

# **A1 in Northumberland: Morpeth to Ellingham**

**Scheme Number: TR010041**

## **6.7 Environmental Statement – Appendix 7.2 Viewpoints Visual Effects Schedule**

### **Part A**

APFP Regulation 5(2)(a)

Planning Act 2008

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

June 2020

Infrastructure Planning

Planning Act 2008

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

**The A1 in Northumberland: Morpeth to Ellingham  
Development Consent Order 20[xx]**

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**Environmental Statement - Appendix**

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<b>Regulation Reference:</b>	APFP Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010041
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## VIEWPOINTS VISUAL EFFECTS SCHEDULE

Table 7-1 - Viewpoints Visual Effects Schedule

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
VP-1	<p>VIEW LOOKING NORTH, ALONG WEST VIEW</p> <p>The viewpoint is representative of views experienced by nearby residents, at West View, from ground and first floor windows located within the front elevation aspect of the to the front of the premises. The properties themselves are set back from the existing A1, with a communal green space located within the intervening space.</p> <p>The existing winter view from these premises primarily consists of a relatively large area of amenity grassland to their west, with a narrow linear belt of Pine's with under story</p>	Nearby residents - High	<p>The view would predominantly remain unchanged, with the majority of the linear belt of screen vegetation being retained to the west. The proposed access road to the north, would result in a small section of the screen planting being removed. Filtered views of the construction activities associated with the southern tie into the north, would be discernible from first floor windows only. The main impacts would be associated with the construction of the proposed access road, leading from Northgate Farm and West View itself. During construction impacts would be at their most visible due to limited mitigation measures being implementable given the close proximity to the residential properties and the availability of land within the affected area. Following construction, impacts attributed to the proposed new access road would be reduced by the proposed mitigation planting on either side of the proposed new access track, however there would be a permanent change to the nature of the view, along the frontage of the residential properties.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Felling of trees leading to the opening of new views, to the north of the residential area.</li> <li>Temporary visual awareness of the construction activity associated with the construction of the proposed access road, car parking bays, relocated services and relocation of lighting columns.</li> <li>Reduced width of amenity grassland.</li> </ul> <p>Number of lighting columns would not increase, within the affected area, thus impacting relating to light pollution have not been considered due to being considered as like for like replacement.</p>	Minor	Moderate Adverse	Minor	Slight Adverse	Negligible	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	planting, directly adjacent to the existing A1 to the rear. Whilst the Pines, and understory planting in part act as screening, filtering views of vehicles travelling along the existing A1, partial views are still discernible in this instance. Within the immediate foreground of the views are the premises front gardens, predominantly concerted to areas of hardstanding to provide car parking. Ground floor windows look directly out onto the small front gardens, mainly used for parking.		<p>Operational:</p> <ul style="list-style-type: none"> <li>Permanent change to the nature of the view from nearby residential properties.</li> <li>Negligible visual increase in noticeable traffic movement in front of residential properties, as a result of connectivity to properties further to the north.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Remediation works to be carried out on the area of amenity grassland, damaged during the construction phase of the proposed works.</li> <li>Proposed hedgerow planting to be carried out on either side of the proposed access track.</li> </ul>						
VP-2	VIEW LOOKING WEST FROM PRoW (407/010)	Users of PRoW - High	Views of the moving vehicles along the off slip would become more discernible, as the width of the screen planting to the east is reduced to accommodate the proposed new access road leading from Northgate Farm to the north and West View to the south. Views of the activities associated with the construction of the proposed new access road would also be discernible from this viewpoint location. Given the distance of separation between the receptor and impacts the significance of effect would be significantly reduced.	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral
	The viewpoint is representative of views experienced when traveling in a westerly direction along PRoW	Nearby residents - Moderate		Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>407/010. The existing view is predominantly one of undulating arable fields, with perimeter field boundaries. Along the ridge of the field the tops of the trees (woodland screen planting) along the on slip of the A1 is discernible. Glimpsed views of HGV's are discernible through the trees on clear days from this location. Views to the north become screened from view, mid-way along the route as the PRoW, passes to the south of a mature established hedgerow.</p> <p>Views from the adjoining residential property are predominantly screened by the perimeter fencing around the rear garden, restricting views associate with the property from first floor rear windows only. The nature of these views is considered</p>		<p>It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of the construction activity associated with the construction of the proposed access road.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>• Negligible visual increase in noticeable traffic movement in front of residential properties.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting to be carried out on either side of the proposed access track to screen movement of vehicles along access track and provide landscape integration.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	as being similar to those offered to users of the PRoW in this instance								
VP-3	<p>VIEW LOOKING NORTH-WEST TOWARDS THE START OF CORONATION AVENUE FROM PRoW (407/010)</p> <p>The viewpoint is representative of views experienced when traveling in a north-westerly direction along PRoW 407/010. From here the topography within the foreground of the view levels out, allowing views of Northgate Farm to be discernible through the properties perimeter planting. Views of vehicles traveling along the slip road and A1 to the north are more discernible from this location as the distance of separation decreases. To the rear the undulating</p>	Users of PRoW - High	<p>The view would be similar to that of viewpoint 2, with vehicles travelling along the off slip becoming temporarily more visible as a result of vegetation clearance. The main impacts would be attributed to the construction of the new proposed access track leading from Northgate Farm and those properties along West View to the south. Following construction, the impacts would be reduced through mitigation planting.</p> <p>It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of the construction activity associated with the construction of the proposed access road.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>• Negligible visual increase in noticeable traffic movement in front of residential properties.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting to be carried out on either side of the proposed access track to screen movement of vehicles along access track and provide landscape integration.</li> </ul>	Minor	Moderate Adverse	Negligible	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	pastoral landscape is evident with scattered woodland blocks.								
VP-4	VIEW LOOKING WEST FROM HEBRON ROAD WITHIN THE VICINITY OF THE CHURCH OF ST CUTHBERT (LISTED BUILDING)  The viewpoint is representative of views experienced by users of the Hebron road traveling west; near Hebron. The view from the road is restricted by hedgerows on either side, focusing the eye in the direction of travel. Vehicles traveling along the existing A1 are visible at the junction, where the two roads meet. As the distance of separation decreases, the vehicles become more prominent within the view. To the north, the	Users of PRow - High	Views of the proposed new Highlaws Junction would form a prominent new feature within views from this location during both construction and operational phases of the works. During construction visible impacts/activities, would be extended to the north associated with the online widening. This would include the loss of existing screening planting to the Operational impacts would reduce over time, following the establishment of the proposed mitigation planting associated with the junction itself. Planting along the online section of Part A: Morpeth to Felton (Part A) would be a direct like for like replacement, including the reinstatement of those trees along Coronation Avenue.  Construction: <ul style="list-style-type: none"> <li>The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Highlaws Junction.</li> <li>Temporary stock piling of site material/soil mounds.</li> <li>Temporary traffic management.</li> </ul> Operation: <ul style="list-style-type: none"> <li>Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography.</li> <li>Increased visual presence of the A1.</li> <li>Vehicle lights changing the night time view.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction.</li> </ul>	Moderate	Large Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse
		Road Users - Moderate		Moderate	Moderate Adverse	Moderate Adverse	Moderate Adverse	Minor	Slight Adverse
		Visitors to Listed Building - Moderate		No Change	Neutral	No Change	Neutral	No Change	Neutral



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>localised area of high ground referred to as Beacon Hill is visible beyond the hedge line.</p> <p>Visitors to the Church of St Cuthbert, would experience more localised views, given the church's location within a natural depression. The curtilage of the church is confined behind a hedgerow that runs along its western boundary screening longer views to the west. To the south, views from the grounds themselves look directly onto the rear façade of the adjoining properties, screening longer views to the south. To the north and east views of the surrounding countryside are discernible</p>		<ul style="list-style-type: none"> <li>Proposed replacement hedgerows on either side of the carriageway.</li> <li>Inclusion of earth screen bunds.</li> </ul>						
VP-5	VIEW LOOKING SOUTH-WEST FROM PRoW	Users of PRoW - High	Views of the proposed new Highlaws Junction would be prominent within views from first floor windows when looking to the west. From ground floor windows views	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
(407/018) BEACON HILL	<p>The viewpoint is representative of views experienced by nearby residents at Beacon Hill, situated on the brow of a localised high point. Given the properties elevated location, long distance views of the south and east are possible from both ground and first floor windows from this location. To the north, views are screened by the existing woodland at the top of the slope. To the west in the direction of the existing A1 and Part A, views are partially screened from ground floor windows by the existing topography and adjoining properties. Filtered views of the existing vehicles travelling along the A1 are discernible from this viewpoint, where screen planting is</p>	Nearby residents - High	<p>would be partially screened by the intervening topography. Although existing views are discernible of the existing traffic commuting along the existing A1 from this location, the new junction would from a prominent new feature, due to not being at grade. At opening year, the impacts would be similar to that at Construction with impacts decreasing overtime, following plant establishment. Proposed mitigation planting includes the provision of screen woodland blocks upon the embankments, providing landscape integration.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Highlaws Junction.</li> <li>Temporary stock piling of site material/soil mounds.</li> <li>Temporary traffic management.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography.</li> <li>Increased visual presence of the A1.</li> <li>Visual awareness of vehicle head lights changing the night time view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction.</li> <li>Proposed replacement hedgerows on either side of the carriageway.</li> <li>Inclusion of earth screen bunds.</li> </ul>	Moderate	Moderate Adverse	Minor	Slight Adverse	Minor	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	restricted to hedgerows on either side of the existing A1.  Along the PRoW, views are similar in nature to that obtained from nearby residential properties. Views of the existing A1 to the west become more prominent within views when viewed further to the south, where the brow of the slope, dose not partial screen views								
VP-6	VIEW LOOKING NORTH-WEST FROM PRoW (407/018) AT BEACON HILL  The viewpoint is representative of views experienced by nearby residents, and users of PRoW 407/018 when travelling in a north-westerly direction. From here views of the existing A1 are discernible within	Users of PRoW - High	From viewpoint 6, views of both the offline and online widening section of Part A would be discernible up to and including Fenrother Junction. The proposed off-line section of Part A, would in part be in cutting reducing visibility during the Operational phase of the work, however during Construction visual impacts would be discernible over a wide area. Mitigation planting on either side of the offline section would reduce impacts further by providing landscape integration through the reinstatement of field boundaries and screen planting at the top of cutting slopes. Online widening would result in the temporary loss of existing vegetation on either side of the existing A1, increasing visual prominence along this section of Part A.  Views from nearby residential properties would remain unchanged, due to being located within an area of woodland block.  Construction:	Moderate	Large Adverse	Minor	Moderate Adverse	Negligible	Slight Adverse
		Nearby residents - High		No Change	Neutral	No Change	Neutral	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>the mid-ground of all views with arable land to the east and west. Hedgerows are located on either side of the existing A1, at the back of grass verges in which the mature trees of Coronation Avenue are located within. The existing vegetation filters views of vehicles as they travel along the existing carriageway reducing overall visibility. Given the viewpoints elevation views out to the Northumberland National Park, to the north-west are possible from this location.</p> <p>At this location the residential properties are set within a woodland block at the top of Beacon Hill, screening views of the existing A1.</p>		<ul style="list-style-type: none"> <li>Felling of trees, leading to the opening up of new views, including increase in visual prominence of vehicle movement along the existing A1; and</li> <li>The temporary movement and activity of large construction machinery/vehicles within views, usually with flashing hazard lights.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view, through the loss of existing mature vegetation, including Coronation Avenue trees, prior to plant establishment, providing sense of place along this section of Part A;</li> <li>Temporary increased awareness of the existing A1, prior to plant establishment; and</li> <li>Visual awareness of the offline section of Part A, to the right of the view, increasing the visual presence of the A1 and built form, within the view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Replacement planting of trees along Coronation Avenue, using larger plant stock than that proposed elsewhere on site, to achieve replacement avenue effect, over a shorter time period, reducing significance of visual effects and change to the nature of the view more quickly;</li> <li>Re-establishment of hedgerow screen planting on either side of the existing, A1; and</li> <li>Proposed screen planting of hedgerow plating on either side of the offline section of the A1.</li> </ul>						
VP-7	VIEW LOOKING NORTH-WEST FROM PRoW (423/002)	Users of PRoW - High	From viewpoint 7, views would predominantly remain unchanged, with the off-line section being screened from view by the intervening, de-trunked section of the A1. During construction, impacts would be slightly	Negligible	Slight Adverse	Negligible	Slight Beneficial	Negligible	Slight Beneficial

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	The viewpoint is representative of users of PRow 423/002 travelling in a westerly direction from Tritlington. Views are predominantly of pastoral fields with hedgerow field boundaries with incidental groups of trees discernible in the background of the view. To the right of the view, vehicles are discernible above the hedge line, traveling along the existing A1.		<p>increased due to improvements being carried out along the eastern edge of the existing (de-trunked) A1, requiring minimal vegetation loss.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Temporary increase in the visual awareness of the existing A1, due to construction machinery utilising the existing A1, including the use of flashing lights increasing visual awareness.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Decrease in vehicles using this section of existing A1, visible within view, following the opening of the offline section, enabling this section of the existing A1 to be de-trunked.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. – loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</li> </ul>						
VP-8	VIEW LOOKING NORTH-WEST FROM PRow (423/001) AT THE NORTHERN EXTENT OF CORONATION AVENUE  The viewpoint is representative of views from PRow	Users of PRow - High	From here the proposed Fenrother Junction would form a prominent new feature within the view, directly to the west of the group of trees located within the mid-ground. The offline section would result in the introduction of vehicular movement from north to south, along the existing line of the former hedgerow. During the construction phase, impacts would be significant, reducing overtime as mitigation planting establish. It is assumed that given the nature of the works, the footpath would be temporally closed for access reasons during the main phase of the construction works reducing overall visual significance of effect.	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Moderate	Moderate Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	423/001 travelling in a westerly direction, providing connectivity between Fenrother to the west and the north bound bus stop to the west of the existing A1. The existing view is principally of pastoral fields, bound by hedgerows. Views are localised from this location given the level topography.		<p>It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link;</li> <li>• Temporary stock piling of site material/soil mounds;</li> <li>• Prominent views of satellite site compound; and</li> <li>• Temporary traffic management.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography;</li> <li>• Significant permanent change to the nature of the existing view, through a change in land use; and</li> <li>• Visual awareness of vehicle head lights changing the night time view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed woodland screen planting, around the periphery of the junction;</li> <li>• Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration; and</li> <li>• Inclusion of earth screen bunds.</li> </ul>						
VP-9	VIEW LOOKING WEST FROM SOUTH BOUND	Users of PRoW - High	From here the proposed Fenrother Junction would form a prominent new feature within the view, to the west. Whilst the existing A1 forms the foreground of all	Major	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>BUS STOP LOCATED ALONG EXISTING A1</p> <p>The viewpoint is representative of nearby residents, users of the footpath to the east of the A1 carriageway, users of the existing A1 and Tritlington Church of England First School. From here the view is similar to that of viewpoint 8. The main variation between the two is the inclusion of the existing A1, within the immediate foreground of the view. Nearby residential properties, including Tritlington Church of England First School, are set back from the carriageway, behind perimeter screen planting which provide filtered views of the moving vehicles travelling along the existing A1. On either side of the existing</p>	Road users - Low	<p>current views from nearby residential properties and Tritlington Church of England First School, thus reducing the perceived magnitude of change the proposed new junction would form a vertical change to the landform within the area, significantly altering the makeup of the view. Impacts would be most significant during the construction phase of the works, reducing over time, following plant establishment, in the form of scree planting and reinstatement of field boundaries and hedgerows. The reduction in traffic along the existing, proposed de-trunked section of the A1, would allow for less filtered / more continues views of the countryside beyond, due to the increased distance of separation between the main volume of traffic and the receptor. From the proposed de-trunked section of the A1, views of the proposed Fenrother Junction would also be prominent, both north and south bound. From the north, when traveling southbound the existing woodland to be retained would form limited screening, reducing overall magnitude of effect. Views from the footpath to the east of the carriageway would be similar to that from vehicles, however perceived over a longer duration given the reduced speed of travel.</p> <p>Overall impact of Part A would be reduced due to the prominence of the existing A1, within the foreground of all views from this location.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• Visual awareness of the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link;</li> <li>• Temporary stock piling of site material/soil mounds;</li> <li>• Prominent views of satellite site compound; and</li> </ul>	Moderate	Slight Adverse	Moderate	Slight Adverse	Minor	Neutral
		Nearby Residents - High		Minor	Slight Adverse	Moderate	Slight Adverse	Minor	Neutral
		Tritlington Church of England First School - Moderate		Minor	Slight Adverse	Moderate	Slight Adverse	Negligible	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>carriageway, hedgerows line the carriageway, focusing views along the road corridor itself a location, with tree canopy's visible within the surrounding area. In the far distance, ridgelines of higher ground to the north and west are discernible including Northumberland National Park and Longhorsley Moor.</p>		<ul style="list-style-type: none"> <li>• Temporary traffic management.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography;</li> <li>• Significant permanent change to the nature of the existing view, through a change in land use;</li> <li>• Decrease in visual awareness of vehicle head lights, due to the increased distance of separation between the receptor and the main flow of traffic changing the nature of the night time view;</li> <li>• Addition of an additional linear feature (line of moving vehicles) within the mid ground of the view; and</li> <li>• Decrease in vehicles using the section of existing A1, visible within the foreground of the existing view, following the opening of the offline section, allowing the former A1, to be de-trunked at this section.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed woodland screen planting, around the periphery of the junction;</li> <li>• Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> <li>• Inclusion of earth screen bunds within the vicinity of the junction; and</li> <li>• If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. – loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</li> </ul>						



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
VP-10	VIEW LOOKING SOUTH-WEST FROM PRoW (423/002) AT THE FARMHOUSE  The viewpoint is representative of views of nearby residents, and users of the PRoW when travelling in a westerly direction from Tritlington. From here the existing A1 forms a prominent linear feature within the mid-ground of the view. Pastoral fields make up the foreground of the view, bound by fragmented hedgerows, with intermittent trees. The roofline of those properties located to the south of Tritlington Church of England First School are visible above the hedge line that runs parallel to the PRoW. In the far distance, the tree lined ridge of Longhorsley Moor is visible, between	Users of PRoW-high	From here, the view would predominantly remain unchanged. Given the inclusion of the existing A1 within views, the provision of an additional carriageway, further to the west would be minimal from this location.	Moderate	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse
		Nearby residents - high	From here the main impact would be associated with the provision of the grade separated Fenrother Junction and Free Flow link, central to the view. From here the site compound would be screened from view by the intervening woodland block (Broom Plantation), and angle of view.  Overall impact of Part A would be reduced due to the distance in separation and existing A1, making up the mid ground of the existing view from this location.  Construction: <ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• Visual awareness of the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link;</li> <li>• Temporary stock piling of site material/soil mounds; and</li> <li>• Temporary traffic management;</li> </ul> Operation: <ul style="list-style-type: none"> <li>• Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography;</li> <li>• Significant permanent change to the nature of the existing view, through a change in land use;</li> <li>• Addition of an additional linear feature (line of moving vehicles) within the mid ground of the view; and</li> </ul>	Moderate	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	the intervening tree canopy's.		<ul style="list-style-type: none"> <li>Decrease in vehicles using the section of existing A1, visible within the mid-ground of the existing view, following the opening of the offline section, allowing the former A1, to be de-trunked at this section.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction;</li> <li>Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> <li>Inclusion of earth screen bunds, within the vicinity of the junction; and</li> <li>If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. – loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</li> </ul>						
VP-11	<p>VIEW LOOKING SOUTH-WEST FROM PRoW (423/009)</p> <p>The viewpoint is representative of users of the PRoW 423/009 travelling in a southerly direction. From here the view is one of undulating pastoral landscape, with scattered blocks of woodland, and liner hedgerows. The</p>	Users of PRoW - High	<p>From here Part A is unlikely to significantly effect/alter the existing view. The natural topography of the intervening landscape and existing A1 would screen the offline section from view. During the construction phase of the works activities along the de-trunked section of the A1 would be discernible, however due to the duration of works these are considered as being temporary in nature.</p> <p>From here the distance in separation between the receptor and Part A would significantly reduce the magnitude of impact, combined with the existing A1, already being discernible within the existing view.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Negligible temporary visual increase in the visual awareness of the existing A1, due to construction machinery utilising the existing A1, including the use</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Beneficial	Negligible	Slight Beneficial

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	existing A1 travels from left to right through the view, with the A697 visible beyond. To the far right of the view, the wind turbines at Wingates Wind Farm are visible; c.10km away. Visible more centrally within the view is the tree lined ridge of Longhorsley Moor. To the left of the view, the properties of Earsdon Cottage and Earsdon Mill are visible on either side of the existing A1.		<p>of flashing lights upon vehicles, increasing visual awareness.</p> <p>Operation:</p> <ul style="list-style-type: none"> <li>Negligible visual decrease in vehicles using the section of existing A1, visible within view, following the opening of the offline section, allowing the former A1, to be de-trunked at this section.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. – loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</li> </ul>						
VP-12	<p>VIEW LOOKING NORTH-WEST FROM PRoW (423/008)</p> <p>The viewpoint is representative of users of PRoW 423/008 travelling in a northerly direction. The PRoW follows the northern edge of the Earsdon Burn, through pastoral fields. The local</p>	Users of PRoW - High	<p>From here views of the offline section of Part A would be screened from view by the existing A1, and intervening features, including Causey Park Bridge. At the northern end of the PRoW, views of the proposed Causey Park Overbridge, may be discernible above the tree line, due to the raise in topography to the west. This is not felt to be significant from this location, due to the prominence of the existing A1, within the foreground of the view from this location, decreasing the nature of change proposed to the view.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction activities predominantly screened from view by intervening features;</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Beneficial	Negligible	Slight Beneficial

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	topography within the area, naturally enhances the visibility of the existing A1, by framing a localised section between two slopes on either side of the meandering water course. The visible extent of the existing A1, increases the shorter the distance of separation between the receptor and the existing road corridor.		<ul style="list-style-type: none"> <li>Temporary increase in the visual awareness of the existing A1, due to construction machinery utilising the existing A1, including the use of flashing lights increasing visual awareness.</li> </ul> Operation: <ul style="list-style-type: none"> <li>Decrease in vehicles using this section of existing A1, visible within view, following the opening of the offline section, enabling this section of the existing A1 to be de-trunked.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. – loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</li> <li>Proposed woodland screen planting on embankments on either side of Causey Park Overbridge, reducing visual influence where seen, due to being read as a continuation of an existing woodland feature within the view.</li> </ul>						
VP-13	VIEW LOOKING WEST FROM THE WIDDRINGTON ROAD AT THE BUNGALOW  The viewpoint is representative of views experienced by users of the Widdrington Road at Earsdon Hill and nearby residents. From here the	Nearby residents - High	From here Causey Park Overbridge would be discernible, due to the change in topography to the west of the existing A1. Following construction, the off-line section itself would be screened from view due to being in cutting as it crosses through this area. Following construction, the Causey Park Overbridge would become less visible as the proposed mitigation planting established providing landscape integration and screen planting. In addition to this, to the south of Causey Park Overbridge, construction activities associated with the National Grid Diversion, would be temporarily discernible, with view.  Construction:	No Change	Neutral	No Change	Neutral	No Change	Neutral
		Road users - Moderate		Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>existing view, is taken from a localised highpoint, allowing for long distance views to the west and north. In the far distance Northumberland National Park is visible to the north, in addition to the wind turbines at Wingates Wind Farm. To the north views of traffic travelling along the existing A1 are discernible, given the absence of hedgerows to the north of the Widdrington road. To the south views are screened by an embankment with a hedgerow along its ridge. The properties are set back from the existing A1, at the top of a slope enclosed by perimeter planting on all sides. As such views of the existing A1 are not considered possible from these properties. Were views found to be present these</p>		<ul style="list-style-type: none"> <li>Proposed phasing of construction activities within the affected area, resulting in a prolonged period of visual construction activities within the view (National Grid Diversion, is intended to commence prior to the start of the main construction phase of the works);</li> <li>Offline construction activities predominantly screened from view by intervening features;</li> <li>Temporary increase in the visual awareness of the existing A1, due to construction machinery, including the use of flashing lights increasing visual awareness.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Decrease in vehicles using this section of existing A1, visible within view, following the opening of the offline section, enabling this section of the existing A1 to be de-trunked.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Existing vegetation retained where possible; to help screen visual impacts;</li> <li>Proposed woodland screen planting on embankments on either side of Causey Park Overbridge, reducing visual influence where seen, due to being read as a continuation of an existing woodland feature within the view.</li> <li>Proposed screen hedgerow planting on either side of the off-line section of Part A, that dissects former pastoral fields.</li> <li>Offline section of Part A is located within cutting as it passes through this section of the landscape, predominantly screening vehicle movement from view. Following plant establishment in combination with the cutting slopes, all views of vehicle movement to the south of Causey Park Overbridge would be screened from view.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	would be significantly filtered, reducing overall prominence.								
VP-14	<p>VIEW LOOKING SOUTH-WEST FROM PRoW (422/008)</p> <p>The viewpoint is representative of views experienced by users of PRoW 422/008 travelling in a north-westerly direction on leaving the settlement of Eshott. From here wide-reaching views to the north and west are possible, including those to the north too Lamb Craggs. The rooflines of settlements are more prominent within the view from this location, then noted elsewhere including those at West Thirston, Wintrick and Longframlington. During period of clear weather, glimpsed views of vehicles travelling along the existing</p>	Users of PRoW - High	<p>From here the view would predominantly remain unchanged. Views of West Moor Junction would be screened by the intervening vegetation located along Long Dike Burn.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction activities predominantly screened from view by intervening features.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Filtered views of West Moor Junction, may be discernible during the winter months from this location when the trees are not in leaf.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Existing vegetation retained where possible; to help screen visual impacts;</li> <li>Proposed woodland screen planting around the outer limits of West Moor Junction, proving long term screening following plant establishment. Where practical views of the Junctions are discernible during the early operational winter months, views would decrease over time, with the screen planting at design year being read as one with the existing features, within the view.</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	A1 are desirable from this location, due to periodic glare, off vehicles, drawing the receptors attention to movement within the view. The extent of visible area starts to decrease the closer the PRoW users gets to the Long Dike Burn as the topography starts to fall away/ descends towards the water corridor itself.								
VP-15	<p>VIEW LOOKING NORTH-WEST FROM PRoW (422/003)</p> <p>The viewpoint is representative of views experienced by users of PRoW 422/003 traveling in a northerly direction towards West Thirston. From here the view is relatively uniform in nature, looking west across the relatively flat landscape of the airfield, with the distant ridgeline of Lamb Craggs and</p>	Users of PRoW - High	<p>From here the impacts would be similar to those identified at viewpoint 14. The existing view would predominantly remain unchanged; however, views of West Moor Junction would be discernible above the brow of the field that makes up the foreground of all views. Given the distance of separation between the receptor and Part A however from this location the magnitude of impact would be significantly reduced. Construction activities would predominantly be screened from view by the intervening features and site topography. Mitigation planting in the form of screen planting within the vicinity of the junction itself, would by design year provide full landscape integration and reduce the potential risk of additional glint and glare visual impacts associated with moving vehicles.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction activities predominantly screened from view by intervening features.</li> </ul> <p>Operational:</p>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	Great Tosson in the distance. Parked HGVs within the layby to the east of the existing A1 are visible within the view from this location. Filtered views of moving vehicles along the existing A1 are discernible from this location, however given the distance of separation between the receptor and the A1, these are not considered as being visually intrusive within the view.		<ul style="list-style-type: none"> <li>Views of West Moor Junction, would be possible from this location prior to plant establishment taking effect. Junction partially screened by intervening topography.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>Existing vegetation retained where possible; to help screen visual impacts;</li> <li>Proposed woodland screen planting around the outer limits of West Moor Junction, proving long term screening following plant establishment. Following plant establishment, woodland screen planting would be read as an existing feature within the view providing landscape integration and reducing overall visual effect.</li> </ul>						
VP-16	VIEW LOOKING NORTH-WEST FROM PRoW (422/020)	Users of PRoW - High	From here Part A would result in the loss of all screen planting to the east of the existing A1, temporarily opening up views along the road corridor and construction activities. Regrading of the cutting slope to the east of the mainline would also be carried out, within the affected area, allowing views of construction activities.	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral
	The viewpoint is representative of views from nearby residents, along the B6345 at West Thirston. The properties rear aspect and rear gardens directly look out onto the River Coquet corridor and	Nearby residents - High	Mitigation in the form of replacement screen planting would be located upon the regraded cutting slope following construction, providing landscape integration and replacement screen planting by design year.  It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	parkland beyond. To the right of the view Felton Park is discernible through the trees. From here the existing A1 is hidden from view, screened by the liner belt of screen planting on either side of the existing carriageway. All views from nearby properties and PRow 422/020 looking north-west are filtered by woodland located upon the embankment on either side of the river corridor itself, directly abutting the property boundaries.		<p>Construction:</p> <ul style="list-style-type: none"> <li>Loss of existing screen planting opening up views of the construction phase of the work and increasing the visual awareness of the existing A1 road corridor within the view.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Change to the nature of the view, through loss of existing woodland screen planting, prior to replacement/habitat plant reestablishment.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Cutting slope to the east of the mainline to be reinstated, and regraded following construction activities have been completed;</li> <li>Replacement screen woodland planting would be planted upon cutting slopes, reinstating habitat like for like.</li> </ul>						
VP-17	<p>VIEW LOOKING SOUTH-WEST FROM PRow (422/020) ADJACENT TO SSSI / ANCIENT WOODLAND</p> <p>The viewpoint is representative of views experienced by users of PRow 422/020, looking in a southerly</p>	Users of PRow - High	<p>From here views of Part A, would be screened from view by the intervening topography and retained field boundary.</p> <p>Traveling further west along the PRow, however, looking in a southerly direction, views of Part A would be discernible, following a proposed change to the topography along the eastern side of the mainline, to accommodate the construction of detention basin No. 18. Between Ch 22280 – 22500, the existing topography would be significantly changed, with a reduced height of cutting slope, proposed opening up views of vehicles travelling along the A1.</p>	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	direction. From here the existing topography restricts views to the south, resulting in a localised field of view. Views of the existing A1 are not discernible from this location.								
VP-18	<p>VIEW LOOKING NORTH-WEST FROM PRoW (422/020)</p> <p>The viewpoint is representative of views experienced by users of PRoW (422/020) travelling in a westerly direction. From here filtered views of the existing river road bridge are discernible though the canopies of the trees located upon the river corridor embankment.</p>	Users of PRoW - High	<p>From here there would be no discernible change to the nature/character of the view at design year. During the construction phase of the works, vegetation clearance would be required, resulting in the direct loss of woodland to the east of the existing river bridge. Dependent upon the extent of the vegetation clearance and agreed method of working, the visual prominence of the construction phase of the works would be significant from this location. However, it is assumed that given the nature of the works, the footpath would be temporally closed for access reasons during the main phase of the works reducing overall visual significance of effect. In this instance, vegetation would result in the direct loss of ancient woodland. Whilst the loss of vegetation is generally considered to be temporary in nature, mitigated through replacement planting, in the event of loss of ancient woodland is considered permanent in effect, given the period of time it would take to recreate the same visual characteristics, increasing the significance of effect in this instance. The Ancient Woodland Strategy (refer to <b>Appendix 9.21: Ancient Woodland Strategy</b> of Volume 7 (<b>Application Document Reference: TR010041/APP/6.7</b>) of this ES), notes the full extent of the mitigation measures associated with ancient woodland compensation measures. The works would include the reintroduction of woodland within the embankment to the east of the bridge, providing limited screening at Design year.</p>	Minor	Moderate Adverse	Minor	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
			<p>It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Loss of existing screen planting to the east of the carriageway, opening up views of the construction activities associated with the construction phase of the proposed river bridge;</li> <li>Temporary increased visual awareness of the A1 road corridor and vehicle movement along it.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view prior to mitigation planting establishment, including more open views of the River Coquet and associated river bridge, including vehicle movement across the road bridge itself.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed replacement woodland screen planting to the east of the carriageway, following the regrading of the river embankment during construction.</li> <li>Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area.</li> </ul>						
VP-19	VIEW LOOKING NORTH FROM PRoW (422/020)	Users of PRoW - High	<p>From here following the construction of the river bridge the nature of the view would predominantly remain unchanged. Part A would result in the loss of planting to the east of the existing carriageway to facilitate the construction of the river bridge, resulting in a temporary increase to the horizontal field of view to the east. The horizontal field of view would remain unaltered / unchanged, from this location following construction.</p> <p>It is assumed given the nature of the works the PRoW would be closed for the duration of the construction</p>	Moderate	Moderate Adverse	Minor	Slight Beneficial	Minor	Slight Beneficial
	The viewpoint is representative of views experienced by users of the A1 traveling in a northerly direction and users of PRoW	Road Users - Low		Moderate	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>422/020. From here the view is restricted by the deep cutting slopes on either side of the existing A1, focusing the view along the road corridor ahead. The horizontal field of view is narrow, with the exception of the river crossing itself. From there glimpsed views along the wooded river corridor itself; however, given the speed of travel these longer views are fleeting. The view is relatively uniform in nature.</p> <p>Views from the PRow at this location are similar to that of road users, due to the location of the PRow in relation to the carriageway at this point.</p>		<p>phase of the works, resulting in no visual effects during the construction phase of the works from this location.</p> <p>Similarly, during construction, an alternative route would be sought for the road users to use, resulting in the construction phase of the works not being assessed in this instance.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Loss of existing screen planting to the east of the carriageway, opening up views of the construction activities associated with the construction phase of the proposed river bridge, when looking in a northerly direction;</li> <li>• Temporary increased visual awareness of the A1 road corridor and vehicle movement along it.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view prior to mitigation planting establishment, including more open views of the River Coquet and associated river bridge, when looking in a northerly direction, including vehicle movement across the road bridge itself.</li> <li>• PRow diversion, associated with Part A. – PRow to be diverted under the A1, at this point, allowing views along the River Coquet to be gained from this location. (Beneficial effect)</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed replacement woodland screen planting to the east of the carriageway, following the regrading of the river embankment during construction.</li> <li>• Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
VP-20	VIEW LOOKING SOUTH FROM PRoW (422/020)	Users of PRoW - High	From here, looking in a southerly direction, views of Part A would be discernible, following a proposed change to the topography along the eastern side of the mainline, in order to accommodate the construction of detention basin No. 18. As such the visual makeup of the view would be significantly altered during the construction phase of the works. Following construction of the proposed mitigation planting would help provide landscape integration, reducing the significance of effect long term. The horizontal field of view would be increased when looking towards the east, following construction, given the reduced depth of cutting slope proposed between Ch 22280 – 22500, in order to accommodate detention basin No.18.	Moderate	Moderate Adverse	Minor	Slight Beneficial	Minor	Slight Beneficial
	The viewpoint is representative of views experienced by users of the A1 traveling in a southerly direction and users of PRoW 422/020. From here the view is restricted by the deep cutting slopes on either side of the existing A1, focusing the view along the road corridor ahead. The horizontal field of view is narrow from this location, uniform in nature, with deep wooded embankments on either side.  Views from the PRoW at this location are similar to that of road users, due to terminating/crossing the carriageway at this point.	Road users - Low	It is assumed given the nature of the works the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location.  As above, given the nature of the works it is assumed that an alternative route would be sought for the road users to use, resulting in the construction phase of the works not being assessed in this instance.  Construction: <ul style="list-style-type: none"> <li>Loss of existing screen planting to the east of the carriageway, opening up views of the construction activities including detention basin No.18 and partial views of West Moor Junction;</li> <li>Temporary increased visual awareness of the A1 road corridor and vehicle movement along it.</li> </ul> Operational: <ul style="list-style-type: none"> <li>Permanent change to the nature of the existing view prior, following regrading of the cutting slope to the east of the carriageway, increasing the horizontal field of view, when looking in a southerly direction.</li> </ul>	Moderate	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
			<ul style="list-style-type: none"> <li>PRoW diversion, associated with Part A. – PRoW to be diverted under the A1, at this point, allowing views along the River Coquet to be gained from this location. (Beneficial effect)</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed replacement woodland screen is proposed along the reprofiled cutting slope; however, the depth of planting is significantly reduced, in comparison to that removed.</li> <li>Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area.</li> </ul>						
VP-21	<p>VIEW LOOKING SOUTH-WEST FROM ST OSWALD'S WAY</p> <p>The viewpoint is representative of views experienced by users of St Oswald's Way, travelling in a westerly direction. The footpath travels along the top of the wooded river corridor embankment, at this location with filtered views of the existing A1, discernible through the tress canopies to the south and open parkland to the north. To the</p>	Users of Long Distance Path - High	<p>From here Part A would result in the loss of all screen planting to the east of the existing A1, to accommodate the online widening of the existing carriageway. Whilst Part A and existing A1 are in cutting at this location, the loss of screen planting would allow views of the construction phase of the works to be possible through the canopy of the trees where retained. Mitigation in the form of replacement screen planting would be located on to the east of Part A, upon the reinstated cutting slope following construction, providing landscape integration and replacement screen planting by design year. It is assumed that given the nature of the works, the footpath would be temporarily closed for the duration of the construction work, within the affected area, reducing overall visual significance of effect.</p> <p>During the construction phase of the works, the significance of effect would increase the further east you travel along the PRoW, with views to the south of the PRoW, opening up, allowing views of the construction activities associated with the river bridge, also being discernible. Following construction, visual awareness of the river bridge would be more prominent</p>	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	north the existing A1 is hidden from view, screened by the liner belt of screen planting on either side of the existing carriageway.		<p>within view, prior to replacement plant establishment, upon the regraded river back.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Loss of existing screen planting to the east of the carriageway, opening up views of the construction activities within the affected area;</li> <li>Temporary increased visual awareness of the A1 road corridor and vehicle movement along it.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view prior to mitigation plant establishment, as a result of the inclusion of moving vehicles along the A1, within view, and loss of mature woodland screen planting.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed replacement woodland screen planting to the east of the carriageway, following the regrading of the cutting slope.</li> <li>Compensation habitat, for loss of Local Wildlife Site, to be carried out to the south of the River Coquet.</li> </ul>						
VP-22	<p>VIEW LOOKING WEST FROM PRoW (115/008), NEARBY PROXIMITY TO LISTED BUILDING</p> <p>The viewpoint is representative of views experienced by users of PRoW (115/008), travelling in a westerly direction. The</p>	Users of PRoW - High	<p>From here Part A would result in the loss of screen planting, directly on either side of the existing Parkwood underpass, temporarily increasing visual awareness of vehicle movement along the A1. Mitigation in the form of replacement screen planting would be located on either side of the cutting slope following construction, providing landscape integration and replacement screen planting by design year. It is assumed that given the nature of the works, the footpath would be temporarily closed, for the duration of the works.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Temporary visual impacts associated with the demolition of the existing wing walls of Parkwood</li> </ul>	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	footpath offers glimpsed views of vehicles as they travel over Parkwood underpass.		<p>underpass, opening up views of vehicle movement along the A1. The works would result in a temporary closure of the underpass, during the initial phase of the works, reducing the significant of visual impacts from PRoW.</p> <p>Operation:</p> <ul style="list-style-type: none"> <li>PRoW to be diverted as part of the proposed works.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Replacement planting to be carried out on either side of the underpass, following construction.</li> </ul>						
VP-23	<p>VIEW LOOKING NORTH-EAST FROM PRoW (115/016)</p> <p>The viewpoint is representative of views experienced by users of PRoW (115/016) travelling in an easterly direction. The viewpoint is taken from a gated access point, creating a natural pause in the receptors journey. From here filtered views of the existing road bridge are discernible though the canopies of the trees north of the River Coquet. In comparison to the views associated when traveling the</p>	Users of PRoW - High	<p>From here Part A would result in the loss of screen planting, directly on either side of the existing Parkwood underpass, temporarily increasing visual awareness of vehicle movement along the A1.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Temporary visual impacts associated with the demolition of the existing wing walls of Parkwood underpass, from nearby residential property. The works would result in a temporary closure of the underpass, during the initial phase of the works, reducing the significant of visual impacts from PRoW.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Temporary increased visual awareness of vehicle movement along the A1, as it passes over Parkwood underpass.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Retention of existing screen planting along, western cutting slopes along mainline.</li> <li>Replacement planting to be carried out on either side of the underpass, following construction.</li> </ul>	Moderate	Moderate Adverse	Negligible	Slight Adverse	No Change	Neutral



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	PRoW from the west (viewpoint 22), views of the exiting traffic along the A1 are possible over a longer duration from the west. To the west views are of the undulating fieldscape, currently used for grazing sheep, whilst to the east, views are shorted, restricted by the height of screen planting located directly along the edge of the existing road. To the south, longer views are screened by the belt of woodland associated with the River Coquet itself.								
VP-24	VIEW LOOKING SOUTH-EAST FROM ST OSWALD'S WAY  The viewpoint is representative of views experienced by users of St Oswald's Way travelling in an easterly direction. From here filtered views of the existing	Users of Long Distance Path - High	From here there would be no discernible change to the nature/character of the view at design year. During the construction phase of the works, vegetation clearance would be required, resulting in the direct loss of woodland to the west of the existing river bridge. Dependent upon the extent of the vegetation clearance and agreed method of working, the visual prominence of the construction phase of the works would be significant from this location. However, it is assumed that given the nature of the works, the footpath would be temporally closed for access reducing overall visual significance of effect. The works would include the reintroduction of woodland upon the river embankment, post construction.	Major	Large Adverse	Minor	Moderate Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	river road bridge are discernible though the canopies of the trees located upon the river corridor embankment.		<p>Construction:</p> <ul style="list-style-type: none"> <li>Loss of existing screen planting to the west of the carriageway, opening up views of the construction activities within the affected area;</li> <li>Temporary increased visual awareness of the A1 road corridor and vehicle movement along it.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view prior to mitigation plant establishment, as a result of the increased awareness of vehicle movement within view and loss of mature woodland screen planting.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed replacement woodland screen planting to the west of the carriageway, following the regrading of the cutting slope.</li> <li>Compensation habitat, for loss of Local Wildlife Site, to be carried out to the south of the River Coquet.</li> </ul>						
VP-25	<p>VIEW LOOKING SOUTH-EAST FROM JUNCTION OF PRowS (422/002; 422/001 &amp; 115/013)</p> <p>The viewpoint is representative of views experienced by users of PRow 422/002, 422/001 and 115/013, where the three paths converge. From</p>	Users of PRow - High	<p>From here impacts would be restricted to those associated with the planting of the Woodland Creation Area. Following plant establishment, the horizon would be significantly changed, when looking in a south-easterly direction. The construction works associated with the online widening, would be screened from view by the intervening topography.</p> <p>It is assumed given the nature of the works the PRow would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location, with the exception of the planting of the Woodland Creation Area, which is likely to occur following the reopening of the PRow, due to the seasonal constraints</p>	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>PRoWs 422/001 and 422/002, travelling in an easterly direction, views looking in a southerly direction are restricted by the intervening topography of the arable fields. Isolated trees are visible along the horizon line from this location. On continuing along PRoW 422/002, in an easterly direction views of the existing A1 remain screened from view, until, the PRoW descends down a flight of steps located within the cutting slope, directly adjacent to the road corridor. From here filtered views of moving vehicles along the A1 are visible similar in nature to those illustrated by representative viewpoint (no.18 &amp; 24). The PRoW crosses the carriageway at this point (viewpoint 19 &amp; 20). From PRoW 115/003 all views of the existing A1 are</p>		<p>imposed. (Planting season November to March inclusively).</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Construction activities associated with the planting of the Woodland Creation Area. – planting likely to be carried out, post reopening of PRoW in this instance, due to seasonal constraints imposed on planting.</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>• Permanent change to the nature of the existing view, alteration to horizon line within the affected area;</li> <li>• PRoW diversion, associated with Part A. – PRoW to be diverted under the A1, at this point, allowing views along the River Coquet to be gained from this location. (Beneficial effect)</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed replacement woodland screen is proposed along the reprofiled cutting slope; however, the depth of planting is significantly reduced, in comparison to that removed.</li> <li>• Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	screened from view as the topography starts to descend towards the floodplain of the River Coquet. From here the route is enclosed by woodland on all sides.								
VP-26	<p>VIEW LOOKING EAST FROM PRoW (422/009)</p> <p>The viewpoint is representative of views experienced by users of PRoW 422/009 looking east. From here the view is predominantly of arable fields, bound by hedgerows with intermittent canopies of woodland blocks, visible above the hedge line. Views of the existing A1 are not visible from this location due to the topography within this location being similar to that of the carriageway itself. HGVs travelling along the unnamed road</p>	Users of PRoW - High	<p>From here West Moor Junction would be discernible above the intervening hedgerows. During the construction phase of the works the distance of separation between the receptor and intervening features would reduce overall significance. Upon completion until such time as the mitigation screen planting becomes established, vehicles traveling along the on and off slip roads, would be discernible over long distances. Following plant establishment, the proposed mitigation planting along the junction embankment would provide landscape integration and screening.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction impacts associated with the construction of West Moor Junction;</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Change to the nature of the existing view, following the construction of grade separated West Moor Junction, resulting in a permanent to change to the topography;</li> <li>Prior to plant establishment visual awareness of vehicle movement, within view, through use of junction;</li> <li>Visual awareness of vehicle head lights changing the night time view.</li> </ul> <p>Mitigation:</p>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	leading from the A1 to the A697 to the west are discernible, periodically, above the hedgerows on either side of the unnamed road.		<ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction;</li> <li>Retention of intervening screen planting</li> </ul>						
VP-27	<p>VIEW LOOKING NORTH-EAST FROM HOWDENS GLEBE COTTAGES, OFF WEST MOOR ROAD</p> <p>The viewpoint is representative of views experienced by users of the West Moor road between the A1 at West Moor and the A697 and nearby residential properties. From here the views are confined by the hedgerow on either side of the West Moor road. West Moor House is discernible at the bend in the road, set within a block of woodland. The canopies of trees located within the grass verges of the</p>	Nearby residents - High	<p>From here West Moor Junction would form a prominent feature within all views looking in a northerly direction. As part of the construction phase of the works vegetation clearance would be required to the west of the existing A1 and on either side of the West Moor road where the junction would tie in increasing the horizontal field of view currently obtainable by users of the West Moor road and nearby residential properties at the eastern end. This in turn would increase the magnitude of impact associated with this phase of works due to a wider section of Part A being temporarily visible. Following construction mitigation planting in the form of screen replacement planting along either side of the online widened section of carriageway and slip roads, would provide landscape integration and screen vehicles within the vicinity of the junction following plant establishment.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of West Moor Junction;</li> <li>Temporary stock piling of site material/soil mounds; and</li> <li>Temporary traffic management;</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Change to the nature of the existing view, through the addition of a grade separated junction and in</li> </ul>	Major	Large Adverse	Moderate	Moderate Adverse	Moderate	Moderate Adverse
		Road users - Moderate		Major	Large Adverse	Moderate	Moderate Adverse	Moderate	Moderate Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	existing A1 is discernible above the top of the hedgerow.  From nearby properties views of the existing A1 would be screened from view from ground floor windows and front gardens. From first floor windows; at the rear of the properties only views of HGV's travelling along the existing A1 would be discernible above the hedgerow on either side of the West Moor road. In the foreground of all views would be vehicles moving along the West Moor road in both directions.		<p>doing so creating a permanent change to the existing topography;</p> <ul style="list-style-type: none"> <li>Significant permanent change to the nature of the existing view, through a change in land use incorporating extended areas of proposed woodland planting within an area of former arable land in order to provide biodiversity net gain; and</li> <li>Visual awareness of vehicle head lights changing the night time view, prior to plant establishment.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction;</li> <li>Proposed inclusion of hedgerow planting on either side of slip roads providing visual landscape integration</li> </ul>						
VP-28	VIEW LOOKING EAST FROM PRoW (422/011) ADJACENT TO BURGHAM PARK GOLF & LEISURE CLUB  The viewpoint is representative of	Users of PRoW - High	Part A would shorten the distance of separation between the carriageway and receptor at this location. From here Burgham Underbridge would result in the loss of existing vegetation on either side of Burgham Park road to facilitate the construction of the underbridge. This in turn would increase the horizontal field of views within the affected area, temporarily to the north and south prior to plant establishment.	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse
		Road user - Moderate		Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>views experienced by users of the Burgham Park Road at Burgham and PRow 422/011 at the entrance to the Burgham Park Golf and Leisure Club. From here the view from the road is confined by hedgerows on either side of the carriageway with linear belts of woodland planting directly behind. In the distance glimpsed views of vehicles traveling along the existing A1 are discernible at the junction of the two roads. To the south views of the undulating wider landscape is discernible above the line of the hedgerow including Helm Wood. Views of the existing A1 become more prominent within views on approach of the junction when the distance of separation decreases.</p> <p>From PRow 422/011 at the</p>		<p>Construction:</p> <ul style="list-style-type: none"> <li>Loss of existing screen planting on either side of Burgham Park road, increasing horizontal field of view to the north and south, increasing the visual awareness of construction activities associated with the construction of the off-line section of Part A ; during the winter months;</li> <li>Visual awareness of the construction activities associated with the construction of Burgham Park underpass itself;</li> </ul> <p>Operational:</p> <ul style="list-style-type: none"> <li>Permanent change to the nature of the existing view, through the inclusion of Burgham Park Underpass and proposal to raise the off-line section, upon embankment;</li> <li>Decreased distance in separation the between receptor and A1 mainline traffic movement;</li> <li>Temporary visual awareness of vehicle movement from south to north along the A1, prior to plant establishment.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting upon embankments along the off-line section of the A1;</li> <li>Proposed woodland screen planting along embankment and cutting slopes along Burgham Park road;</li> <li>Retention of existing established woodland planting where possible.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	entrance to the Golf and Leisure Club, views to the south are the same as those experienced by road users. Continuing in a northerly direction, the existing A1 remains screened from view, by intervening blocks of established woodland. The intervening woodland prevent longer views being discernible to the east, restricting views to the local area. To the west views from the PRow, contain the club house within the foreground of all views, with additional dwellings located beyond.								
VP-29	VIEW LOOKING NORTH-EAST FROM PRow (423/011)  The viewpoint is representative of views perceived by users of PRow 423/011 when travelling in a	Users of PRow - High	From here the distance of separation between the receptor and Part A would be decreased. This in turn would increase the visual prominence of vehicles within views where not in cutting. Mitigation planting within the area would be restricted to hedgerows with incidental trees, in order to be in keeping with the wider landscape character within the affected area. During the construction phase of the works, activities associated with the construction of the off-line section of the road would be visible, due to the lack of intervening screen planting.	Moderate	Large Adverse	Minor	Moderate Adverse	Negligible	Slight Adverse



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	northerly direction, through breaks within the hedgerows. From here views are predominantly of the wide open pastoral fields, bound by fragmented hedgerows with incidental scattered mature trees. A localised area of higher ground is located to the left of the view at Helm. Vehicles travelling along the existing A1 are discernible over a wide area from this location.		<p>Construction:</p> <ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights; and</li> <li>• Temporary stock piling of site material/soil mounds;</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Significant permanent change to the nature of the existing view, through a change in land use; and</li> <li>• Visual awareness of vehicle head lights changing the night time view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> </ul>						
VP-30	<p>VIEW LOOKING SOUTH-EAST FROM PRoW (411/008)</p> <p>The viewpoint is representative of views experienced by users of PRoW 411/008, travelling in a southerly direction. From here views to the coast are possible above the top of the hedgerow, with the wind turbines at</p>	Users of PRoW - High	<p>Part A would shorten the distance of separation between the carriageway and receptor at this location. From here views of the construction phase of the works would be partially screened from view due to the intervening topography. Where visible the distance of separation would reduce the overall visual impact, however would be discernible over a wide horizontal field of view. Following construction, Part A would reduce the amount of traffic travelling along the existing A1, reducing the number of HGV's passing through the view. At opening year views of the offline section of Part A, would be predominantly screened from view. Proposed mitigation planting in the form of hedgerows would be planted on either side of the new carriageway, providing landscape integration. From here there would be little to no variation between views obtained during</p>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	West Chevington and Lynemouth being discernible. The view is predominantly of the undulating pastoral landscape, with the existing A1 running from north to south within the mid-ground. The existing A1 is predominantly screened from view from this location, due to an existing hedgerow running parallel to it on either side of the carriageway. Only HGV's are visible periodically, due to exceeding the height of the hedgerow itself. On a clear day, the HGV's are more discernible within the view, due to their reflective surface, creating glint and glare.		<p>the operational phase of the works at time of opening and design year.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction activities discernible associated with the construction of the offline section, including the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights;</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Decreased distance of separation between the receptor and the main volume of traffic travelling along the A1, however predominantly screened from view by intervening topography;</li> <li>Reduction in the volume of traffic travelling along the de-trunked section of the A1, visible within view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> </ul>						
VP-31	VIEW LOOKING EAST FROM CAUSEY PARK HAG/CAUSEY PARK ROAD	Road users - Moderate	From here Part A would shorten the distance of separation between the carriageway and receptor. During the construction phase of the works a substantial section of existing hedgerow would be lost on either side of the Causey Park road to facilitate the construction of Causey Park Overbridge. During this period the horizontal field of view would be extended to the north and south; at the eastern end of the	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse
		Nearby residents - High		No Change	Neutral	No Change	Neutral	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>The viewpoint is representative of views experienced by users of the Causey Park road at Causey Park and nearby residential properties. From here the view from the road is confined by hedgerows on either side of the carriageway with incidental mature trees located along it. Undulations within the existing topography allow for longer views to the east and south to be gleamed above the height of the hedgerow. To the far right of the view the roofline of Joiners Cottage is visible above the height of the hedgerow. Area of localised high ground visible is Earsdon Hill. From here views of the existing A1 are predominantly screened from view by the linear belt of screen planting located on either side of the carriageway along</p>		<p>road/within the affected area. Construction activities would be prominent within all views from this location for the duration of the works. Following construction, the overbridge would remain prominent feature within the view, changing the overall character of the view, due to causing a permanent alternation to the existing topography within a localised area. Mitigation planting in the form of replacement hedgerows would be planted on either side of the carriageway, with localised areas of woodland blocks planted upon the embankments themselves. Following plant establishment this would reduce the horizontal field of view once more, reducing overall magnitude of change.</p> <p>Views from nearby residential properties would remain unchanged, given the orientation of the properties themselves.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Construction activities discernible associated with the construction of the offline section, including the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights;</li> <li>• Visual impacts associated with the National Grid diversion, prior to the main body of construction activities.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Decreased distance of separation between the receptor and the main volume of traffic travelling along the A1,</li> <li>• Significant change to the nature of the existing view, following a land use change from pastoral land to carriageway; and</li> <li>• Permanent change to the topography of the affected area.</li> </ul> <p>Mitigation:</p>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>this section of the route.</p> <p>From nearby properties (bungalows), views from ground floor windows are restricted by the hedgerow to the south of the Causey Park road. Within the foreground of all views is the existing Causey Park road reducing overall significance to change.</p>		<ul style="list-style-type: none"> <li>Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> <li>Offline section located within cutting, along this section of Part A.</li> </ul>						
VP-32	<p>VIEW LOOKING SOUTH-EAST FROM PRow (423/013)</p> <p>The viewpoint is representative of views experienced by users of PRow 423/013, when travelling in a southerly direction. From here views of the existing A1 are discernible over a wide horizontal field of view given the lack of intervening features. Located centrally within the view is the Oak Inn Public House and</p>	Users of PRow - High	<p>From here Part A would shorten the distance of separation between the receptor and the carriageway, directly severing the current PRow route. It is assumed that given the nature of the works, the footpath would be temporally closed during the main phase of the works reducing overall visual significance of effect during construction. Following construction, the southern section of the PRow would be diverted along the eastern edge of the proposed off-line section of carriageway, before traveling west, directly over Causey Park Overbridge where it would then follow the alignment of Causey Park road. At year of opening, the nature of the view experienced by the receptor when travelling along the diverted footpath, would be significantly different to that of the existing view. At opening year, prior to plant establishment, views of vehicles travelling along the off-line section of the route would be prominent within view. Given the elevation of the overbridge, extended views to the north and south of the wider countryside would be possible during early plant establishment. These would be reduced at design year, to views along the off-line section of the A1 road</p>	Major	Large Adverse	Moderate	Large Adverse	Minor	Moderate Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	traveller site, currently located upon the flood plain of the Earsdon Burn. Views of the existing A1 would be possible along the majority of the route, excluding the southern end where it passes through a small block of woodland. Whilst views of the existing vehicles along the A1 are possible from this location, they do not form a detracting feature within the view, with the nature of the view predominantly being rural in character, made up of large open fields, bound by hedgerows with incidental mature trees located along them.		<p>corridor itself, where the overbridge directly crosses the live carriageway, restricting planting. To the east of the carriageway where the footpath, continues in a southerly direction, views of the de-trunked section of the A1 would be screened from view by the retained hedgerow along its western side. To the west, the views would look down onto the new carriageway, due to running along the top of the cutting slope. A hedgerow would separate the receptor from the live carriageway, forming a physical barrier, however until such time as the hedgerow reaches a height of 1.5 (eye level of the average human) views of vehicles travelling along Part A would be prominent within the foreground of all views to the south and west.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Construction activities discernible associated with the construction of the offline section, including the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights;</li> <li>• Visual impacts associated with the National Grid diversion, prior to the main body of construction activities.</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>• Decreased distance of separation between the receptor and the main volume of traffic travelling along the A1,</li> <li>• PRow diversion associated with Part A;</li> <li>• Significant change to the nature of the existing view, following a land use change from pastoral land to carriageway.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
			<ul style="list-style-type: none"> <li>Offline section located within cutting, along this section of Part A, however given the elevation of the receptor along sections of the PRow, views of the proposed carriageway would still be discernible.</li> </ul>						
VP-33	<p>VIEW LOOKING SOUTH-WEST FROM PRow (423/006)</p> <p>The viewpoint is representative of views experienced by users of PRow 423/006, travelling in a westerly direction, looking south. From here the view is predominantly of pastoral fields to the west of the existing A1, with long distance views of Beacon Hill and Longhorsley Moor. To the left of the view the rear elevation of Earsdon Moor House is prominent within the foreground. To the right Broom Plantation is visible within the mid-ground of the view. Filtered views of vehicles travelling</p>	Users of PRow - High	<p>From here Fenrother Junction would form a prominent feature within all views looking south. During construction, the offline section of Part A to the north and south of the junction would also be discernible within views. From the eastern extent of the PRow Broom Plantation would provide limited screening of the construction and operational phase of the works reducing overall significance of effect whilst from the west during the operational phase of the works the significance of effect would be reduced further due to the vehicle movement along the existing A1, already being a feature within the existing view. Following plant establishment with the exception of the junction itself, Part A, would be screened from view. Fenrother Junction itself would result in a permanent alteration to the topography within a localised area. Whilst screen planting is proposed in the form of woodland planting upon slip road embankments and hedgerows on either side of the carriageways, providing landscape integration also, the nature of the view would permanently change, as a result of Part A.</p> <p>It is assumed that given the nature of the works, the footpath would be temporarily closed for access reasons during the main phase of the works reducing overall visual significance of effect further.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Construction activities discernible associated with the construction of the offline section, including the construction of Fenrother Junction to the south, and acoustic noise bund;</li> <li>Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> </ul>	Moderate	Large Adverse	Moderate	Moderate Adverse	Minor	Moderate Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	along the existing A1 are discernible from this location to the left of the view. Views of the existing A1 are more prominent within views travelling in an easterly direction along the PRoW.		<ul style="list-style-type: none"> <li>The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link; and</li> <li>Temporary stock piling of site material/soil mounds;</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography in addition to change to existing vicinity associated with barn owl and acoustic mitigation earth bunds;</li> <li>Significant permanent change to the nature of the existing view, through a change in land use; and</li> <li>Visual awareness of vehicle head lights changing the night time view.</li> <li>PRoW diversion.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction;</li> <li>Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> <li>Inclusion of earth screen bunds.</li> <li>Offline section located within cutting, along this section of Part A.</li> </ul>						
VP-34	VIEW LOOKING EAST FROM PRoW (411/016)  The viewpoint is representative of views experienced from PRoW 411/016 looking east from	Users of PRoW - High	<p>From here there would be no discernible change to the nature of the view, as a consequence of Part A. Given the distance of separation between the receptor and Part A, impacts associated with the construction and operational phase of the works would be negligible; partially glimpsed through the breaks within the intervening treeline.</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>Glimpsed views of construction activities, through breaks within the tree line;</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	Longhorsley Moor from a localised area of high ground. From here views are filtered through the canopies of the trees, located upon the incline, separating the A697 from the summit of the hill. In the immediate foreground of the view is low lying moorland vegetation. Above the treeline to the rear of the view, long distance views of the coastline are visible. Glimpsed views of the existing A1 are visible to the south, through the breaks within the treeline. To the north, views of the Northumberland National Park are discernible.		Operational: <ul style="list-style-type: none"> <li>Reduced distance of separation between the receptor and Part A;</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>Proposed hedgerows screen planting on either side off line section of Part A.</li> </ul>						
VP-35	VIEW LOOKING EAST FROM FENROTHER LANE (WEST) AT FENROTHER  The viewpoint is representative of	Road users - Moderate	From here Fenrother Free Flow link would form a prominent feature within all views looking in an easterly direction. Vegetation clearance would be required as part of the construction phase of the works, temporarily opening up the horizontal field of view to the north and south, along this section of the Fenrother Lane.  Construction:	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse



VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	views experienced by users of Fenrother Lane (west) traveling in an easterly direction. From here existing views of the A1 are screened from views by the hedgerow on either side of Fenrother Lane. Glimpsed views of the wider landscape are discernible through breaks within the hedgerow, at field entrances including views of HGV's travelling along the existing A1.		<ul style="list-style-type: none"> <li>Vegetation clearance, along the existing Fenrother Lane, and existing A1, at tie in;</li> <li>Temporary increase in the visual awareness of traffic movement along the existing A1;</li> </ul> Operational: <ul style="list-style-type: none"> <li>Reduced volume of traffic along the de-trunked section of the A1,</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>Replacement planting on either side of Fenrother Lane.</li> </ul>						
VP-36	VIEW LOOKING EAST FROM PRoW (423/001) AT FENROTHER	Users of PRoW - High	From here views of the offline section would be discernible, when travelling in an easterly direction. Following construction, the nature of the view along the PRoW, would be significantly affected due to the footpath, being diverted, along either side of the route alinement, prior to being diverted up and over Fenrother Junction itself. The diverted footpath would allow elevated views along the carriageway and surrounding area, prior to plant establishment.  It is assumed that given the nature of the works, the footpath would be temporally closed for access reasons during the main phase of the works reducing overall visual significance of effect.  Construction: <ul style="list-style-type: none"> <li>Construction activities discernible associated with the construction of the offline section;</li> </ul>	Moderate	Moderate Adverse	Minor	Moderate Adverse	Minor	Slight Adverse
	The viewpoint is representative of views experienced by users of PRoW 423/001 looking in an easterly direction and nearby residents at Fenrother. From here views of the vehicles travelling along the existing A1 would be	Nearby residents - High		Moderate	Moderate Adverse	Minor	Slight Adverse	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	discernible from first floor windows, partially screened by intervening vegetation. From here views as far east as the wind farm near Widdrington is disenable.		<ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights during the construction period; and</li> <li>• Temporary increase in the visual awareness of traffic movement along the existing A1;</li> </ul> Operational: <ul style="list-style-type: none"> <li>• Reduced volume of traffic along the de-trunked section of the A1.</li> <li>• PRoW diverted.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>• Replacement planting on either side of the offline section of the A1.</li> </ul>						
VP-37	VIEW LOOKING NORTH FROM PRoW (423/001)  The viewpoint is representative of views experienced by users of PRoW 423/001 looking in a northerly direction. From here views are restricted by the existing topography, in combination with the perimeter hedgerows that mark the field boundaries. The level nature of the	Users of PRoW - High	From here, views looking in a northerly direction would be permanently changed following the construction of Fenrother Junction. The offline section of Part A, severs the PRoW in two at this location. During the construction phase, impacts would be significant, reducing overtime as mitigation planting establish.  It is assumed that given the nature of the works, the footpath would be temporally closed for access reasons during the main phase of the works reducing overall visual significance of effect.  Construction: <ul style="list-style-type: none"> <li>• Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use;</li> <li>• The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link;</li> <li>• Temporary stock piling of site material/soil mounds;</li> </ul>	Major	Large Adverse	Major	Large Adverse	Moderate	Moderate Adverse

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	topography restricts long distance views to the north, beyond the height of the hedgerow. The canopies of trees located within the field boundary in addition to plantation woodland to the right of the view, punctuate the horizon line.		<ul style="list-style-type: none"> <li>Prominent views of satellite site compound; and</li> <li>Temporary traffic management;</li> </ul> <p>Operation:</p> <ul style="list-style-type: none"> <li>Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography;</li> <li>Significant permanent change to the nature of the existing view, through a change in land use; and</li> <li>Visual awareness of vehicle head lights changing the night time view.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Proposed woodland screen planting, around the periphery of the junction;</li> <li>Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration;</li> <li>Inclusion of earth screen bunds.</li> </ul>						
VP-38	VIEW LOOKING SOUTH-EAST FROM PRoW (407/001) IN CLOSE PROXIMITY TO HEIGHLEY GATE GARDEN CENTRE  The viewpoint is representative of views experienced at the eastern extent of PRoW 407/001 and visitors of the adjacent garden Centre. The	Users of PRoW - High	From here views of the junction may be discernible above the existing hedge line, however the significance of effect would be reduced due to the A679, and access track, being located within the intervening foreground of the view. The nature of the view would not be significantly changed as a result of Part A. During the construction phase of the works attention would be drawn to the construction area, given the inclusion of flashing lights on top of the heavy machinery. Following construction, Part A would be read as a continuation of the existing view.  Construction: <ul style="list-style-type: none"> <li>Visual awareness of the construction phase of the works, due to the requirement of heavy machinery to include flashing lights/beacons;</li> <li>The majority of the works would be screened from view by the intervening landscape features</li> </ul>	Negligible	Slight Adverse	No Change	Neutral	No change	Neutral
		Visitors to Garden Centre - Low		No Change	Neutral	No Change	Neutral	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>direction of view in both instances is looking in a south-easterly direction. Views from PRow 407/001 looking in a south-easterly direction are restricted by intervening features, principally the proximity to the garden centre itself, shortening the length of view.</p> <p>From here within the foreground of all views is the access road to the garden centre, providing connectivity to the A697. To the east of the access road is an established hedgerow providing separation between the A697 and the slip road itself. Vehicle movement along the A697, is partially screened from view by the intervening hedgerow, however high sided vehicles, including lorries and farm machinery are detracting features. Beyond the hedgerow, the canopies of trees</p>		<p>Operation:</p> <ul style="list-style-type: none"> <li>Operational impacts negligible, due to Highlaws Junction being read within the context of the existing view</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Screen planting would be carried out around the perimeter of the junction.</li> </ul>						

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	within field boundaries and incidental groups of trees within the wider landscape are discernible. Views of the existing A1 are not currently available from this viewpoint.								
VP-39	VIEW LOOKING NORTH-EAST FROM WITHIN THE NORTHGATE CEMETERY	Users of nearby PRoW - High	From here, views of Part A would be screened from the view by intervening screen planting located along the western edge of the existing A1.	No Change	Neutral	No Change	Neutral	No Change	Neutral
	The viewpoint is representative of views from Northgate Cemetery looking in a north-easterly direction and users of the nearby PRoW. From here filtered views of the existing A1 are discernible through the linear belt of screen planting along the western edge of the A1, at the southern extent of Part A. Within the immediate foreground of all views are the headstones belonging to the	Visitors to the cemetery - Low	There would be no change to the existing view, associated with Part A.	No Change	Neutral	No Change	Neutral	No Change	Neutral

VP Ref	Description	Receptor type / sensitivity	Description of impact	Magnitude of Impact (C'truction)	Significance of Effect (C'truction)	Magnitude of Impact (Year 1)	Significance of Effect (Year 1)	Magnitude of Impact (Year 15)	Significance of Effect (Year 15)
	<p>departed, remembered within the Cemetery. The cemetery itself is enclosed within a perimeter hedgerow.</p> <p>Nearby PRow (407/013) is located to the west of the Cemetery's perimeter hedgerow. From here all views of the existing A1 are screened from view by the intervening features.</p>								

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