway. Assessment of large not very large significance reflects that most of tree belt would be retained and would screen views of construction activity to the north and north-west. Visibility would also occur in the same direction as existing visibility of traffic movements on the existing A47.	Magnitude: Minor adverse Significance: Slight adverse Gap through to new highway to the north-east. Loss of section of hedgerow to the north-east would open views to the new dual carriageway until new vegetation establishes. View through to route of new A47 but in same direction as existing visibility of existing traffic movements on existing A47 (though more open due to hedgerow removal and immature replacement planting). New roundabout to the north-west may be glimpsed (including new lighting). Assessment of slight not moderate significance reflects these existing views of existing traffic.	Magnitude: Negligible beneficial Significance: Slight beneficial New planting would have matured by Year 15. A potential small adverse change to the view would be offset by the removal of lighting at the existing roundabout and removal of traffic movements from existing A47, both of which are visible within the baseline view. Lighting at new roundabout at periphery of view to the north-west. Existing view would be largely restored but with the removal of lighting columns and, in the longer term, reduced visibility of traffic movements on the opposite side of the intervening arable field.
R14	North eastern fringe of Sutton (Manor Farm, Cross Keys Cottage, No.1 The Drift)	3	Properties on the edge of the village with views across field to the north and north-east. Manor Farm a tall property with third floor gable windows facing north. Garden of Manor Farm to north of property enclosed by high boundary wall.	High	Approx. 400m to the existing eastern roundabout	Open field terminated by tree belt. Prominent overhead power lines to the north-east. Absence of longer distance views into countryside to the north of the existing A47. Visibility of traffic movements on the existing A47. Some dispersed tree cover within gardens and along northern boundary of Manor Farm wall filters views north. Manor farm also has principal views to the west into village spaces. See viewpoint 1.	General strengthening and widening of east-west tree belt which terminates views to the north. New hedgerow along field boundary to the south of the existing A47 to restore field pattern and enclose arable field in the foreground.	Magnitude: Moderate adverse Significance: Moderate adverse Visibility of construction activity associated with removal of existing roundabout to the north-east. Removal of a reasonably substantial length of the existing tree belt to the north-east opening up views to construction of a section of the new dual carriageway. Assessment of moderate not large significance reflects that most of tree belt would be retained and would screen views of construction activity to the north and north-west. Visibility would also occur in the same	Magnitude: Minor adverse Significance: Slight adverse Gap through to new highway to the north-east. Loss of section of hedgerow to the north-east would open views until vegetation establishes. Restricted view through to route of new A47.	Magnitude: Negligible beneficial Significance: Slight beneficial New planting would have matured. Any very minor adverse change offset by removal of visibility of lighting at existing roundabout and removal of traffic movements from existing A47. Lighting at new roundabout at periphery of view to the north-west likely not to be visible except from garden areas in winter. Slight benefit principally derives from reduced traffic movements on the existing A47 directly to the north.

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
								direction as existing visibility of traffic movements on the existing A47. Garden and boundary vegetation would filter view, especially during summer.		
R15	Sutton village (remaining area)	NA	Variety of residences within relatively large plots with high levels of tree cover. Generally, two storey but some bungalows. Few taller properties. Absence of views out from the village to the north and north-east.	High	0.5km	Enclosed views within village terminated to north by other buildings or tree cover.	None required	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Views of the construction of the Proposed Scheme would be screened by existing buildings and vegetation located to the north and east of the village.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Views of the Proposed Scheme would be screened by existing buildings and vegetation located to the north and east of the village.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p>
R16	Stibbington (northern fringes of village with rear views to north at Old Great North Road, Roman Drive and Church Lane) – see viewpoint 2	c.30 (approximately 20 with rear garden views over the valley to the north of varying degrees of openness)	Generally, two storey properties with some rear views orientated over open countryside to the north. Generally enclosed by tree cover but some open views from the rear of properties, notably at Old Great North Road.	High (visual amenity to the south impacted by the A1 at Old Great North Road)	1km	<p>Open views across low valley floor landscape towards existing A47 (see viewpoint 2). Some glimpsed visibility of existing traffic movements just west of Wittering Brook. Greater visibility in winter months. Levels of vegetation in rear gardens and along rear boundaries varies between properties but several properties have quite open rear boundaries to take advantage of the rural valley view to the north.</p> <p>See viewpoint 2.</p>	<p>Tree planting to south of the Proposed Scheme including on upper slopes of new embankments to screen vehicle movements just west of Wittering Brook.</p> <p>The proposed carriageway to the west of the dismantled railway is slightly more elevated than the existing. Traffic movements likely to be visible across the valley, especially during winter months.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Moderate adverse</p> <p>Construction activity associated with the Proposed Scheme embankments to the west of Wittering Brook would be visible, especially during winter months. This would occur within what is currently a rural view with only fleeting visibility of high sided traffic movements, detrimentally altering the view during construction.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Moderate adverse</p> <p>Tree clearance and new earthworks to bring the new road would remain visible at Year 1. Traffic movements on slightly more elevated carriageway west of dismantled railway likely to be visible especially during winter months. Bat fences may be visible due to its height on top of embankment. New planting would not have matured and screening would not yet be effective.</p>	<p>Magnitude: Negligible adverse</p> <p>Significance: Slight adverse</p> <p>New planting on embankments would partially screen bat fence, even during winter months when trees are not in leaf, and traffic movements on section above embankment west of Wittering Brook. However, some continuing visibility cannot be discounted (especially from upper storey windows of properties).</p>
R17	The bungalow	1	Low lying property within valley	High	0.5km	The existing view out is enclosed by tree cover and there are no views of the site	Tree planting to south of scheme.	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Screened by localised tree cover within valley floor.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Screened by localised tree cover within valley floor.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p>
R18	Properties on Church Walk	3 westernmost properties on Church Walk, Upton	The three properties are detached and experience an oblique view towards the Upton Drift part of the site	High	Directly adjacent	The existing view from the properties is orientated to the south across large, open arable fields. The land gradually falls away in height to the south. The main part of the site, the A47, is over 1km away and is located at a lower topography, hidden from view from these properties.	New hedgerow proposed at the eastern extent of Upton Drift and occasional individual trees to integrate passing places and reinforce the landscape pattern.	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>Construction activity associated with the Proposed Scheme changes to Upton Drift could be glimpsed, i.e. construction of two passing places, re-surfacing and vegetation clearance, including the removal of hedgerow</p>	<p>Magnitude: Negligible adverse</p> <p>Significance: Neutral</p> <p>Once construction activity ceases, the permanent changes to the view from this property would be negligible. The view is orientated to the south, away from the Upton Drift alterations. The alterations</p>	<p>Magnitude: Negligible beneficial</p> <p>Significance: Neutral</p> <p>Once new hedgerow and individual trees have matured and established, the change to the view would be minimal and although there could be a perceived beneficial change due to the increase in tree numbers, this would</p>

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views	Year 15 views
								(approx. 50m) and two trees at the eastern of the road. This would occur within what is currently a rural view and would detrimentally alter the view during construction, albeit obliquely from the properties and the relatively small scale works would not alter the main focus of the view across open, arable fields.	would be very limited and, although the loss of hedgerow and trees may be perceived as a change in the view, they are located at an oblique angle and would be very much peripheral to the view.	be very much peripheral to the main view from the properties in a southerly direction.
R19	Top Lodge Farm	1	Farmhouse which is located at the northern extent of the site, behind large agricultural buildings	High	0.6km	The property is contained within the wider farm which limits views out. Large agricultural buildings located at the southern-eastern extent of the farm entirely screen views in the direction and views in other directions are filtered by trees on the property boundary. A slight oblique view of the site is possible to the south, however this would be filtered by boundary trees and it would not form the main focus of the view.	Non required	<p>Magnitude: Negligible adverse</p> <p>Significance: Neutral</p> <p>Construction activity associated with the Proposed Scheme changes to Upton Drift could be glimpsed. However, the relatively small scale works are likely to be barely perceptible and would not form a notable part of the view from the property which is largely contained to views of the internal part of the farm.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Once construction activity ceases, the permanent changes to the view from this property are not likely to be noticeable from this property.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p>

Table 1-2 : Community Facility Receptors

Receptor Ref No	Receptor address	Facility type	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
CM1	Sacrewell Lodge (part of Sacrewell Farm visitor centre)	Residential/place of work/visitor centre (working farm that can be visited)	Medium	400m (A1)	Views west interrupted by tree cover. Views south interrupted by topography and tree cover. Local topography at Windgate Way prevents views south to the existing A47.	None required.	Magnitude: No change Significance: Neutral A combination of topographic undulations and a tree belt in the vicinity of Windgate Way would screen views of construction activity associated with the new slip road joining the A1 to the A47 eastbound.	Magnitude: No change Significance: Neutral A combination of topographic undulations and a tree belt in the vicinity of Windgate Way would screen views of the Proposed Scheme.	Magnitude: No change Significance: Neutral
CM2	Sacrewell Farm Visitor Centre	Visitor centre with farm zoo and a range of facilities. Reasonably large visitor numbers in summer. Camping on-site. Visitor centre sits at the heart of an extensive estate with a network of footpaths that visitors use.	High	0m (at new access)	Views out possible in various directions. Visitor centre in slightly elevated position with reasonably panoramic views to the south-east. Existing traffic movements can be glimpsed in some locations to the south-east. Open arable countryside to the south-east of the visitor centre. Views more enclosed by woodland cover to the south-west. There is no existing visibility from the visitor centre to the western roundabout and its associated lightly (except, perhaps, heavily filtered through intervening tree cover in winter). See viewpoint 4.	New hedgerow and tree planting along northern edge of the Proposed Scheme both to the south-west (along the new slip road) and to the south-east (in the vicinity of Wittering Brook). Extended woodland planting east of new access road. Woodland planting around and north of western roundabout to screen views of the main A47 carriageway and reduce visibility of lighting columns in views from the north.	Magnitude: Major adverse Significance: Large adverse Construction would occur around entrance to the facility. Tall construction equipment would be visible. Construction compound located close to entrance. Entrance route would go through various phases of realignment through construction area. Construction activity would also be visible in longer distance views to the south-east where the new dual carriageway would be constructed on embankments west of Wittering Brook (at a slightly higher elevation than the existing A47 in the same direction). The construction of the Proposed Scheme would be dominant at close-range in views experienced by visitors to the farm for the duration of construction.	Magnitude: Minor adverse Significance: Moderate adverse Views affected would principally be those from the visitor centre to the south-east. Views of the new slip road to the south-west, although relatively close to the visitor centre, would largely be screened by tree cover, especially during summer months when most visitors would visit. New planting, including the proposed new hedgerows, north of the A47 would take time to mature. Assessment of moderate not slight significance reflects the overall visitor experience including approach to the Centre through recent works and along new access route.	Magnitude: Minor adverse Significance: Slight adverse Once proposed mitigation planting has established at Year 15 and the Proposed Scheme is largely screened from view, views south and south-east would largely be restored to current conditions.

Table 1-3 : Commercial Property Receptors

Receptor Ref No	Receptor address	Commercial activity	Sensitivity of receptor	Approximate Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
C1	A1 services	Filling station and coffee shop.	Negligible	400m	Open views across the open, arable landscape to the west and south-west of this receptor, which is away from the Proposed Scheme boundary. There are views south from the forecourt along the A1 in a southerly direction towards the location of the Proposed Scheme which is barely perceptible.	None required.	Magnitude: No change Significance: Neutral There would be no views of construction due to the oblique nature of views towards the site.	Magnitude: No change Significance: Neutral There would be no views of the Proposed Scheme due to the oblique nature of views towards the site.	Magnitude: No change Significance: Neutral
C2	Research Centre east of A1	Research centre (place of work)	Low	0m	Views out from this receptor are largely enclosed by trees and despite its proximity to the northern boundary of the Proposed Scheme, there would be no views of it.	None required.	Magnitude: No change Significance: Neutral There would be no views of construction due to the oblique nature of views towards the site and the presence of intervening tree cover which screens.	Magnitude: No change Significance: Neutral There would be no views of the Proposed Scheme due to the oblique nature of views towards the site and the presence of intervening tree cover which screens.	Magnitude: No change Significance: Neutral
C3	Filling station on A47	Filling station	Negligible Function relates to highway.	0m	Direct, close-range view of the existing A47 in a northerly direction. The A47 comprises the dominant feature in the view, however, views further north are towards a gently rising, open arable landscape with a wooded plateau visible in the far distance.	None required.	Magnitude: Major adverse Significance: Slight adverse There would be close-range views of construction from the filling station forecourt. However, users of the filling station would experience such views temporarily, limiting significance of the visual effect.	Magnitude: Moderate adverse Significance: Neutral There would be close-range views of the Proposed Scheme from the filling station forecourt. However, users of the filling station would experience such views temporarily, limiting significance of the visual effect.	Magnitude: Minor adverse Significance: Neutral Once mitigation planting located to the south of the Proposed Scheme has established at Year 15, the change to the view would be limited.

Table 1-4 : Public Right of Way Receptors (Footpaths)

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
F1	Footpath east of Thornhaugh	NA	Medium (levels of use likely to be low – short link ending in A1 corridor)	0m (at eastern end at A1)	Views east and south-east interrupted by A1 corridor. Tree and hedgerow cover located to the west of the existing A1 filters views of vehicles on the A1. See viewpoint H.	None required	Magnitude: No change Significance: Neutral No construction activity would be visible from this footpath due to screening by the existing A1 and associated roadside vegetation.	Magnitude: No change Significance: Neutral The Proposed Scheme would not be visible from this footpath due to screening by the existing A1 and associated roadside vegetation.	Magnitude: No change Significance: Neutral
F2	Footpaths north and south of Thornhaugh (linking south to Wansford)	NA	High	0.5km	Views east and south-east interrupted by A1 corridor. Tree and hedgerow cover located to the west of the existing A1 filters views of vehicles on the A1.	None required	Magnitude: No change Significance: Neutral No construction activity would be visible from this footpath due to screening by the existing A1 and associated roadside vegetation.	Magnitude: No change Significance: Neutral The Proposed Scheme would not be visible from this footpath due to screening by the existing A1 and associated roadside vegetation.	Magnitude: No change Significance: Neutral
F3	Footpath network between Sacrewell Farm, Sacrewell Lodge and Windgate Way (including sections of Hereward Way).	>1km	High	NA	Open views across open countryside to the existing A47 to the south. Views largely filtered to the west of the visitor centre towards the existing A47 and existing roundabout. Some glimpses of the A1 infrastructure and traffic movements to the west, however views in this direction are largely enclosed by tree cover. See viewpoint G from Wingate Way.	Tree and hedgerow planting to the north of the Proposed Scheme (slip road). A balance has been struck between screening the new highway and maintaining some openness to existing long distance views to the south. Proposed new woodland planting between new slip road and existing junction would screen the existing junction and reduce visibility of associated lighting columns.	Magnitude: Moderate adverse Significance: Large adverse Visibility of construction activity south from Windgate Way to south and to the west at the A1. Some visibility possible to construction compound from western sections of Windgate Way, including through winter vegetation.	Magnitude: Moderate adverse Significance: Moderate adverse Some visibility of traffic movements on new slip road. New hedgerow and tree planting would be immature. New slip road would be slightly closer than the existing A47.	Magnitude: Negligible adverse Significance: Slight adverse The establishment of mitigation planting to the east and north of the Proposed Scheme would screen much of the Proposed Scheme. Some visibility of traffic movements on new slip road would continue once vegetation has matured but filtered through dispersed tree cover.
F4	Footpath through Sacrewell visitor area (Hereward Way). Footpath would be realigned south of the visitor centre to follow new access road under the new A47.	Approximately 1km	High	0m (route would be diverted along new access road into Sacrewell)	Open views south. Some glimpses to traffic movements on the A47 to the south-east just west of Wittering Brook, however intervening woodland cover and topography restricts views of traffic. The arable field immediately to the south (next to the existing access road into Sacrewell) has a slightly domed landform meaning that the closest section of the existing A47 directly to the south is not visible. Views to the south-west are terminated by local tree cover including the woodland belt adjacent the existing Sacrewell access. See viewpoint 4, Appendix 7.5, for a more comprehensive	Tree and hedgerow planting north of the Proposed Scheme.	Magnitude: Major adverse Significance: Large adverse Footpath would pass close to construction activity and at times be diverted. Close range views of construction activity which would be the dominant part of the view for some extents of the footpath.	Magnitude: Minor adverse Significance: Moderate adverse Close range views of the Proposed Scheme to the south which would be closer to this receptor than the existing A47 and the loss of roadside vegetation would expose views of the Proposed Scheme which would form a noticeable part of the view from parts of this footpath.	Magnitude: Negligible adverse Significance: Slight adverse The establishment of mitigation tree and hedgerow planting to the east and north of the Proposed Scheme would screen much of the Proposed Scheme. Some visibility of traffic movements on new A47 would continue once vegetation has matured but filtered through dispersed tree cover.

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
					description of the baseline view from a key point along the footpath (TR010039/APP/6.3).				
F5	Footpath between Sacrewell Farm and Sutton Heath Road	Approximately 1km between Sutton Heath Road and Sacrewell Farm to the west.	High	0m (at eastern end) but generally c.0.5km)	<p>Elevated views south over open countryside. Passes through a series of pastoral and arable fields enclosed by a mixture of open fence lines and more enclosing hedgerows. The view to the south-west comprises a domed landform. The Petrol filling station and tall evergreen vegetation associated with the Anglian Water pumping station, both just to the south of the existing A47, are prominent at the centre of the view, along with the communications tower close to the entrance to Sacrewell. The alignment of the existing A47 is generally marked by a hedgerow which mostly screens it aside from occasional high sided vehicles, particularly further to the east where the highway emerges from behind the domed landform at Sacrewell.</p> <p>See viewpoint F.</p>	General landscape integration, tree and hedgerow planting.	<p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p> <p>Visible areas of tree removal during construction would include some of the tree belt close to the existing access to Sacrewell which is visible on the skyline. Some, but not all sections, of the hedgerow to the north of the A47 would also be removed further to the west. An assessment of moderate rather than large significance reflects the distance of the viewpoint from the proposed works and the partial shielding that would be afforded by the domed landform.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>The alignment of the new A47 would be broadly similar to that of the existing road and changes to the alignment, carriageway width and carriageway elevation would be relatively subtle. The new road would be partially shielded by the domed landform to the south of Sacrewell. Further east, sections of hedgerow would have been removed and the elevation of the new carriageway would be higher. Traffic movements on the new highway would therefore be more frequently visible in views directly to the south until new tree and hedgerow planting matures.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>By year 15 new tree and hedgerow planting on the northern side of the new A47 would have begun to mature and become more effective in screening views. Baseline conditions would be largely restored but some additional visibility of high sided traffic movements is likely to persist in views directly to the south-where the new highway would be at a slightly higher elevation than the existing.</p>
F6	<p>Nene Way</p> <p>Focus on principal riverside section between Wansford to the west and Sutton to the south-east (but taking account of whole route within 1km study area between Yarwell and Castor).</p> <p>Assessment includes sections of Public Right of Way and a permissive path which provides continuity along the riverside to the east of Wansford.</p>	Approximately 2km between the villages of Wansford and Sutton but visibility not possible from all sections	High	<p>The route of the Nene way relates to the Proposed Scheme in three principal locations:</p> <p>0m – section of route just east of the A1 at Wansford which coincides with the former picnic site (Representative viewpoint 3).</p> <p>0m - permissive section of route at Sutton Meadows and within the County Wildlife Site between the filling station and</p>	<p>Attractive views generally focused south towards river. Footpath route generally at low level close to riverside with views north enclosed by vegetation and topography. Some views of traffic movements on existing A47 to the north. Vegetation along dismantled railway north of Sutton generally prevents views north-east.</p> <p>Route is more elevated at its western end close to the A1 and the village of Wansford (see viewpoint 3). Principal views remain those over the valley to the south and south-east.</p> <p>Open views along pastoral riverside areas of the County Wildlife Site between the filling station and Wittering Brook (see viewpoint E). Localised topography largely prevents visibility of traffic movements on</p>	New woodland planting on embankments to south of new road west of dismantled railway. Route of the Nene Way would pass between the Proposed Scheme and the river within a corridor. Planting on the Proposed Scheme embankments would integrate the A47 into the Nene Valley landscape through screening once established. Proposed planting of white willows along the riverbank.	<p>Magnitude: Major adverse (at closest section)</p> <p>Significance: Large adverse</p> <p>The route of the Nene Way, including permissive footpath sections, would remain open during construction despite its proximity. Some sections at Sutton Meadows would pass in close proximity to the proposed earthworks. Other sections just east of the A1 at the former picnic site would be diverted through or immediately adjacent the construction site during certain phases of the construction.</p> <p>Tree removal would occur during construction in the view to the north-east.</p>	<p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p> <p>The route of the Nene Way would pass in close proximity to the embankments of the Proposed Scheme just west of Wittering Brook. The new carriageway here would be set back from the footpath on a raised embankment and would be evidently higher than the riverside, similar to the existing A47, albeit slightly closer. Vehicle movements and the new embankment would be prominent in views heading east from the vicinity of the filling station (see viewpoint</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>At year 15, visibility of the Proposed Scheme would have reduced over time and greater separation and visual enclosure would be achieved. New planting would mature to screen views of the embankments and traffic movements. Longer term effects would be localised to short section just west of Wittering Brook due to proximity. Views here would also become more enclosed with new woodland extending close to the riverside route of the footpath.</p>

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
				<p>Wittering Brook (Representative viewpoint E). Gap between foot of proposed embankment and river reduces to approximately 8m at its closest point just west of Wittering Brook through which the route of the Nene Way would pass.</p> <p>Approx. 0.5km – section of route to the north of Sutton village with occasional views north-east across the dismantled railway towards the Proposed Scheme (Representative viewpoint D).</p>	<p>the existing A47 nearby to the north. Riverside trees and riparian vegetation prominent.</p> <p>Framed vista away from the river over the dismantled railway along section of route to the north of the village of Sutton. Views here over intervening arable countryside of existing traffic movements but views further north terminated by tree belt.</p> <p>See viewpoints 3, E and D.</p>		<p>Prominent trees on the skyline would be removed to enable construction of the new access route into Sacrewell Farm passing below the new A47. This would occur on the skyline and not open longer distance views in this direction. A construction compound would be sited within the open arable field immediately to the north of the Nene Way. Furthermore, general construction activity would surround sections of this path at various stages during the construction period and become the dominant feature of the view.</p>	<p>E). New planting here would be immature and would not yet screen the Proposed Scheme. Views would also occur from other sections of the route. On the section of path beside viewpoint D there would be a view towards the proposed new roundabout and its associated lighting columns. Important aspects of the view retained, including the framed vista along the river and in the direction of Sutton.</p>	
F7	Footpath south of Upton (Blind Lane Track).	Approximately 0.5km	High	1km	<p>Views south interrupted by tree cover (Ermine Street and Hell Corner). No existing views to traffic movements along the existing A47.</p> <p>See viewpoint C.</p>	New tree and hedgerow planting to the north of the Proposed Scheme.	<p>Magnitude: Negligible adverse</p> <p>Significance: Slight adverse</p> <p>Possible glimpses of taller plant.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>The Proposed Scheme would not be visible from this footpath due to screening by intervening vegetation.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p>
F8	Sutton Crossways	Approximately 0.5km	High		<p>View across open arable field from the footpath towards the existing roundabout at the eastern end of the Proposed Scheme. The east to west tree belt is a prominent landscape features which terminates these views to the north and prevents visibility of the plateau landscape beyond. Lighting columns on the Castor Road close to the existing roundabout are visible against the backdrop of the tree belt. Overhead power line transmission towers are a prominent feature of the view where they pass over the A47 in the vicinity of the existing roundabout..</p>	New tree and hedgerow planting south of scheme.	<p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p> <p>A section of woodland within the existing woodland belt just to the west of the existing roundabout would be removed during construction which would create a slight gap in the continuity of the woodland belt. Sections of hedgerow would also be removed on the opposite side of the field in the foreground. Most construction activity</p>	<p>Magnitude: Negligible</p> <p>Significance: Slight adverse</p> <p>At Year 1 a perceived gap would remain in the continuity of the woodland belt running from east to west. This gap would be limited in its extent and the nature of the low-level sight line and intervening retained hedgerows means that traffic movements on the new A47 are unlikely to be visible from this position. They would in any case be seen in the same direction as the</p>	<p>Magnitude: Minor beneficial</p> <p>Significance: Slight beneficial</p> <p>New tree and hedgerow planting around the new highway alignments would re-form the boundaries around the arable fields and reconnect the continuity of the east to west woodland belt. The new A47 and its associated traffic movements would not be visible in this view. The removal of the existing lighting columns on Castor Road would</p>

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
					See viewpoint A.		would occur to the north of the tree belt. The formation of the new alignment of the Castor Road to link with a section of the existing A47 would involve large equipment and plant that would be visible beyond retained sections of hedgerow.. An assessment of moderate not slight reflects the opening up of a gap in the woodland belt and the introduction of construction equipment into a view which is currently largely unaffected by visibility of the existing A47.	overhead line transmission tower. Existing lighting columns would have been removed from the view.	represent a beneficial change during both day and night.
F9	South of Sutton Crossways	Approximately 0.5km	High		Open views across the surrounding arable landscape. However, views north, in the direction of the Proposed Scheme boundary, are interrupted by hedgerows.	New tree and hedgerow planting south of scheme.	Magnitude: Negligible Significance: Neutral Possible glimpses of taller plant with views filtered by intervening hedgerow.	Magnitude: No change Significance: Neutral The Proposed Scheme would not be visible from this footpath due to screening by intervening vegetation.	Magnitude: No change Significance: Neutral
F10	Bunkers Hill (two short parallel routes – 203/1 & 203/9)	Approximately 200m	Medium (short routes ending in A1 unlikely to be used)	c. 800m	These are rarely used footpaths. Open views north. Existing A47 visible. View over the A1 towards Sacrewell Farm in the far distance on the slopes to the north of the River Nene. The existing roundabout and its associated lighting are visible on the skyline as well as existing traffic movements heading east along the existing A47. Tree cover to the south of the A47 opposite the existing entrance to Sacrewell is also visible on the skyline. See viewpoint J.	New tree and hedgerow planting south of scheme.	Magnitude: Minor adverse Significance: Slight adverse Visible tree removal would take place on the skyline to form the new access into Sacrewell Farm. Some construction activity would be visible, however it would be partially screened by the low angle of view preventing direct visibility of the works to construct the new main alignment. The proposed main construction compound at Sacrewell would be screened. The new southern spur from the roundabout would largely be screened by intervening tree cover. Formation of the new access into Sacrewell in cutting and of the nearby attenuation basins would be visible within the	Magnitude: Negligible adverse Significance: Neutral There would be glimpsed views of the new access to Sacrewell Farm but no visibility of the main A47 carriageway heading east. Traffic movements on the new A47 would appear similar to baseline conditions. Lighting would be replaced at the junction to a similar height and extent. Visual change would principally associate with the Sacrewell access and adjacent attenuation basins within the visible sloping arable field.	Magnitude: Negligible adverse Significance: Neutral New tree and hedgerow planting would have matured to further soften the appearance of any visible change. Dispersed tree planting would introduce a degree of enclosure along the skyline east of the existing roundabout and new woodland planting to the east of the existing circular woodland block would form a backdrop to the existing roundabout and its lighting giving a less stark appearance.

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
							sloping arable field just below the skyline.		
F11	Footpath west of Stibbington	Approximately 0.5km	High	c. 800m to the Proposed Scheme on embankment just west of Wittering Brook	Views north across open valley floor. Occasional glimpses to traffic movements on existing A47, especially during winter. Greater visibility would occur during winter months. But nevertheless, an attractive rural view across the valley landscape to the north-east. See viewpoint 2.	New tree and hedgerow planting south of scheme including tree planting on southern embankment west of the dismantled railway and Wittering Brook. New hedgerow and tree planting to soften the appearance of the existing roundabout, southern spur and associated lighting close to the skyline to the north-west.	Magnitude: Moderate adverse Significance: Moderate adverse Tree and hedgerow removal during construction would be relatively limited in this view. However, some tree cover to the south of the existing A47 to the north-east would be cleared resulting in slightly higher levels of visual permeability and greater visibility of existing traffic movements, especially during winter months. Tall equipment and plant would be visible as some sections of the new A47 were being built on the slightly elevated ground on the opposite side of the valley. The nature of the relatively sparse tree cover within the valley floor means that construction activity would be more visible during winter months. The proposed construction compound to the south of Sacrewell Farm would be screened by intervening tree cover.	Magnitude: Minor adverse Significance: Moderate adverse The new access road to Sacrewell Farm would be visible across slightly elevated and open ground south of the existing roundabout. A greater level of visual change would occur to the north-east where the existing A47 is largely screened by intervening trees. The slight raising of the carriageway, realignment to the south, and removal of some trees to the north-east would mean that high sided traffic movements would be more noticeable, and in a direction in which the current road is largely hidden. Current views are largely rural in nature with only very occasional visibility of traffic movements. The assessment of moderate not slight significance reflects the changes to an attractive rural view with the introduction of more noticeable traffic movements to the north-east until mitigation planting matures.	Magnitude: Minor adverse Significance: Slight adverse By year 15 new planting on the embankments to the south of the highway would have matured to a level which would provide screening. Additional hedgerow and tree planting around the existing roundabout and access road to Sacrewell Farm would soften the appearance of these components of the Proposed Scheme. Furthermore, new woodland planting on the steep, southern embankment of the new A47 to the north-east would screen traffic movements on this elevated section of road (the Proposed Scheme would be at a slightly higher elevation than the existing road in this direction towards Wittering Brook). The assessment of slight adverse rather than neutral reflects that winter some persisting visibility of traffic movements to the north-east from specific sections of the footpath cannot be ruled out.
F12	Upton 5 - Footpath south of Upton Drift	Approximately 0.8km	High	50m	The existing view from the footpath is across open, gently rolling arable fields. Built components of the view include: a line of pylons which pass over the footpath; the village of Upton, approximately 0.2km north-east; and Model Farm, which is located directly adjacent to the eastern extent of the path.	New hedgerow proposed at the eastern extent of Upton Drift and occasional individual trees to integrate passing places and reinforce the landscape pattern.	Magnitude: Minor adverse Significance: Slight adverse Construction activity associated with the Proposed Scheme changes to Upton Drift would be visible to the north, i.e. construction of two passing places, re-surfacing and vegetation clearance, including the removal of hedgerow (approx. 50m) and two	Magnitude: Negligible adverse Significance: Neutral Once construction activity ceases, the permanent changes to the view from this property would be negligible. The alterations would be very limited and, although the loss of hedgerow and trees may be perceived as a change in the view, they	Magnitude: Negligible beneficial Significance: Neutral Once new hedgerow and individual trees have matured and established, the change to the view would be minimal and although there could be a perceived beneficial change due to the increase in tree numbers, this would form a very small part of the view.

Receptor Ref No.	Receptor Name	Length of PRow affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
							trees at the eastern of the road. This would occur within what is currently a rural view and would detrimentally alter the view during construction. However, this is a wide open view and the relatively small scale works would not alter the main focus of the view across open, arable fields.	would form a very small part of the view.	
F13	Upton 3 - Footpath north of Upton Drift	Approximately 0.3km	High	0.3km	The existing view from the footpath is across open, gently rolling arable fields. Built components of the view include: the village of Upton, which this footpath connects to at its southern extent; and Top Lodge Farm, which is located at the northern extent of the path.	New hedgerow proposed at the eastern extent of Upton Drift and occasional individual trees to integrate passing places and reinforce the landscape pattern.	<p>Magnitude: Negligible adverse</p> <p>Significance: Neutral</p> <p>Construction activity associated with the Proposed Scheme changes to Upton Drift could be glimpsed when users are travelling southwards towards Upton. However, the relatively small scale works are likely to be barely perceptible and would not form a notable part of the view from the path.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>Once construction activity ceases, the permanent changes to the view from this property are not likely to be noticeable from this path.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p>

Table 1-5 : Road Receptors

Receptor Ref	No/Name	Approximate length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing views towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
RO1	A47	3km	Low	0m	Varied views out from the road, vehicles travel at high speed and so views are fleeting in the most part. Some enclosure provided by hedgerow cover directly adjacent and by undulations in the topography, such as the domed landform at Sacrewell	Landscape scheme generally, including new roadside hedgerow and tree planting	<p>Magnitude: Moderate adverse</p> <p>Significance: Slight adverse</p> <p>During construction there would be notable changes to views as the A47 is realigned and amended as part of the Proposed Scheme. Close range views of vegetation removal, plant equipment and associated changes to landform would be visible. However, the effect is not significant given that only a small extent of the whole road would be altered and due to the short duration of view from vehicles.</p>	<p>Magnitude: Negligible beneficial</p> <p>Significance: Neutral</p> <p>At Year 1, views would be more open than in the baseline situation as mitigation planting is yet to establish. As the planting has not yet matured, there would be more open views of the surrounding landscape.</p>	<p>Magnitude: Negligible beneficial</p> <p>Significance: Neutral</p> <p>At Year 15, mitigation planting would have matured to an extent which would restore views to a situation more similar to the baseline situation, i.e. intermittent views out with some enclosure by mitigation planting.</p>
RO2	A1	0.5km (by new slip to the east)	Low	0m	Varied views out from the road, vehicles travel at high speed and so views are fleeting in the most part.. Some enclosure provided by hedgerow and tree cover directly adjacent to the A1.	None required	<p>Magnitude: Negligible</p> <p>Significance: Neutral</p> <p>There would be minimal construction activities visible from the A1 as road users pass beside and experienced glimpsed views of the Proposed Scheme to the east.</p>	<p>Magnitude: Negligible</p> <p>Significance: Neutral</p> <p>The Proposed Scheme would be barely perceptible from the A1 as users pass beside and experienced glimpsed views to the east. Some vegetation removal may be evident, however this would also be barely perceptible.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>At Year 15, mitigation planting would restore views from the A1 to the baseline situation.</p>
RO3	Sutton Heath Road	1km	Low	0m	This road connects the A47 to the villages of Barnack and Ufford, approximately 5km to the north. A road with strong rural character as it has a mature hedgerow and occasional hedgerow trees adjacent and the surrounding landcover is predominantly arable farmland. There are varied views out, albeit no greater than medium range, from the road as enclosure is provided by the hedgerow and tree cover. This focuses views along the road. The road connects to the existing A47 at its southern extent and there are therefore direct views onto the A47 from that part of Sutton Heath Road.	New alignment changes will be supported with hedgerows and trees. Subtle avenue character reflecting local network. New road would be wider and more open with views into surrounding fields.	<p>Magnitude: Moderate adverse</p> <p>Significance: Slight adverse</p> <p>Direct changes to the southern extent of the road. Construction activities would be visible at close range. However, the effect is not significant given that only a small extent of the whole road would be altered and due to the short duration of view from vehicles.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Neutral</p> <p>Alterations to the southern extent of the road would be visible at close range, however from the majority of the road the changes would not be perceived.</p>	<p>Magnitude: Negligible</p> <p>Significance: Neutral</p> <p>At Year 15, once mitigation planting has established beside the Proposed Scheme, the changes are unlikely to be perceived by road users.</p>

Receptor Ref	No/Name	Approximate length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing views towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
RO4	The Drift (Sutton)	0.5km	Low	0m	A short, connecting road (between Sutton and the A47) which is surrounded by open arable farmland. There are varied views out from the road, with some screening by intermittent hedgerow and trees, however generally these open views are possible including of the A47 to the north.	Closed to traffic. Reduced in width. Retained as WCH route. No mitigation required, however planting at the northern extent of the road, beside the existing A47, will integrate it into the view.	Magnitude: Moderate adverse Significance: Slight adverse Direct changes to the northern extent of the road. Construction activities would be visible at close range. However, the effect is not significant given that only a small extent of the whole road would be altered and due to the short duration of view from vehicles.	Magnitude: Minor adverse Significance: Neutral Alterations to the northern extent of the road would be visible at close range, however from the majority of the road the changes would not be perceived.	Magnitude: Negligible beneficial Significance: Neutral At Year 15, once mitigation planting has established beside the Proposed Scheme, the changes are unlikely to be perceived by road users.
RO5	Upton Road	250m	Low	0m	Rural lane which connects the A47 at its southern extent to Upton in the north. It is enclosed by hedgerows with varied views out from the road, including open pastoral and arable farmland. Some enclosure provided by hedgerow and tree cover. Pylons visible overhead.	Existing vegetation to be retained. Proposed planting beside the A47 will integrate the very southern extent of the road into the view.	Magnitude: Moderate adverse Significance: Slight adverse Direct changes to the southern extent of the road. Construction activities would be visible at close range.. However, the effect is not significant given that only a small extent of the whole road would be altered and due to the short duration of view from vehicles.	Magnitude: Minor adverse Significance: Neutral Alterations to the southern extent of the road would be visible at close range, however from the majority of the road the changes would not be perceived.	Magnitude: Negligible beneficial Significance: Neutral At Year 15, once mitigation planting has established beside the Proposed Scheme, the changes are unlikely to be perceived by road users.
RO6	Castor Road	250m	Low	0m	Varied views out from the road. Strong enclosure provided by hedgerow and tree cover. Where glimpsed views are possible, to the north the existing A47 is glimpsed given its close proximity whereas views south are across open arable fields.	Tree and hedgerow proposed beside the realigned section of road at its western extent which will integrate the amended road into the existing landscape.	Magnitude: Moderate adverse Significance: Slight adverse Direct changes to the western extent of the road. Construction activities would be visible at close range. However, the effect is not significant given that only a small extent of the whole road would be altered and due to the short duration of view from vehicles.	Magnitude: Minor adverse Significance: Neutral Alterations to the western extent of the road would be visible at close range, however from the majority of the road the changes would not be perceived.	Magnitude: Negligible beneficial Significance: Neutral At Year 15, once mitigation planting has established beside the Proposed Scheme, the changes are unlikely to be perceived by road users.
RO7	Upton Drift	0.7km	Low	Directly adjacent	The existing view from the road is across open, gently rolling arable fields. Built components of the view include: a line of pylons which pass over the road; the village of Upton, directly to the east; and Model Farm, which is located directly adjacent to the south-eastern extent of the road.	New hedgerow proposed at the eastern extent of Upton Drift and occasional individual trees to integrate passing places and reinforce the landscape pattern.	Magnitude: Minor adverse Significance: Slight adverse Construction activity associated with the Proposed Scheme changes to Upton Drift would be visible at close	Magnitude: Negligible adverse Significance: Neutral Once construction activity ceases, the permanent changes to the view from this property would be negligible. The alterations	Magnitude: Negligible beneficial Significance: Neutral Once new hedgerow and individual trees have matured and established, the change to the view would be minimal and although there could be a perceived beneficial change

Receptor Ref	No/Name	Approximate length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing views towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
							range along the road, i.e. construction of two passing places, re-surfacing and vegetation clearance, including the removal of hedgerow (approx. 50m) and two trees at the eastern of the road. This would occur within what is currently a rural view and would detrimentally alter the view during construction. However, the relatively small scale works would not form a notable part of the view experienced by road users as this is a short length of road which links Upton to the wider road network.	would be very limited and, although the loss of hedgerow and trees may be perceived as a change in the view, they would form a very small part of the view experienced by road users on this very short length of road.	due to the increase in tree numbers, this would form a very small part of the view on this very short length of road.