

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

**Scheme Number: TR010041**

## **6.7 Environmental Statement – Appendix 7.3 Residential 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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## RESIDENTIAL VISUAL EFFECTS SCHEDULE (VES) 1

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## RESIDENTIAL VISUAL EFFECTS SCHEDULE (VES)

Table 7-1 - Residential Visual Effects Schedule (VES)

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R1	Shortlaw Cottage (3 properties)	c.355 m	c.340 m	Property screened behind existing vegetation around the curtilage of the property and intervening features - unaffected by Part A: Morpeth to Felton (Part A)	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R2	Swarland Dene (2 properties)	c.395 m	c.375 m	Existing screen planting around properties periphery would obstruct views of the existing A1 and Part A.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R3	Dene Close (8 properties)	c.815 m	c.670 m	Views of the A1 from windows within the rear of the properties and rear gardens would be screened from view by the intervening topography and woodland associated with Back Burn, which is unaffected by Part A.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R4	Woodsia House	c.850 m	c.680 m	Views of the A1 from windows within the rear of the properties and rear gardens would be screened from view by the intervening topography and woodland associated with Back Burn, which is unaffected by Part A.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R5	Park View (9 properties)	c.815 m	c.620 m	Existing screen planting around properties periphery would obstruct views of the existing A1 and Part A in addition to intervening features within the landscape, including woodland associated with Back Burn	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R6	Prospect Close (8 properties)	c.890 m	c.685 m	Oblique angle of view - Existing screen planting around properties periphery in combination with intervening features within the wider landscape would obstruct views of the existing A1 and Part A.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R7	Cowslip Cottage (3 properties)	c.635 m	c.435 m	Existing screen planting around properties periphery would obstruct views of the existing A1 and Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R8	Cowslip Hill (3 properties)	c.540 m	c.345 m	Existing screen planting around properties periphery would obstruct views of the existing A1 and Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R9	Longfield Cottage	c.130 m	c.90 m	Property is at an oblique angle to Part A / existing A1. Views from first and ground floor front windows look directly towards the A1 road corridor. Current screen planting along cutting embankments to the west of the A1 road corridor screen views of vehicle movement.	Impacts Construction – • Temporary visual impacts associated with the demolition of the existing wing walls of Parkwood underpass, opening up views of vehicle movement along the A1.	Minor	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>• Construction activities associated with the planting and construction of the Great Crested Newt mitigation area.</li> <li>• Partial loss of screen planting along western cutting slope of road corridor, increasing visual awareness of A1 and construction activities associated with the online widening to the east.</li> </ul> <p>Operation</p> <ul style="list-style-type: none"> <li>• Temporary increased visual awareness of vehicle movement on approach to Parkwood underpass.</li> <li>• Temporary visual awareness of bare earth cutting slopes, prior to plant establishment.</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Permanent change of land use – species poor pastoral farmland to be transformed into species rich grassland for essential mitigation relating to Great Crested Newts, a European Protected Species.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>Retention of existing screen planting where possible to the west of the road corridor</li> <li>Replacement woodland / shrub planting to be carried out upon the reprofiled cutting slopes, on either side of Parkwood underbridge.</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R10	Stable Cottage (2 properties)	c.860 m	c.655 m	Properties directly abut the B6435. Vehicles prominent within the foreground of all views from ground and first floor windows at the front of the properties. Views of the A1, road corridor screened from view by intervening features and oblique angle of view. - unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R11	Low Close (3 properties)	c.915 m	c.710 m	Properties directly abut the B6435. Vehicles prominent within the foreground of all views from ground and first floor windows at the front of the properties. Views of the A1, road corridor screened from view by intervening features and oblique angle of view. - unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R12	Woodstock	c.850 m	c.650 m	Existing screen planting around properties periphery, screening longer views in all direction. – unaffected by Part A	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					Mitigation: - No specific mitigation required.						
R13	Glebefield	c.810 m	c.600 m	Existing screen planting around properties periphery, screening longer views in all direction. – unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R14	The Limes	c.840 m	c.640 m	Existing screen planting around properties periphery, screening longer views in all direction. – unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R15	The Old Vicarage (2 properties)	c.805 m	c.510 m	Existing screen planting around properties periphery / intervening features, screening longer views in all direction. Angle of properties prevents views of Part A and existing A1 road corridor– unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R16	The Old Vicarage Cottage (2 properties)	c.765 m	c.560 m	Existing screen planting around properties periphery, screening longer views in all direction. – unaffected by Part A	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R17	Ardyne	c.730 m	c.555 m	Views to the west in the direction of Part A partially screened from view by intervening features, set within the surrounding parkland ‘Felton Park’ and curtilage of the property. Views from the property to the west would be at an oblique angle of view, with the principle views in the direction of Part A being obtained from the surrounding garden/ curtilage of the property itself. Principal views from property are of the open parkland and tree lined embankments of the River Coquet beyond. Vehicle movement along the existing A1 currently screened from view by	Impacts Construction <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> Operational	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				existing screen planting to the east of the road corridor.	<ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> <li>• Nature of the existing view unchanged following plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement woodland planting along the reprofiled cutting slope;</li> <li>• Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R18	Bothy Lodge	c.695 m	c.530 m	Views to the west in the direction of Part A partially screened from view by intervening features, set within the surrounding parkland 'Felton Park' and curtilage of the property. Views from the property to the west would be at an oblique angle of view, with the principle views in the direction of Part A being obtained from the surrounding garden/ curtilage of the property itself. Principal views from property are of the open parkland and tree lined embankments of the River Coquet beyond. Vehicle movement along the existing A1 currently screened from view by existing screen planting to the east of the road corridor.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Nature of the existing view unchanged following plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>Replacement woodland planting along the reprofiled cutting slope;</li> <li>Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						
R19	The Old Sawmill	c.695 m	c.515 m	Views to the west in the direction of Part A partially screened from view by intervening features, set within the surrounding parkland 'Felton Park' and curtilage of the property. Views from the property to the west would be at an oblique angle of view,	Impacts Construction <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				with the principle views in the direction of Part A being obtained from the surrounding garden/ curtilage of the property itself. Principal views from property are of the open parkland and tree lined embankments of the River Coquet beyond. Vehicle movement along the existing A1 currently screened from view by existing screen planting to the east of the road corridor.	<p>movement along it.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> <li>• Nature of the existing view unchanged following plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement woodland planting along the reprofiled cutting slope;</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						
R20	Felton Park	c.450 m	c.315 m	Views to the west in the direction of Part A partially screened from view by intervening features, set within the surrounding parkland 'Felton Park' and curtilage of the property. Views from the property to the west would be at an oblique angle of view, with the principle views in the direction of Part A being obtained from the surrounding garden/ curtilage of the property itself. Principal views from property are of the open parkland and tree lined embankments of the River Coquet beyond. Vehicle	Impacts Construction <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				movement along the existing A1 currently screened from view by existing screen planting to the east of the road corridor.	<p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> <li>• Nature of the existing view unchanged following plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement woodland planting along the reprofiled cutting slope;</li> <li>• Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R21	St Mary's House	c.400 m	c.320 m	Views to the west in the direction of Part A partially screened from view by intervening features, set within the surrounding parkland 'Felton Park' and curtilage of the property. Views from the property to the west would be at an oblique angle of view, with the principle views in the direction of Part A being obtained from the surrounding garden/ curtilage of the property itself. Principal views from property are of the open parkland and tree lined embankments of the River Coquet beyond. Vehicle movement along the existing A1 currently screened from view by existing screen planting to the east of the road corridor.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Nature of the existing view unchanged following plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>Replacement woodland planting along the reprofiled cutting slope;</li> <li>Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						
R22	The Mill (4 properties)	c.810 m	c.360 m	Oblique angle of view – Part A screened from view by intervening features and existing topography.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R23	Mill House	c.765 m	c.335 m	Oblique angle of view – Part A screened from view by intervening features and existing topography.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R24	B6345 (The Nook) (4 properties)	c.860 m	c.290 m	Properties rear windows look out onto the open parkland of Felton Park, with views of the existing screen planting along the eastern edge of the A1, discernible within the background of views from first floor windows only. Views to the west in the direction of Part A partially screened from view by intervening trees located upon the River Coquet embankment.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p>	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> <li>• Nature of the existing view unchanged following plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement woodland planting along the reprofiled cutting slope;</li> <li>• Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>							

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R25	B6345 (Riverside House) (4 properties)	c.780 m	c.170 m	Properties rear windows look out onto the open parkland of Felton Park, with views of the existing screen planting along the eastern edge of the A1, discernible within the background of views from first floor windows only. Views to the west in the direction of Part A partially screened from view by intervening trees located upon the River Coquet embankment.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle movement along it.</li> <li>Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> </ul>	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Nature of the existing view unchanged following plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>Replacement woodland planting along the reprofiled cutting slope;</li> <li>Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						
R26	B6345 (The Boarding House) (6 properties)	c.745 m	c.120 m	Properties rear windows look out onto the open parkland of Felton Park, with views of the existing screen planting along the eastern edge of the A1, discernible within the background of views from first floor windows only. Views to the west in the	Impacts Construction <ul style="list-style-type: none"> <li>Loss of existing vegetation along the eastern boundary of the existing A1 temporarily opening up views of vehicle</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				direction of Part A partially screened from view by intervening trees located upon the River Coquet embankment.	<p>movement along it.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of construction activities associated with the online widening of the existing A1, including the reprofiling of the cutting slope;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view, through the visual awareness of bare cutting slope / change to the existing topography;</li> <li>• Nature of the existing view unchanged following plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement woodland planting along the reprofiled cutting slope;</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Vehicle movement along the A1, screened from view by the reinstatement of cutting slopes along the eastern edge of the existing road corridor, retaining the nature of the existing view.</li> </ul>						
R27	Hemelspeth (1 property)	c.710 m	c.50 m	Filtered views to the rear of the properties of the adjacent pastoral land to the west and north from first and ground floor windows. Mid to long distance views are of the woodland that runs along the banks of the River Coquet. Seasonal variations within the existing view would already occur given the nature of farming and the seasonal change in crop rotation and usage, reducing the impact normally associated with the time delay between	Impact: Construction <ul style="list-style-type: none"> <li>Temporary change to nature of the view during the construction phase of the works through the inclusion of temporary topsoil storage areas, site compound and construction machinery associated with the construction of the River Coquet road bridge and detention basin No 18.</li> </ul>	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight adverse

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				planting and plant establishment.	<ul style="list-style-type: none"> <li>Minor loss of existing woodland along the southern edge of the River Coquet and road corridor temporarily opening up views.</li> </ul> Operational <ul style="list-style-type: none"> <li>Material change to the nature of the existing view, due to permeant change in land use immediately adjacent to the road corridor.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>Replacement woodland planting along the southern extent of the River Coquet.</li> </ul>						
R28	Glenshotton	c.765 m	c.155 m	Oblique angle of view – Part A screened from view by intervening features and existing topography.	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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					Mitigation: - No specific mitigation required.						
R29	Otter House	c.925 m	c.895 m	Property screened from view by intervening topography.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R30	Shothaugh Farm	c.845 m	c.340 m	Views to the south and east in the direction of the existing A1 and Part A are predominantly screened from view by the intervening topography. Within the immediate foreground is the inclining arable fields.	<p>Impacts: - Construction</p> <p>Operational</p> <ul style="list-style-type: none"> <li>The proposed Woodland Creation Area would permanently change the nature of the existing view with trees dominating the horizon line.</li> </ul> <p>Mitigation –</p> <ul style="list-style-type: none"> <li>The impacts of Part A cannot be</li> </ul>	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					mitigated in this instance.						
R31	Cahore Cottage (3 properties)	c.735 m	c.325 m	Views to the south from the properties front elevation are screened from view by the existing properties to the south.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R32	Tithemans Cottage	c.690 m	c.275 m	Property perpendicular to existing a1, parallel with Eshott Airfield. Views to the west in the direction of the existing A1 and Part A, at an oblique angle from windows located within the frontage of the property. Felton Road within the foreground of all views in this direction.	Impacts: Construction <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view due to the proximity of the property to site compound and soil mounds.</li> <li>• Views of construction activities associated with West Moor Junction.</li> <li>• Temporary night time light pollution from site compound.</li> </ul> Operational	Negligible	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>Permanent change to the existing topography.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>Temporary screening bunding around perimeter of site compound.</li> <li>Mitigation planting around the periphery of West Moor Junction.</li> </ul>						
R33	Thirston New Houses	c.730 m	c.305 m	Property perpendicular to existing A1, parallel to Eshott Airfield. Views of the airfield discernible from windows located at the rear of the property. To the west in the direction of the existing A1 and Part A , views would be screened by the neighbouring property.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R34	Thirston New House	c.645 m	c.210 m	Property parallel to the existing A1 – Existing vegetation within the curtilage of the property provides	<p>Construction</p> <ul style="list-style-type: none"> <li>Potential filtered views of construction activities</li> </ul>	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				filtered views of the existing A1 to the west. Only HGV's are discernible from this location due to the existing screen planting along the A1. Within the foreground of all views is vehicles along 'The Peth' road.	associated with West Moor Junction. <ul style="list-style-type: none"> <li>• Temporary change to the nature of the existing view due to the proximity of the property to the site compound and temporary soil mounds.</li> <li>• Temporary light pollution from site compound.</li> </ul> Operational <ul style="list-style-type: none"> <li>• Permanent change to existing topography, creating a material change to the character of the existing view.</li> </ul> Mitigation: <ul style="list-style-type: none"> <li>• Temporary screening bunding around perimeter of site compound.</li> <li>• Mitigation planting around the periphery of</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					West Moor Junction.						
R35	The Cottage	c.130 m	c.0 m Abutting Order Limits of Part A	Property immediately adjacent to West Moor Road Views looking north from windows located within the frontage of the property would be dominated by infrequent vehicle movement along West Moor Road reducing overall sensitivity of the receptor. The mid and background of the view is dominated by the arable fields to the north bound by hedgerows. To the east in the direction of the existing A1, intervening features screen views of vehicle movement along the mainline, including a localised woodland block. To the south views of the wider country side are discernible beyond the rear garden.	<p>Construction</p> <ul style="list-style-type: none"> <li>Visual awareness of construction activities associated with the construction of West Moor Junction.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>Permanent change to existing topography, creating a material change to the character of the existing</li> </ul> <p>Mitigation</p>	Major	Large Adverse	Major	Large Adverse	Moderate	Moderate Adverse
R36	West Moor House	c.125 m	c. 50 m	Property parallel to existing A1. Views of the existing A1 screened from view by	<p>Construction</p> <ul style="list-style-type: none"> <li>Visual awareness of the</li> </ul>	Major	Large Adverse	Major	Large Adverse	Minor	Moderate Adverse

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				the intervening block of woodland. To the north, The Cottage (R35) forms the foreground of views, reducing the sensitivity of the receptor to vehicle movement within views.	<p>construction activities associated with the construction of West Moor Junction.</p> <ul style="list-style-type: none"> <li>• Temporary awareness of night time light pollution from site compound to the east.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent change to existing topography, creating a material change to the character of the existing.</li> <li>• Temporary awareness of light pollution from vehicle headlights prior to plant establishment.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting located on either side of West Moor Road</li> <li>• Periphery screen planting around</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					the perimeter of the Junction screening the prominence of the Junction within the view and vehicle movement along it.						
R37	West Moorhouse (4 properties)	c.235 m	c.25 m	Property immediately adjacent to West Moor Road Views looking north from windows located within the frontage of the property would be dominated by infrequent vehicle movement along West Moor Road reducing overall sensitivity of the receptor. The mid and background of the view is dominated by the arable fields to the north bound by hedgerows. To the east in the direction of the existing A1, intervening features screen views of vehicle movement along the mainline, including a localised woodland block. To the south views of the wider country side are	<p>Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction associated with the construction of West Moor Junction.</li> <li>• Temporary awareness of night time light pollution from site compound to the east.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent change to existing topography, creating a material change to the character of the existing.</li> <li>• Temporary awareness of</li> </ul>	Major	Large adverse	Major	Large adverse	Moderate	Moderate adverse

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				discernible beyond the rear garden.	light pollution from vehicle headlights prior to plant establishment. Mitigation: <ul style="list-style-type: none"> <li>proposed hedgerow planting located on either side of West Moor Road</li> <li>Periphery screen planting around the perimeter of the Junction screening the prominence of the Junction within the view and vehicle movement along it.</li> </ul>						
R38	West Moor Plantation Cottage	c.510 m	c.255 m	Views from the property in all directions restricted by the vegetation around its periphery.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R39	West Moor Plantation	c.560 m	c.600 m	Views to the north, east and west from the property restricted by	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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				screen planting located around its periphery. To the south views of the wider countryside beyond are discernible.	Mitigation: - No specific mitigation required.						
R40	Blackwood Hall	c.150 m	c.110 m	Property set within woodland, restricting views in all direction.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R41	The Paddock	c.335 m	c.295 m	Views to the west in the direction of the existing A1 and Part A screened by woodland scrub along the eastern edge of the road corridor. Within the mid ground of the view is the run way associated with the airfield.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R42	Bockenfield	c.395 m	c.355 m	Views to the west in the direction of the existing A1 and Part A screened from view by intervening properties. To the north views are of Eshott Airfield are prominent from the	Impacts: Construction • Views of the construction of West Moor Junction, discernible within	Minor	Slight Adverse	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				frontage of the property.	<p>the background of views.</p> <ul style="list-style-type: none"> <li>• Temporary night time pollution due to the location of the site compound in respect of the property.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent change to the nature of the view due to a change in topography following the introduction of West Moor Junction.</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>• proposed screen planting around the periphery of the Junction, providing long term landscape integration reducing the visual prominence of the Junction within the view.</li> </ul>						

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R43	Bockenfield Manor	c.355 m	c.250 m	Views to the west in the direction of the existing A1 and Part A restricted by the intervening vegetation around the periphery of the property. Within the mid ground of the view is the runway at Eshott Airfield would be prominent within the existing view.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	Minor	Slight Adverse	Minor	Slight Adverse	No Change	Neutral
R44	The Arches	c.340 m	c.305 m	Views to the west in the direction of the existing A1 and Part A screened by woodland scrub along the eastern edge of the road corridor. Within the mid ground of the view is the run way associated with the airfield.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R45	Burgham Park (20 properties)	c.625 m	c.560 m	No View – properties set within a golf course – intervening features screen views of Part A – Views from windows located within the frontage of the properties are predominantly of the neighbouring properties.	Impacts: - The properties are unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

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R46	Home Cottage	c.475 m	C.255 m	Bungalow –property immediately adjacent to existing road, resulting windows located within the frontage of the property. Views to the south in the direction of the existing A1 road corridor would be screened by view by established hedgerow located along the southern edge of the carriageway. To the north, views would be of the surrounding countryside, including outbuildings immediately to its east.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R47	Helm (2 properties)	c.345 m	c.114 m	Properties located upon a localised high point, allowing for long distance views to the south to be discernible, including views, along the existing A1 road corridor. Views to the west, and east screened from view by the immediately adjacent block of woodland. To the north, properties directly overlook the outbuildings to the rear	Significance of effects relating to the impacts associated with the off-line section of Part A, reduced due to the visual prominence of the existing A1 road corridor within the existing view and intervening foreground.  Construction	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	No change

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				of the property restricting longer views to the north.	<ul style="list-style-type: none"> <li>Visual awareness of the construction of the off-line section of Part A, including use of construction vehicles with flashing lights.</li> </ul> Operational <ul style="list-style-type: none"> <li>Temporary increase in visual awareness of the presence of vehicle movement / linear road corridor within the view, prior to plant establishment;</li> <li>Increase in distance of separation between the main volume of traffic and the visual receptor, following the de-trunking of the existing A1, and the proposed off-line section of Part A being located further to the west</li> </ul>						

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					<ul style="list-style-type: none"> <li>• Temporary awareness of vehicle headlights along the offline section of the road corridor prior to plant establishment</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Screen planting on either side of the offline section of Part A, providing landscape integration, reducing the visual prominence of the off-line section of Part A within the view.</li> </ul>						
R48	Causey Park Lodge (North)	c.285 m	c.85 m	New build, 2 storey property, parallel to the exiting A1 road corridor, set back from the existing carriageway. Access to the property is via Causey Park Road. Views to the east in the direction of the existing A1 road corridor, screened from view, by an established narrow	Impacts Construction: <ul style="list-style-type: none"> <li>• From here views of the national grid diversion works would be discernible including the temporary site compound.</li> <li>• To the west, construction</li> </ul>	Minor	Moderate adverse	Minor	Moderate adverse	Minor	Slight Adverse



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				<p>strip of vegetation along the curtilage of the property. To the west in the direction of the off-line section of Part A, filtered views of the wider country side beyond would be discernible above the top of the hedge / scrub vegetation, along the curtilage of the residential property. A line of Pine trees is located to the west of the scrub vegetation, filtering views further, when looking in a westerly direction. A ground floor window is located within the southern elevation of the property, with clear/unobstructed views possible along the access track leading to the property.</p>	<p>works relating to the off-line section of Part A would be discernible within view, including the construction of Causey Park Overbridge would be discernible, partially obstructed/filtered by the existing linear belt of screen vegetation (scrub / pine trees) along the properties boundary to the west.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of stock piles of surplus material and top soil</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of off line section / linear road corridor within the view, prior to plant establishment;</li> </ul>						

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					<ul style="list-style-type: none"> <li>• Temporary awareness of vehicle headlights along the offline section of the road corridor prior to plant establishment</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Screen planting on either side of the offline section of Part A, providing landscape integration, reducing the visual prominence of the off-line section of Part A within the view.</li> <li>• Land returned to agriculture following the national grid diversion.</li> <li>• Screen planting along the northern embankment of Causey Park Overbridge, providing landscape integration, and</li> </ul>							

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					visual awareness of vehicle movement along it.						
R49	Causey Park Lodge (South)	c.330 m	c.10 m	Bungalow, set behind a dense perimeter hedge at the Junction of Causey Park Road and the existing A1 and Causey Park Road. Filtered views to the east in the direction of the existing A1, above the periphery hedgerow. To the south filtered views of the pastoral fields are discernible above the top of the hedgerow to the south of Causey Park Road.	<p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with the national grid diversion, including temporary site compound,</li> <li>• temporary increase in traffic along Causey Park Road, during the construction phase of Causey Park Overbridge to the west.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> </ul>	Minor	Slight adverse	No change	Neutral	No Change	Neutral

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					<ul style="list-style-type: none"> <li>Visual awareness of vehicle movement along the offline section of the A1, at an oblique angle of view, prior to plant establishment</li> </ul> Mitigation <ul style="list-style-type: none"> <li>Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view.</li> </ul>						
R50	Causey Park Hag (2 properties)	c.385 m	c.125 m	Single story terraced properties - Properties immediately adjacent to Causey Park Road with minimal external space along the frontage of the premises. An existing hedgerow along the southern verge of	Impacts Construction: <ul style="list-style-type: none"> <li>Visual awareness from the front elevation and slightly elevated position would overlook the</li> </ul>	Minor	Moderate Adverse	Minor	Moderate Adverse	Negligible	Slight Adverse

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				<p>Causey Park Road, restricts views to the south, from here. Orientation of the properties restricts views to the east in the direction of the existing A1 road corridor and Part A.</p> <p>No windows within the gable end of the property preventing views of Causey Park Overbridge</p>	<p>construction activity in oblique and direct views of the current open landscape</p> <p>Operational:</p> <ul style="list-style-type: none"> <li>Traffic movements would be more centred within the view and be viewed from a slightly elevated position.</li> <li>Headlights at night would be a perceptible new element prior to hedgerow establishment</li> </ul> <p>Mitigation:</p> <ul style="list-style-type: none"> <li>A combination of woodland planting within the local valley, would along with hedgerows integrate the road into the landscape and reduce the visual intrusion experienced.</li> </ul>						
R51	Causey Park	c.865 m	c.610 m	Long distance views obtainable from those	From here the significance of	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

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				windows located at the rear of the property across open countryside in the direction of Part A from a localised high point. To the east, west and north, views of Part A would not be obtainable, given the distance of separation between Part A and the visual receptor in combination with intervening features areas.	effect would be reduced due to the distance of separation between Part A and the visual receptor  Impacts Construction: <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with the construction of the off-line section of Part A</li> </ul> Operational <ul style="list-style-type: none"> <li>• Visual awareness of vehicle movement along the offline section of the A1, at an oblique angle of view,</li> <li>• Temporary awareness of vehicle headlights along the offline section of the road corridor</li> </ul>						

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					prior to plant establishment Mitigation <ul style="list-style-type: none"> <li>Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view</li> </ul>						
R52	Home House	c.930 m	c.655 m	Oblique angle of view – Part A screened from view by intervening features and existing topography.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R53	Hall Cottage	c.970 m	c.705 m	Oblique angle of view – Part A screened from view by intervening features and existing topography.	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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					Mitigation: - No specific mitigation required.						
R54	Cooks Hemmel	c.975 m	c.730 m	Orientation of property parallel with Part A. Intervening features screen views of Part A from residential property to the east in the direction of Part A.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R55	Earsdon Hill (5 properties)	c.980 m	c.650 m	Views to the west in the direction of Part A, screened from view by an existing block of woodland planting directly to the west of the property. To the east, south, and north, long distance views of the surrounding agricultural landscape is discernible, given the properties elevated location.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
R56	New Build Off Causey Park	c.250 m	c.25 m	Views to the north (north-west) in the direction of Part A, from windows located within the frontage of the property would be restricted to views from first floor windows only,	Impacts Construction: • Visual awareness of construction activities associated with the national grid	Minor	Moderate Adverse	Minor	Moderate Adverse	Minor	Slight Adverse



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				partially filtered by vegetation along the access track and curtilage of the property. Views in this direction currently comprise of the pastoral fields, bound by hedgerows. To the east, views in the direction of the existing road corridor are screened from view by intervening features including topography.	diversion, including the temporary visual awareness of the associated site compound, <ul style="list-style-type: none"> <li>• Temporary visual awareness of light pollution from the temporary site compound, associated with the national grid diversion</li> <li>• Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge.</li> </ul> Operational <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the north</li> </ul>						

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					<p>of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along Causey Park overbridge prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Views of vehicle movement along the offline section of Part A, tree planting along the embankment would reduce the visual influence of the noise barrier within the view, from this location.</li> <li>• Land returned to agriculture</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>following the national grid diversion</p> <ul style="list-style-type: none"> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Screen planting along the southern embankment of Causey Park overbridge, providing long term integration, reducing the visual prominence of the noise barrier; and</li> <li>• Localised area of species rich wet grassland within the area of the proposed detention basin, directly to the</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					north of the property.						
R57	Four Gables	c.215 m	c.30 m	Views to the north in the direction of Part A, from windows located within the frontage of the property would be restricted to views from first floor windows only, partially filtered by vegetation along the access track and curtilage of the property. Views in this direction currently comprise of the pastoral fields, bound by hedgerows. To the east, views in the direction of the existing road corridor are screened from view by intervening features including topography.	<p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with the national grid diversion, including the temporary visual awareness of the associated site compound,</li> <li>• Temporary visual awareness of light pollution from the temporary site compound, associated with the national grid diversion</li> <li>• Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge.</li> </ul> <p>Operational</p>	Minor	Moderate Adverse	Minor	Moderate Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the north of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Temporary visual awareness of vehicle headlights along Causey Park overbridge prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Views of vehicle movement along</li> </ul>						

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					<p>the offline section of Part A, tree planting along the embankment would reduce the visual influence of the 4m high noise barrier within the view, from this location.</p> <ul style="list-style-type: none"> <li>• Land returned to agriculture following the national grid diversion</li> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Screen planting along the southern embankment of Causey Park overbridge,</li> </ul>						

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					providing long term integration, reducing the visual prominence of the noise barrier; and • Localised area of species rich wet grassland within the area of the proposed detention basin, directly to the north of the property.						
R58	Joiners Cottage	c.155 m	c.10 m	Views to the west in the direction of Part A, from windows located within the frontage of the property would be partially filtered by vegetation along the periphery of the property. Views in this direction currently comprise of the pastoral fields, bound by hedgerows. To the east, views in the direction of the existing road corridor are screened from view by intervening features.	Impacts Construction: • Visual awareness of construction activities associated with the national grid diversion, including the temporary visual awareness of the associated site compound, • Temporary visual awareness of light pollution from the temporary site compound,	Moderate	Large Adverse	Moderate	Large Adverse	Minor	Moderate Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					associated with the national grid diversion <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge.</li> </ul> Operational <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the north of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>the off-line section of Part A.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along Causey Park overbridge prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Views of vehicle movement along the offline section of Part A, tree planting along the embankment would reduce the visual influence of the noise barrier within the view, from this location.</li> <li>• Land returned to agriculture following the national grid diversion</li> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration,</li> </ul>						

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					<p>reducing the visual prominence of vehicle movement and the carriageway within view.</p> <ul style="list-style-type: none"> <li>• Screen planting along the southern embankment of Causey Park overbridge, providing long term integration, reducing the visual prominence of the noise barrier; and</li> <li>• Localised area of species rich wet grassland within the area of the proposed detention basin, directly to the north of the property.</li> </ul>						
R59	The Bungalow	c.140 m	Located within the c.25 m	Views to the north in the direction of Part A, from windows located within the frontage of the property would be restricted to views from first floor windows only, partially filtered by	<p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with</li> </ul>	Moderate	Large Adverse	Moderate	Large Adverse	Minor	Moderate Adverse

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				<p>vegetation along the access track and curtilage of the property. Views in this direction currently comprise of the pastoral fields, bound by hedgerows. To the east, views in the direction of the existing road corridor are screened from view by intervening features including topography.</p> <p><b>(Moderate Sensitivity – views restricted to first floor windows)</b></p>	<p>the national grid diversion, including the temporary visual awareness of the associated site compound,</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of light pollution from the temporary site compound, associated with the national grid diversion</li> <li>• Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear</li> </ul>						

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					feature within the view to the north of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A. <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along Causey Park overbridge prior to plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Views of vehicle movement along the offline section of Part A, tree planting along the embankment would reduce the visual influence of the noise barrier within the view, from this location.</li> </ul>						

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					<ul style="list-style-type: none"> <li>• Land returned to agriculture following the national grid diversion</li> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Screen planting along the southern embankment of Causey Park overbridge, providing long term integration, reducing the visual prominence of the noise barrier; and</li> <li>• Localised area of species rich wet grassland within the area of the proposed</li> </ul>						

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					detention basin, directly to the north of the property.						
R60	Bridge House	c.200 m	c.25 m	Views to the west, in the direction of Part A partially screened from view by vegetation located around the periphery of the property, restricted to views from first floor windows only. Views to the east in the direction of the existing road corridor screened from view by existing screen planting located along the western edge of the carriageway.	<p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the offline section of Part A</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the existing topography of</li> </ul>	Moderate	Large Adverse	Moderate	Large Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>the local area including those earth bunds to the south-west of the property associated with Barn Owl mitigation.</p> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Views of vehicle movement along the offline section of Part A, tree planting along the embankment would reduce the visual influence of the noise barrier within the view, from this location.</li> <li>• Screen planting along the proposed highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and</li> </ul>						

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					the carriageway within view. • Woodland and shrub planting upon the earth bunds relating to Barn Owl mitigation, providing ecological enhancement and long-term landscape integration reducing the visual prominence of the earth bunds within view.						
R61	The Oak Inn	c.185 m	c.55 m	Views to the north, west and south would be partially filtered by intervening features including nearby residential properties, the public house and vegetation around the curtilage of the property. To the east views of the existing A1 road corridor would be screened from view by the linear belt of woodland along the western edge of the carriageway.	Impacts Construction: • Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge and work to divert gas pipeline.  Operational • Decrease in traffic	Minor	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse



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					<p>movements along the existing A1, following de-trunking (Beneficial),</p> <ul style="list-style-type: none"> <li>• Visual awareness of a prominent linear feature within the view to the north of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Temporary visual awareness of the permanent change to the localised topography associated with those earth bunds located to the south-west of the property in respect to barn owl mitigation.</li> </ul>							

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					Mitigation <ul style="list-style-type: none"> <li>Views of vehicle movement along the offline section of Part A, to the north of the property, tree planting along the embankment would reduce the visual influence of the noise barrier within the view, from this location.</li> <li>Land returned to agriculture following the national grid diversion</li> <li>Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>Screen planting along the</li> </ul>							

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					southern embankment of Causey Park overbridge, providing long term integration, reducing the visual prominence of the noise barrier; and • Woodland and shrub planting upon the earth bunds relating to Barn Owl mitigation, providing ecological enhancement and long-term landscape integration reducing the visual prominence of the earth bunds within view.						
R62	High Trees	c.295 m	c.15 m	Property located directly adjacent to existing A1. Views to the west in the direction of Part A, screened behind conifer hedge and close boarded fence	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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				along the perimeter of the property.	Mitigation: - No specific mitigation required						
R63	Field View	c.290 m	c.15 m	Property located directly along the existing A1. Close boarded fence along properties western boundary partially obscures views of vehicle movement along the existing A1. Frontage of property parallel to existing A1 alignment.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
R64	Thornbank	c.300 m	c.15 m	Property located directly adjacent to the existing A1. Views from windows located within the western elevation of the property directly overlook the existing carriageway, with vehicle movement prominent within the immediate foreground. To the south and north, vehicle movement along the existing A1, is prominent within the foreground of the existing view, partially screened by existing vegetation located	Significance of visual effect significantly reduced due to the visual awareness of the vehicle movement within existing views and the increased distance of separation between the visual receptor and the main volume of traffic following construction.  Impacts	Negligible	Slight Adverse	Negligible	Slight Beneficial	Negligible	Slight Beneficial

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				within the curtilage of the property, with views of the wider agricultural landscape discernible beyond.	<p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the offline section of Part A, at an oblique angle of view from windows located within the frontage of the property.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Reduced visual awareness of vehicle movement within the foreground of the view, following de-trunking of the existing carriageway</li> <li>• Increase in distance of separation between the visual receptor and the main volume of traffic;</li> <li>• Visual awareness of the offline section of Part A to the west of the property,</li> </ul>						

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					including the permanent alteration to the existing topography • Temporary visual awareness of the change to the topography associated with the earth screen bunds relating to barn owl mitigation. Mitigation • Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view following plant establishment. • Woodland and shrub planting upon the earth bunds relating to Barn Owl						

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					mitigation, providing ecological enhancement and long-term landscape integration reducing the visual prominence of the earth bunds within view.						
R65	New Houses Farm	c.220 m	c.180 m	Views to the south / south-east in the direction of Part A screened from view by intervening features (the existing block of woodland) immediately to the south of the property. Filtered views of the wider countryside to the north, and west discernible beyond the vegetation around the curtilage of the property.	Impacts: Construction <ul style="list-style-type: none"> <li>Visual awareness of the construction of the off-line section of Part A to the north of the property, discernible from windows located within the eastern elevation of the property at an oblique angle of view.</li> </ul> Operational <ul style="list-style-type: none"> <li>Decrease in distance of separation between the visual receptor</li> </ul>	Minor	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					and the road corridor <ul style="list-style-type: none"> <li>• Visual awareness of the offline section of Part A to the east of the property, including the permanent alteration to the existing topography, prior to plant establishment</li> <li>• Temporary visual awareness of the change to the topography associated with the earth screen bunds relating to barn owl mitigation.</li> </ul> Mitigation: - <ul style="list-style-type: none"> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle</li> </ul>							



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					movement and the carriageway within view following plant establishment. <ul style="list-style-type: none"> <li>Woodland and shrub planting upon the earth bunds relating to Barn Owl mitigation, providing ecological enhancement and long-term landscape integration reducing the visual prominence of the earth bunds within view</li> </ul>						
R66	Earsdon Mill	c.420 m	c.256 m	Property immediately adjacent to the existing A1 road corridor. Views to the north, east and south, have the existing A1 road corridor within the immediate foreground of all views. Views to the west in the direction of the off-line section of Part A screened from view by a localised area of established woodland	Impacts Construction <ul style="list-style-type: none"> <li>Temporary increase in the visual awareness of vehicle movement along the existing A1 road corridor, due to usage of existing road network with construction machinery</li> </ul>	Negligible	Slight Adverse	Minor	Slight Beneficial	Minor	Slight Beneficial

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				directly to the west of the property.	including use of flashing lights. Operational <ul style="list-style-type: none"> <li>Reduced visual awareness of vehicle movement within the foreground of the view, following de-trunking of the existing carriageway</li> </ul> Mitigation <ul style="list-style-type: none"> <li>Retention of existing vegetation along either side of the existing road corridor.</li> </ul>						
R67	Earsdon Cott	c.500 m	c.370 m	Property located directly adjacent to existing A1. Views to the west in the direction of Part A, screened behind conifer hedge and close boarded fence along the perimeter of the property.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R68	Tindale Hill	c.250 m	c.150 m	Views to the south screened from view by an existing linear belt of coniferous	Impacts: Construction	Major	Large Adverse	Major	Large Adverse	Minor	Moderate Adverse

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				vegetation, preventing views of the wider countryside. Views to the north and east, consist of the surrounding agriculture landscape, with fields bound by hedgerows with incidental trees. To the east views of the existing A1 road corridor partially screened from view by the existing boundary treatment along the existing road corridor (intervening hedgerow).	<ul style="list-style-type: none"> <li>• Visual awareness of the construction of the off-line section of Part A to the north of the property,</li> <li>• Visual awareness of the temporary stockpiling of surplus material and top soil storage mounds.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in distance of separation between the visual receptor and the road corridor</li> <li>• Visual awareness of the offline section of Part A to the west of the property, including the permanent alteration to the existing topography, prior to plant establishment</li> </ul>						

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					<ul style="list-style-type: none"> <li>• Temporary visual awareness of the change to the topography associated with the earth screen bunds relating to barn owl mitigation.</li> </ul> Mitigation: - <ul style="list-style-type: none"> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view following plant establishment.</li> <li>• Woodland and shrub planting upon the earth bunds relating to Barn Owl mitigation, providing ecological enhancement and long-term</li> </ul>							

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					landscape integration reducing the visual prominence of the earth bunds within view						
R69	Earsdon Moor House	c.475 m	c.365 m	Views to the north and west, restricted by the nearby residential property and out buildings directly to the north of the property. To the east views of the existing road corridor screened from view behind the perimeter boundary wall with associated screen planting. To the south views are restricted by the woodland block, within the adjacent land parcel.	Impacts: Construction <ul style="list-style-type: none"> <li>Partial visual awareness of the construction of the off-line section of Part A to the north of the property.</li> </ul> Operational <ul style="list-style-type: none"> <li>Partial visual awareness of the offline section of Part A to the west and south of the property, including the permanent alteration to the existing topography, prior to plant establishment</li> </ul> Mitigation: - <ul style="list-style-type: none"> <li>Screen planting along the highway</li> </ul>	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view following plant establishment.						
R70	Earsdon Moor Farm	c.435 m	c.330 m	Property parallel to the existing A1, Principal view from the property are from those windows located within the western elevation of the property. From here views of the agricultural landscape is discernible beyond. To the north and south, filtered views of the wider landscape is discernible above the boundary hedgerows. To the east views are restricted by the adjacent property.	Impacts: Construction <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the off-line section of Part A to the north of the property.</li> <li>• Visual awareness of the temporary stockpiling of surplus material and top soil storage mounds.</li> </ul> Operational <ul style="list-style-type: none"> <li>• Visual awareness of the offline section of Part A to the</li> </ul>	Major	Large Adverse	Major	Large Adverse	Minor	Moderate Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<p>west of the property, including the permanent alteration to the existing topography, prior to plant establishment</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of the change to the topography associated with the earth screen bunds relating to barn owl mitigation.</li> <li>• Temporary visual awareness of vehicle headlights along the offline section of Part A prior to plant establishment.</li> </ul> <p>Mitigation: -</p> <ul style="list-style-type: none"> <li>• Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual</li> </ul>							

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>prominence of vehicle movement and the carriageway within view following plant establishment.</p> <ul style="list-style-type: none"> <li>Woodland and shrub planting upon the earth bunds relating to Barn Owl mitigation, providing ecological enhancement and long-term landscape integration reducing the visual prominence of the earth bunds within view</li> </ul>						
R71	Portland House	c.585 m	c.15 m	Property parallel to the existing A1. Views from windows located within the frontage of the property directly overlook the existing A1 road corridor, with vehicle movement prominent within the foreground of all views. To the north and south, views of vehicle movements along the	<p>Significance of effects reduced given the inclusion of vehicles within the foreground of all existing views.</p> <p>The property is located directly at the northern extent of the Fenrother free flow link.</p>	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Moderate	Moderate Adverse



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				existing road corridor are discernible from an oblique angle from both first and ground floor windows. To the east views are of the open agricultural landscape to its east.	<p>Impacts associated with the construction of Fenrother Junction and the site compound partially screened from view from this location, by the retention of Broom Plantation.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> <li>• Temporary visual awareness of</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>stockpiles of surplus material and top soil;</p> <ul style="list-style-type: none"> <li>• Temporary increase of visual awareness of vehicle movement along Fenrother Lane, following the removal of existing hedgerows on either side;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					the local area associated with the off-line section of Part A. • Permanent alteration to the topography within the mid-ground of views • Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment. • Permanent change to the nature of the view, following an alteration to the existing topography and land use • Visual awareness of light pollution from vehicle head lights prior to plant establishment. Mitigation						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography</li> <li>• Proposed earth screen bunds, reducing the visual prominence of the localised</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					change in topography; and • Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.						
R72	Welbeck House (2 properties)	c.585 m	c.20 m	Property parallel to the existing A1. Views from windows located within the frontage of the property directly overlook the existing A1 road corridor, with vehicle movement prominent within the foreground of all views. To the north and south, views of vehicle movements along the existing road corridor are discernible from an oblique angle from both first and ground floor windows. To the east views are of the open agricultural landscape to its east.	Significance of effects reduced given the inclusion of vehicles within the foreground of all existing views.  The property is located directly at the northern extent of the Fenrother free flow link.  Impacts associated with the construction of Fenrother Junction and the site compound partially screened from view from this location, by the	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Moderate	Moderate Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					retention of Broom Plantation.  Impacts Construction: <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> <li>• Temporary visual awareness of stockpiles of surplus material and top soil;</li> <li>• Temporary increase of visual awareness of vehicle movement along Fenrother Lane, following the removal of</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					existing hedgerows on either side; Operational <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Permanent alteration to the topography within the mid-ground of views</li> <li>• Temporary visual awareness of</li> </ul>						

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					vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment. <ul style="list-style-type: none"> <li>• Permanent change to the nature of the view, following an alteration to the existing topography and land use</li> <li>• Visual awareness of light pollution from vehicle head lights prior to plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual</li> </ul>							



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					<p>prominence of vehicle movement and the carriageway within view.</p> <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography</li> <li>• Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and</li> <li>• Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R73	The Old School (1 properties)	c.525 m	c.20 m	Property parallel to the existing A1. Views from windows located within the frontage of the property directly overlook the existing A1 road corridor. Filtered views of vehicle movements along the road corridor are discernible from here through the belt of trees along the western boundary of the property. To the north and south, views of vehicle movements along the existing road corridor are discernible from an oblique angle from both first and ground floor windows. To the east views of the open agricultural landscape to its east are partially screened by the nearby properties including the school within the immediately adjacent parcel of land.	<p>Significance of effects reduced given the inclusion of vehicles within the foreground of all existing views.</p> <p>The property is located directly at the southern extent of the Fenrother free flow link.</p> <p>Impacts associated with the construction of Fenrother Junction and the site compound partially screened from view from this location, by the retention of Broom Plantation and screen planting along the western boundary of the property itself.</p> <p>Impacts                      Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction</li> </ul>	Moderate	Moderate Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					activities associated with Part A, including Fenrother Junction and Fenrother free flow link. <ul style="list-style-type: none"> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> <li>• Temporary visual awareness of stockpiles of surplus material and top soil;</li> <li>• Temporary increase of visual awareness of vehicle movement along Fenrother Lane, following the removal of existing hedgerows on either side;</li> </ul> Operational <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1,</li> </ul>						

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					following de-trunking (Beneficial), <ul style="list-style-type: none"> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Permanent alteration to the topography within the mid-ground of views</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment.</li> </ul>							

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					<ul style="list-style-type: none"> <li>• Permanent change to the nature of the view, following an alteration to the existing topography and land use</li> <li>• Visual awareness of light pollution from vehicle head lights prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Woodland screen planting</li> </ul>							

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					along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography <ul style="list-style-type: none"> <li>Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and</li> <li>Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.</li> </ul>						
R74	South View	c.630 m	c.50 m	Views to the west in the direction of Part A, screened from view by intervening features including the nearby school and residential properties. From	Significance of effects reduced given the distance of separation between the visual receptor and the	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

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				<p>windows located within the frontage of the property (southern elevation), long distance views of the surrounding agriculture landscape to the south including views of the existing road corridor to the west are discernible at an oblique angle of view. To the east views would remain of the open agricultural landscape beyond. To the north, filtered views of the existing A1 road corridor are discernible from first floor windows.</p> <p><b>(Moderate Sensitivity – views restricted to first floor windows).</b></p>	<p>oblique angle of view.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with the offline section of Part A, including Fenrother free flow link.</li> <li>• Temporary increase of visual awareness of vehicle movement along the existing A1 road corridor, including construction machinery with flashing lights.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> </ul>						

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					<ul style="list-style-type: none"> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, (night time light pollution) prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape</li> </ul>							



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					integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.						
R75	Shield Green (2 properties)	c.880 m	c.350 m	Views to the west in the direction of Part A, screened from view by intervening features.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R76	Shield Green (2 properties)	c.880 m	c.355 m	Existing A1 would be visible within the mid ground of existing views, from windows located within the western elevation of the property. Views to the north and south would principally be of the immediately adjacent properties and associated outbuildings. To the east views would be	Significance of effect reduced due to the distance of separation between the visual receptor and Part A, due to the visual awareness of the existing A1 road corridor, within the mid-ground view.  Impacts Construction: • Visual awareness of	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<p>construction activities associated with the offline section of Part A</p> <ul style="list-style-type: none"> <li>• Temporary increase of visual awareness of vehicle movement along the existing A1 road corridor, including construction machinery with flashing lights.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent</li> </ul>							

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					<p>change to the topography of the local area associated with the off-line section of Part A.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, (night time light pollution) prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.</li> </ul>							

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R77	Shield Green Farm	c.905 m	c.405 m	Views to the west in the direction of Part A, screened from view by intervening features (out buildings)	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R78	Stonebrook Cottage (5 properties)	c.700 m	c.60 m	Views to the east in the direction of Part A partially screened from view by intervening features, around the curtilage of the residential properties and intervening field boundaries. To the north and west, views are of the open agricultural landscape. To the south, views are of the immediately adjacent residential properties. Properties located on a localised highpoint.	<p>Significance of effects reduced given the distance of separation between the visual receptor and the oblique angle of view.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound,</li> </ul>	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					including temporary night time light pollution, • Temporary visual awareness of stockpiles of surplus material and top soil; Operational • Decrease in separation between the visual receptor and the road corridor • Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A. • Permanent alteration to the topography						

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					<p>within the mid-ground of views</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Woodland screen planting along the embankments of Fenrother Junction,</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					providing long term integration, reducing the visual prominence of the permanent alteration to the topography <ul style="list-style-type: none"> <li>Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and</li> <li>Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.</li> </ul>						
R79	East Fenrother (3 properties)	c.715 m	c.75 m	Views to the east in the direction of Part A partially screened from view by intervening features, around the curtilage of the residential properties, restricting views to first floor windows only. To the north and west, views are partially	Significance of effects reduced given the distance of separation between the visual receptor and the oblique angle of view.  Impacts	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>obstructed by the nearby residential properties. To the south, views are of the adjacent open agricultural landscape. Views of the existing A1 road corridor screened from view by intervening features.</p>	<p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> <li>• Temporary visual awareness of stockpiles of surplus material and top soil;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in the distance of separation between the visual receptor and the road corridor</li> <li>• Visual awareness of a prominent linear feature within the</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view. <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography</li> <li>• Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and</li> <li>• Localised area of species rich dry and wet grassland associated with</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					the detention basins located within and around the Junction.						
R80	Middle Fenrother (4 properties)	c.765 m	c.100 m	<p>From here views to the east in the direction of Part A are partially obstructed by the nearby residential properties located along Fenrother Lane.</p> <p>First floor windows, views not directly in the direction of Part A. Partially screened by properties on opposite side of Fenrother Lane. Properties located directly adjacent to Fenrother Lane, with infrequent vehicle movement prominent within the foreground of the existing view.</p>	<p>Significance of effects reduced given the proximity of the visual receptor to nearby residential properties partially obstructing views in the direction of Part A combined with the oblique angle of view.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary increase in visual awareness of vehicle movement along Fenrother Lane, including construction machinery with flashing lights.</li> <li>• Visual awareness of construction activities associated with</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					Part A, including Fenrother Junction and Fenrother free flow link. <ul style="list-style-type: none"> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> </ul> Operational <ul style="list-style-type: none"> <li>• Decrease in the distance of separation between the visual receptor and the road corridor</li> <li>• Permanent alteration to the topography within the mid-ground of views associated with Fenrother Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother</li> </ul>						

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					Junction prior to plant establishment. Mitigation <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography</li> <li>• Proposed earth screen bunds, reducing the visual prominence of the localised change in topography.</li> </ul>						
R81	Fenrother (4 properties)	c.845 m	c.200 m	From here views to the east in the direction of Part A are partially obstructed by the nearby residential properties located along Fenrother Lane. First floor windows, views not directly in the direction of Part A.	Significance of effects reduced given the proximity of the visual receptor to nearby residential properties partially obstructing views in the direction of Part A combined	Minor	Slight Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				Partially screened by properties on opposite side of Fenrother Lane. Properties located directly adjacent to Fenrother Lane, with infrequent vehicle movement prominent within the foreground of the existing view	<p>with the oblique angle of view.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary increase in visual awareness of vehicle movement along Fenrother Lane, including construction machinery with flashing lights.</li> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> </ul> <p>Operational</p>						

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					<ul style="list-style-type: none"> <li>• Decrease in the distance of separation between the visual receptor and the road corridor</li> <li>• Permanent alteration to the topography within the mid-ground of views associated with Fenrother Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual</li> </ul>							

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					<p>prominence of the permanent alteration to the topography</p> <ul style="list-style-type: none"> <li>Proposed earth screen bunds, reducing the visual prominence of the localised change in topography.</li> </ul>						
R82	Priest Bridge House	c.290 m	c.105 m	Views to the west in the direction of Part A, screened from view by intervening features, principally woodland screen planting around the curtilage of the property.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R83	Woodlands	c.200 m	c.30 m	Views to the west in the direction of Part A, screened from view by intervening features, principally woodland screen planting around the curtilage of the property.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R84	Gamekeepers Cottage	c.475 m	c.440 m	Views to the east and north screened from view by the immediately adjacent	<p>Impacts</p> <p>Construction:</p>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral



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				<p>outbuildings, screening views of the existing A1 road corridor. To the south, views are partially screened by the intervening topography of the gently undulating arable landscape. To the west views are restricted by the immediately adjacent woodland block.</p>	<ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, principally Highlaws Junction.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views associated with Highlaws Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the grade separated Junction referred to as Highlaws Junction prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Highlaws Junction,</li> </ul>						

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					providing long term integration, reducing the visual prominence of the permanent alteration to the topography						
R85	Pheasant Cottage and nearby residential properties including Espley Hall	c.1 km	c.980 m	Views to the east in the direction of Part A screened from view by the intervening features.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
R86	Beacon Hill – New Build	c.1 km	c.980 m	Views to the east in the direction of Part A screened from view by the intervening features.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
R87	Hebron Hill (The Cottage)	c.480 m	c.340 m	Views to the west in the direction of Part A partially screened by intervening vegetation, including woodland block immediately to the west of the property. – Views of moving vehicles along	Significance of effect associated with Part A, reduced due to the oblique angle of view from those windows located within the frontage of the property.	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

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				<p>Hebron Road, discernible within views from windows located within the frontage of property. Immediate views in the foreground are of the surrounding undulating pastoral landscape. Due to the properties elevated location long distance views to the south are discernible including the water tower at Northgate and Morpeth. Long distance views to the east to the coast line.</p>	<p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, principally Highlaws Junction.</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views associated with Highlaws Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the grade separated Junction referred to as Highlaws Junction prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Woodland screen planting</li> </ul>						

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					along the embankments of Highlaws Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography.						
R88	Hebron Hill	c.470 m	c.370 m	New Builds – properties currently under construction, set back from The Cottage. Views to the west in the direction of Part A, screened from view by neighbouring properties and established woodland planting to its west. Due to the properties elevated location long distance views to the south and east are discernible on clear days, including as far east as the Northumberland coast line.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R89	West Farm Cottage (3 properties)	c.860 m	c.604 m	Property immediately adjacent to Hebron Road. Orientation of property restricts views	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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				to the west in the direction of Part A and existing A1. Principle views from the property are to the north. Vehicle movement along Hebron Road is within the foreground of all views, with views of mixed agricultural land beyond, bound by hedgerows.	Mitigation: - No specific mitigation required.						
R90	Hebron West Farm	c.940 m	c.670 m	Property set back from Hebron Road. Orientation of property restricts views of Part A and existing A1 to the west. Farm out building prominent within the foreground of views to the east and north. To the south, views of the open countryside beyond would be prominent.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R91	Keepers Cottage	c.1 km	c.800 m	Views to the west in the direction of Part A, screened by intervening features. To the south and east, views of adjoining nearby residential properties prominent.	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

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					Mitigation: - No specific mitigation required.						
R92	The Blacksmiths Cottage (5 properties)	c.1 km	c.780 m	Properties located off Hebron Road. Views of the existing A1 to the west screened from view by intervening features.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R93	Strafford House	c.80 m	c.15 m	Views to the west in the direction of the existing road corridor screened from view by the intervening linear belt of woodland screen planting to the east of the carriageway. To the north views of the wider countryside are discernible, at an oblique angle of view, including vehicle movement along Hebron Road, from first floor windows. To the south, views of the open countryside to the east is discernible partially obscured by intervening scattered	The significance of effect associated with Part A is subject to the extent of existing vegetation clearance to the east of the existing road corridor to accommodate online widening and the private means of access. At this time, it is anticipated that sufficient woodland screen planting would be retained to the east of the carriageway screening views from the property	Moderate	Large Adverse	Moderate	Moderate Adverse	Minor	Moderate Adverse

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				groups / blocks of woodland.	in the direction of Part A.  Impacts Construction: <ul style="list-style-type: none"> <li>• Temporary loss of a proportion of the existing screen planting located to the east of the carriageway partially opening up views to the west;</li> <li>• Temporary loss of Coronation Avenue trees located within the grass verge;</li> <li>• Visual awareness of construction activities associated with the construction of the private means of access to the north of the property</li> <li>• Visual awareness of construction activities associated with Part A,</li> </ul>						

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					principally Highlaws Junction.  Operational <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views associated with Highlaws Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the grade separated Junction referred to as Highlaws Junction prior to plant establishment.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Replacement of hedgerow screen planting along the eastern boundary of the existing road corridor, including the replacement of Coronation Avenue trees</li> </ul>						



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					within the grass verge • Woodland screen planting along the embankments of Highlaws Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography. • Inclusion of hedgerows along the eastern boundary of the private means of access providing landscape integration, reducing the visual prominence of the road within the view.						
R94	High Highlaws Cottage	c.260 m	0 m	Property immediately adjacent to High Highlaws Road. To the north, views of vehicle movement along High Highlaws Road would be prominent within the foreground of all views,	Property located at the western extent of the tie in with Highlaws Junction, increasing the magnitude of visual awareness Part A	Moderate	Moderate Adverse	Moderate	Moderate Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				with long distance views of vehicle movement along the existing A1 road corridor discernible within the mid-ground of the view at an oblique angle of view. To the east, and south views of the surrounding countryside are screened by the immediately adjacent farm outbuildings. Similarly to the west, views are obstructed by the adjacent residential property.	<p>would have on the nearby property.</p> <p>Overall significance of effect reduced due to the proximity of the property to High Highlaws Road and the visual prominence of vehicle movement within the existing views.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary loss of screen planting located to the west of the carriageway temporarily increasing the visual awareness of vehicle movement along the existing A1 road corridor, allowing for online widening;</li> <li>• Temporary loss of Coronation Avenue trees</li> </ul>						

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					located within the grass verge; • Temporary increase in visual awareness of vehicle movement along the existing road corridor, including construction machinery with flashing amber lights, • Temporary visual awareness of temporary stock piles of surplus material; • Visual awareness of construction activities associated with the construction of the private means of access to the west of the Junction • Visual awareness of construction activities associated with Part A, principally Highlaws Junction.						

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					<p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views associated with Highlaws Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the grade separated Junction referred to as Highlaws Junction prior to plant establishment.</li> <li>• Temporary visual awareness of vehicle headlights along the existing road corridor, prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement of hedgerow screen planting along the western boundary of the existing road corridor,</li> </ul>							

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					including the replacement of Coronation Avenue trees within the grass verge • Woodland screen planting along the embankments of Highlaws Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography. • Inclusion of hedgerows along the western boundary of the private means of access providing landscape integration, reducing the visual prominence of the road within the view.						
R95	High Highlaws	c.285 m	c.25 m	Property immediately adjacent to High Highlaws Road. To the north, views of vehicle	Property located at the western extent of the tie in with Highlaws Junction,	Moderate	Moderate Adverse	Minor	Slight Adverse	Minor	Slight Adverse

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				<p>movement along High Highlaws Road would be prominent within the foreground of all views, with long distance views of vehicle movement along the existing A1 road corridor discernible within the mid-ground of the view at an oblique angle of view. Views of vehicle movement along High Highlaws Road are partially obstructed from ground floor windows, by the perimeter stone wall, along the frontage of the property. To the east, views of the surrounding countryside are screened by the immediately adjacent farm outbuildings and nearby residential property. To the west, views of the wider countryside are partially obstructed by the adjacent plot of woodland/ scrub vegetation. To the south long-distance views of the wider countryside are</p>	<p>increasing the magnitude of visual awareness Part A would have on the nearby property.</p> <p>Overall significance of effect reduced due to the proximity of the property to High Highlaws Road and the visual prominence of vehicle movement within the existing views.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Temporary loss of screen planting located to the west of the carriageway temporarily increasing the visual awareness of vehicle movement along the existing A1 road corridor, allowing for online widening;</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				discernible beyond the properties low stone boundary wall.	<ul style="list-style-type: none"> <li>• Temporary loss of Coronation Avenue trees located within the grass verge;</li> <li>• Temporary increase in visual awareness of vehicle movement along the existing road corridor, including construction machinery with flashing amber lights,</li> <li>• Temporary visual awareness of temporary stock piles of surplus material;</li> <li>• Visual awareness of construction activities associated with the construction of the private means of access to the west of the Junction</li> <li>• Visual awareness of construction activities associated with Part A,</li> </ul>						

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					<p>principally Highlaws Junction.</p> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views associated with Highlaws Junction;</li> <li>• Temporary visual awareness of vehicle headlights along the grade separated Junction referred to as Highlaws Junction prior to plant establishment.</li> <li>• Temporary visual awareness of vehicle headlights along the existing road corridor, prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement of hedgerow screen planting along the western</li> </ul>						



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					boundary of the existing road corridor, including the replacement of Coronation Avenue trees within the grass verge <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Highlaws Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography.</li> <li>• Inclusion of hedgerows along the western boundary of the private means of access providing landscape integration, reducing the visual prominence of the road within the view.</li> </ul>						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R96	Capri Lodge	c.55 m	c.20 m	Bungalow – single story property - Property set back from the existing carriageway, parallel with the existing A1 road corridor. No screen planting currently located along the frontage of the property, allowing clear views of vehicle movements along the existing carriageway. To the north, views from windows located within the northern elevation of the property, partially screened by the linear line of established trees, along the properties boundary. To the south, views of the adjacent properties are screened from view by the existing boundary hedgerow. The property directly looks out upon Northgate House, to the west of the carriageway.	<p>Overall significance of effect reduced due to the proximity of the property to the existing A1 road corridor and the visual prominence of vehicle movement within the existing views.</p> <p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the demolition of Northgate House;</li> <li>• Temporary visual awareness of the construction operations associated with the online widening of the existing A1 road corridor;</li> <li>• Temporary visual awareness of the construction of the private means of access to the east of the carriageway.</li> </ul>	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the nature of the existing view. Vehicle movement along the existing A1 road corridor, screened from view, by the inclusion of a 3m high noise barrier within the eastern grass verge at this location.</li> <li>• Permanent alteration to the nature of the existing view, through the inclusion of a private means of access to the east of the carriageway</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting with incidental trees located on either side of the proposed private means of</li> </ul>							

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					access, reducing the visual dominance of the noise barrier, within view.						
R97	Warreners Barns (2 properties)	c.50 m	c.44 m	Views to the west in the direction of the A1 road corridor screened from view by adjacent properties. Views to the east from windows located to the rear of the property, overlook the surrounding gently undulating agricultural landscape. To the north and south, views are off the adjacent residential properties and the surrounding curtilage of the properties.	<p>From here impacts are restricted to those associated with the construction of the private means of access to the east of the property.</p> <p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of the construction of the private means of access, including the loss of the existing line of mature trees to the east of the property, opening up views of the wider landscape</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Infrequent awareness of vehicle</li> </ul>	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Slight Adverse

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					<p>movement along the private means of access to the east of the property, visual awareness would decrease overtime following the establishment of mitigation planting on either side of the access track.</p> <p>Mitigation</p> <ul style="list-style-type: none"> <li>Replacement, tree planting to the east, associated with the proposed hedgerow to the west of the private means of access, retaining the existing character of the landscape and nature of the existing view.</li> </ul>						
R98	Northgate Farm	c.30 m	c.10 m	Property, immediately adjacent to the existing A1 road corridor. Views of vehicle movement along the carriageway, currently screened from view, by	Overall significance of effect reduced due to the proximity of the property to the existing A1 road corridor.	Moderate	Large Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				existing vegetation screen planting (coniferous and beech hedge) along the boundary of the property. Principal direction of view is to the north, from windows located within the frontage of the property. To the south, from the rear of the property views are of the rear garden and adjoining properties.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Increase in visual awareness of vehicle movement along the existing A1 road corridor, following the removal of screen planting along the properties western boundary in order to accommodate the construction of the private means of access.</li> <li>• Visual awareness of the demolition of North Gate House;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the nature of the existing view. Vehicle movement along the existing A1</li> </ul>						

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					<p>road corridor, screened from view, by the inclusion of a 3m high noise barrier within the eastern grass verge at this location. Loss of existing mature vegetation, along the western boundary of the property.</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the nature of the existing view, through the inclusion of a private means of access to the east of the carriageway</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting with incidental trees located on either side of the proposed private means of access, reducing the visual dominance of the</li> </ul>						

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					noise barrier, within view.						
R99	North Gate House	c.25 m	0 m	Property demolished as part of Part A							
R100	Warreners Cottages (2 properties)	c.25 m	c.10 m	<p>Property immediately adjacent to existing A1, road corridor, resulting in the visual prominence of vehicle movement within views from windows located within the frontage of the property. Views to the west in the direction of the A1 road corridor, restricted to first floor windows only, due to views from ground floor windows being screened from view by the 2m+ perimeter boundary wall (excluding visual awareness of HGVs). To the north and east, views directly overlooking the adjacent properties. To the south, views are of the adjacent parcels of land comprising of woodland and scrub vegetation. To the south, visual awareness of vehicle movement along the</p>	<p>Overall significance of effect reduced due to the proximity of the property to the existing A1 road corridor.</p> <p>It is understood that further investigation would be required to determine whether there is space for the required foundations for the noise barrier in the suggested location in proximity to these properties.</p> <p>Impacts                      Construction</p> <ul style="list-style-type: none"> <li>Visual awareness of the online widening of the existing A1 road corridor,</li> </ul>	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Slight Adverse



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				<p>A697 flyover (off slip) would also be discernible.</p> <p><b>(Moderate Sensitivity – first floor windows only)</b></p>	<p>along its southern extent.</p> <ul style="list-style-type: none"> <li>• Visual awareness of the demolition of Northgate House</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Permanent alteration to the nature of the existing view, following the inclusion of a 3m high noise barrier within the eastern grass verge at this location, combined with the demolition of Northgate House.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Proposed hedgerow planting with incidental trees located on either side of the proposed private means of access, reducing the visual dominance of the noise barrier, within view.</li> </ul>						

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R101	Warreners House	c.85 m	c.65 m	Views to the west in the direction of the existing A1 road corridor, screened from view, by an existing block of mature vegetation directly to the west of the residential property. Principal views from the property are to the south, from windows located within the frontage of the property. From here, views are of the adjoining open agricultural landscape, with fields bound by hedgerows. To the north, views are restricted by the adjacent property. To the east, views are principally of the curtilage of the property including a tennis court, with views of the wider countryside beyond.	<p>From here the principal impacts would be associated with the construction of the private means of access.</p> <p>Significance of effect reduced from this property, given the distance of separation between the visual receptor and the access track, and the temporary nature of the works.</p> <p>It is understood that further investigation would be required to determine whether there is space for the required foundations for the noise barrier in the suggested location in proximity to this property.</p> <p>Impacts</p>	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<p>Construction</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of the construction of the private means of access, including the loss of the existing line of mature trees to the east and south of the property, opening up views of the wider landscape</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Infrequent awareness of vehicle movement along the private means of access to the east and south of the property, visual awareness would decrease overtime following the establishment of mitigation planting on either side of the access track.</li> </ul> <p>Mitigation</p>							

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					<ul style="list-style-type: none"> <li>Replacement, tree planting to the east and south, associated with the proposed hedgerow to the west of the private means of access, retaining the existing character of the landscape and nature of the existing view.</li> </ul>						
R102	Warreners House (2)	c.40 m	c.5 m	Views to the west in the direction of the A1 road corridor, screened from view, by the screen planting located within the curtilage of the property, set within the properties boundary stone wall. To the east, views are of the surrounding open agricultural landscape, bound by hedgerows. To the south, views of vehicle movement along the A697 flyover (off slip) are screened from view, by the linear belt of screen planting along the carriageway. To the north, views are	<p>From here the principal impacts would be associated with the construction of the private means of access.</p> <p>Significance of effect reduced from this property, given the distance of separation between the visual receptor and the access track, and the temporary nature of the works.</p>	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Slight Adverse

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				restricted by planting located within the curtilage of the property.	<p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Minor loss of existing vegetation to the south of the property to accommodate the private means of access;</li> <li>• Temporary visual awareness of the construction of the private means of access, including the loss of the existing line of mature trees to the east and south of the property, opening up views of the wider landscape</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Infrequent awareness of vehicle movement along the private means of access to the east and south of the property, visual</li> </ul>						

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					<p>awareness would decrease overtime following the establishment of mitigation planting on either side of the access track.</p> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement, tree planting to the east and south, associated with the proposed hedgerow to the west of the private means of access, retaining the existing character of the landscape and nature of the existing view.</li> </ul>						
R103	Postmans Cottage & Cherry Tree	c.640 m	c.440 m	Views to the east in the direction of Part A, screened from view by intervening features, including the A697.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R104	Low Heighley House (4 properties)	c.730 m	c.505 m	Views to the east in the direction of Part A, screened from view by intervening features, including the A697	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R105	Low Heighley Rig Cottage (2 properties)	c.640 m	c.440 m	Views to the east in the direction of Part A, screened from view by intervening features, including the A697	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R106	Low Heighley Cottages (2 properties)	c.785 m	c.510 m	Views to the east in the direction of Part A, screened from view by intervening features, including the A697	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R107	West View (2 properties)	c.305 m	c.15 m	From here views to the west in the direction of Part A, are relatively self-contained by the linear belt of Pine trees along the eastern edge	Visual prominence of the existing A1 road corridor within the view would be unaffected from this location due to	Minor	Slight Adverse	Negligible	Neutral	Negligible	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				of the carriageway, filtering views of vehicle movement along the A1 road corridor and restricting longer views in this direction. Views to the west principally consist of the properties front gardens within the immediate foreground with an area of amenity grassland beyond. To the north and east, views are restricted by a liner belts of trees along the properties boundary, filtering views of the surrounding landscape beyond, currently undergoing residential development.	<p>the retention of the liner bet of Pine trees to the east of the carriageway.</p> <p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the private means of access to the north, including online widening of the existing access road to the west of the properties,</li> <li>• Visual awareness of service diversions, to the west of the properties within the area of amenity grassland; and</li> <li>• Visual awareness of the construction of the parking bays.</li> </ul> <p>Operation</p> <ul style="list-style-type: none"> <li>• Relocation of lighting columns,</li> </ul>						



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					within the affected area, • increased volume of traffic directly in front of the properties following the inclusion of the private means of access at its northern extent. • Permanent change to the nature of the existing view, following the inclusion of parking bays to the west of the access road; • Permanent loss to the overall area of open amenity grassland to the east of the access track  Mitigation • Proposed reseeded of the area of amenity grassland temporarily affected by the service diversion						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R108	West View (8 properties)	c.360 m	c.17 m	From here views to the west in the direction of Part A, are relatively self-contained by the linear belt of Pine trees along the eastern edge of the carriageway, filtering views of vehicle movement along the A1 road corridor and restricting longer views in this direction. Views to the west principally consist of the properties front gardens within the immediate foreground with an area of amenity grassland beyond. To the north and east, views are restricted by a liner belts of trees along the properties boundary, filtering views of the surrounding landscape beyond, currently undergoing residential development	<p>Visual prominence of the existing A1 road corridor within the view would be unaffected from this location due to the retention of the liner bet of Pine trees to the east of the carriageway.</p> <p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the private means of access to the north, including online widening of the existing access road to the west of the properties,</li> <li>• Visual awareness of service diversions, to the west of the properties within the area of amenity grassland; and</li> <li>• Visual awareness of the</li> </ul>	Minor	Slight Adverse	Negligible	Neutral	Negligible	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year	
					<p>construction of the parking bays.</p> <p>Operation</p> <ul style="list-style-type: none"> <li>• Relocation of lighting columns, within the affected area,</li> <li>• increased volume of traffic directly in front of the properties following the inclusion of the private means of access at its northern extent.</li> <li>• Permanent change to the nature of the existing view, following the inclusion of parking bays to the west of the access road;</li> <li>• Permanent loss to the overall area of open amenity grassland to the east of the access track</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Proposed reseeded of the area of amenity</li> </ul>							

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					grassland temporarily affected by the service diversion						
R109	West View (2 properties)	c.415 m	c.10 m	From here views to the west in the direction of Part A, are relatively self-contained by the linear belt of Pine trees along the eastern edge of the carriageway, filtering views of vehicle movement along the A1 road corridor and restricting longer views in this direction. Views to the west principally consist of the properties front gardens within the immediate foreground with an area of amenity grassland beyond. To the north and east, views are restricted by a liner belts of trees along the properties boundary, filtering views of the surrounding landscape beyond, currently undergoing residential development	<p>Visual prominence of the existing A1 road corridor within the view would be unaffected from this location due to the retention of the liner bet of Pine trees to the east of the carriageway.</p> <p>Impacts</p> <p>Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the private means of access to the north, including online widening of the existing access road to the west of the properties,</li> <li>• Visual awareness of service diversions, to the west of the properties within the area of</li> </ul>	Minor	Slight Adverse	Negligible	Neutral	Negligible	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					amenity grassland; and • Visual awareness of the construction of the parking bays.  Operation • Relocation of lighting columns, within the affected area, • increased volume of traffic directly in front of the properties following the inclusion of the private means of access at its northern extent. • Permanent change to the nature of the existing view, following the inclusion of parking bays to the west of the access road; • Permanent loss to the overall area of open amenity grassland to the east of the access track						

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					Mitigation <ul style="list-style-type: none"> <li>Proposed reseeded of the area of amenity grassland temporarily affected by the service diversion</li> </ul>						
R110	Middle Rigg	c.480 m	c.40 m	Property set back from private access track (West View). Views to the west in the direction of Part A, partially screened by perimeter hedge around the curtilage of the property.  Views to the north screened from view by the existing group of mature trees set within the curtilage of the property. To the south, views are currently of the area of residential development, currently under construction.	Impacts associated with Part A restricted to impacts associated with the construction / realignment / widening of the existing private means of access road  Impacts Construction <ul style="list-style-type: none"> <li>Visual awareness of the construction / online widening of the private means of access (West View)</li> </ul> Operational <ul style="list-style-type: none"> <li>Increase to the volume of traffic potentially using</li> </ul>	Negligible	Slight Adverse	No change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
					<p>the private means of access, resulting in an increase to the visual awareness of vehicle movement within views</p> <p>Mitigation</p> <ul style="list-style-type: none"> <li>Proposed reseeded of the area of amenity grassland temporarily affected to its west</li> </ul>						
R111	Northgate Hospital	c.530 m	c.135 m	View to the west in the direction of the existing A1, screened from view by intervening features and the orientation of the property. – Currently views to the west consist of construction site/ sites compounds / construction of areas of residential housing to the east of the A1 road corridor.	<p>Impacts: - Property is unaffected by Part A</p> <p>Mitigation: - No specific mitigation required.</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
R112	Heighley Cottage	c.515 m	c.210 m	Views to the north in the direction of Part A, are screened from view by intervening	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				features. Views of the existing A1 road corridor to the south of Part A, are partially discernible from windows located within the eastern elevation of the property.	Mitigation: - No specific mitigation required.						
R113	Detached property north west of Fair Moor	c.650 m	c.540 m	Views to the north in the direction of Part A screened from view by intervening features.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R114	The Orchard	c.540 m	c.140 m	Views to the north in the direction of Part A, screened from view by intervening features. To the east the existing A1 road corridor to the south of Part A is screened from view, by a neighbouring property.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R115	Windrush	c.530 m	c.90 m	Bungalow - Views to the north in the direction of Part A, screened from view by intervening features. To the east views of the existing A1 road	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral



Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				corridor to the south of Part A, are screened by the established hedgerow, along the boundary of the property.	Mitigation: - No specific mitigation required.						
R116	Gaytonvile	c.575 m	c.115 m	Bungalow - Views to the north in the direction of Part A, screened from view by intervening features, including the adjacent residential property. To the east views of the existing A1 road corridor to the south of Part A, are screened by the established hedgerow, along the boundary of the property.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R117	Fairfield House	c.610 m	c.140 m	Views to the north in the direction of Part A, screened from view by intervening features, including the adjacent residential property. To the east views of the existing A1 road corridor to the south of Part A, are partially screened from view, by the narrow linear block of woodland screen planting along the	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				western boundary of the road corridor.							
R118	Reedlaws	c.610 m	c.150 m	Bungalow - Views to the north in the direction of Part A, screened from view by intervening features, including the adjacent residential property. To the east views of the existing A1 road corridor to the south of Part A, screened from view by adjacent residential property.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R119	The Red House	c.650 m	c.195 m	Property set back from the access track to the west of the A1 road corridor. Views to the north in the direction of Part A screened from view by intervening features including those residential properties to its north. Principal views to the east in the direction of the existing A1 road corridor to the south of Part A, screened from view, by a holly hedge, along the frontage of the property, with a liner belt of mature trees set behind, in	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				combination with the narrow linear belt of trees within the western verge of the carriageway.							
R120	Cherry Close (10 properties)	c.655 m	c.170 m	Views to the north in the direction of the proposed Part A are currently of the construction compound associated with the housing development. The ground in the immediate foreground of the existing views is subject to future change with residential development planned for immediate construction. Views to the north would be shortened dominated by the neighbouring properties. From those properties located at the western end, views of the existing A1 road corridor to the south of Part A, would be possible from first floor windows at an oblique angle.	Impacts: - Property is unaffected by Part A  Views to the north in the direction of Part A would be screened from view by the future proposed development.  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R121	Cherry Close (6 properties)	c.685 m	c.195 m	Views to the north in the direction of Part A, screened by those	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				properties directly to the north of Cherry Close. From those properties located at the western end, views of the existing A1 road corridor to the south of Part A, would be possible from first floor windows at an oblique angle.	Views looking north in the direction of Part A, would be screened from view by those properties to the north of Cherry Close.  Mitigation: - No specific mitigation required.						
R122	Aspen Way (2 properties)	c.700 m	c.205 m	Orientation of properties restrict views to the north in the direction of Part A. Within the foreground of all views neighbouring properties would be prominent, restricting longer views in all directions.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R123	Cypress Court (5 properties)	c.760 m	c.300 m	Views to the north in the direction of Part A would be screened from view by Northgate hospital and those residential properties to its west. Views to the north in the direction of the proposed Part A are currently of the	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				construction compound associated with the housing development. The ground in the immediate foreground of the existing views is subject to future change with residential development planned for immediate construction. Views to the north would be shortened dominated by the neighbouring properties. From those properties located at the western end, views of the existing A1 road corridor to the south of Part A, would be possible from first floor windows at an oblique angle.							
R124	Aspen Way (6 properties)	c.720 m	c.220 m	Views to the north in the direction of Part A, screened by those properties located along Cherry Close. From those properties located at the western end, views of the existing A1 road corridor to the south of Part A, would be possible from first floor	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				windows at an oblique angle.							
R125	Aspen Way (11 properties)	c.780 m	c.285 m	Views to the north in the direction of Part A, screened by those properties to its north. From those properties located at the western end, views of the existing A1 road corridor to the south of Part A, would be possible from first floor windows at an oblique angle.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R126	Cypress Court (31 properties)	c.825 m	c.360 m	Views to the north in the direction of Part A screened from view by residential properties.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R127	Southernwood	c.915 m	c.645 m	Views in all direction screened from view by the existing block of woodland that surrounds the property.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
R128	Un named road (8 properties)	c.790 m	c.310 m	Views to the north in the direction of Part A screened from view by intervening features including those residential properties to its north. Principal views to the east in the direction of the existing A1 road corridor to the south of Part A, screened from view, by established vegetation along the frontage of the property, in combination with the narrow linear belt of trees within the western verge of the carriageway.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R129	Fair Moor (8 properties)	c.930 m	c.465 m	Views to the north in the direction of Part A screened from view by intervening features, principally those adjacent residential properties.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R130	10 properties	c.1 km	c.515 m	Views to the north in the direction of Part A screened from view by intervening features, principally those	Impacts: - Property is unaffected by Part A	No Change	Neutral	No Change	Neutral	No Change	Neutral

Receptor Ref. No.	Visual Receptor	Distance from Part A centre line	Distance from the Order Limits of Part A – extent of works	Description	Impacts / design/ mitigation	Magnitude of change - construction	Significance of effect - construction	Magnitude of change – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of change – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				adjacent residential properties.	Mitigation: - No specific mitigation required.						
R131	13 properties	c.1.1 km	c.625 m	Views to the north in the direction of Part A screened from view by intervening features, principally those adjacent residential properties	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
R132	7 properties	c.1.25 km	c.860 m	Views to the north in the direction of Part A screened from view by intervening features, principally those adjacent residential properties	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral



**Table 7-2 – Commercial and Community Visual Effects Schedule (VES)**

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
Eshott Airfield	Low	75m at its closest point	35m at its closest point	Eshott Airfield is located to the east of the existing A1 road corridor. Views to the west in the direction of the existing road corridor are partially screened from view from ground level, by the linear block of existing screen vegetation to the east of the carriageway, including the Northumberland Woodland Burials. To the east the ground starts to ascend allowing for long distance	Significance of effect is reduced within the airfield, due to the visual presence of vehicle movement along the existing road corridor already discernible within view.  The nature of the mitigation planting within the affected area, has been restricted to reduce the risk of bird strike, which in turn has compromised the	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
				views to be obtainable when looking in a westerly direction. From the air, the road corridor is clearly discernible, traveling in a north south direction, through a predominantly agricultural landscape.	<p>effectiveness of the mitigation in reducing all visual impacts associated with Part A. – HGV’s would still be discernible along sections of Part A, as is currently the case.</p> <p>Impacts Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the online widening of the existing A1 road corridor to the west of the airfield, both from the ground and from the air, including the construction of West Moor Junction to the north;</li> <li>• Temporary night time light pollution at the northern end of the airfield, due to its proximity</li> </ul>						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					to the site compound. Operational <ul style="list-style-type: none"> <li>• Visual awareness of the permanent change to the local topography, principally associated with West Moor Junction.</li> <li>• Visual awareness of the detention basins within Bockenfield Loop;</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Replacement planting lost to Part A on either side of the existing road corridor to be replaced like for like, retaining the same degree of visual prominence of vehicle movement along the carriageway as recorded</li> </ul>						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					<p>currently, following plant establishment;</p> <ul style="list-style-type: none"> <li>Planting within the detention basins would be maintained at a shorter sward height than that elsewhere along the network, to discourage ground nesting birds within the area,</li> <li>The detention basins are not anticipated to retain water year-round, avoiding the risk of glint and glare off the reflective surface.</li> <li>Woodland screen planting around the perimeter of the Junction providing long term landscape integration, reducing the visual prominence of the change in</li> </ul>						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					topography within the affected area. • Retention of existing screen planting to the east of the carriageway where possible.						
Burgham Park Golf Course	Moderate	Immediately adjacent at its closest point	Immediately adjacent at its closest point	Given the nature of the land use of the area, the golf course comprises of a combination of undulating amenity grassland, interspersed with scattered groups of woodland blocks. Views to the east in the direction of Part A are screened from view from this location, as a result of this, however, the proximity of the road corridor to the golf course is evident, due to the awareness of noise pollution, reducing the sense of tranquillity within the area.	Impacts relating to visual receptors within the golf course restricted to the eastern edge, where the course directly abuts the Order Limits of Part A. -  Impacts Construction • Temporary visual awareness of the construction of Burgham Park Underbridge, • Temporary visual awareness of planting associated with the Great Crested Newt	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					mitigation area, including the excavation for a new breeding pond; Operational <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle movement along the A1 road corridor, prior to plant establishment;</li> <li>• Temporary visual awareness of the permanent change to local topography following the inclusion of cutting slopes and embankments.</li> </ul> Mitigation <ul style="list-style-type: none"> <li>• Proposed woodland ‘infill’ planting to the east of the golf course within the area of great crested newt mitigation;</li> <li>• Woodland screen planting</li> </ul>						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					upon the embankments and cutting slopes at Burgham Park Underbridge.						
Northumberland Country Zoo	Low	c.1.27km	c.1km	Local visitor attraction, accessed off the existing A1 road corridor, located to the east of the road corridor. The zoo is relatively self-contained with no discernible views of the existing road corridor recorded, when looking in a westerly direction from this location. Felmoor Park is located within the intervening landscape at this location, screening views.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
Bockenfield Holiday Park / Felmoor Park	High	Immediately adjacent at its closest point	Immediately adjacent at its closest point	Located directly to the east of the existing A1 road corridor, the holiday park / static caravans are separated from the road corridor by a narrow linear belt	Impacts Construction <ul style="list-style-type: none"><li>• Temporary increase in visual awareness of the proximity of the A1 road</li></ul>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
				of existing vegetation, that provides limited screening potential. In addition to this there is a grade separation between the static caravans and the carriageway itself, with the caravans being below the height of the carriageway, reducing the visual prominence of vehicle movement within the view. Views from the caravans would principally consist of views of the adjacent units. Views of the wider landscape to the east would not be discernible from inside the static caravans themselves, due to the orientation of the units and no windows being recorded within the easterly facing elevation. Views of the wider landscape would	<p>corridor to the park, due to the increase in vehicle movement along the A1, including construction machinery with flashing amber lights and online widening works within the affected area. This includes the two detention basins at Bockenfield Loop.</p> <p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of a change in topography within the affected area due to the carriageway being raised on embankment, along this section of the route, prior to plant establishment, including the</li> </ul>						



Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
				be discernible (glimpsed between the caravan units) when passing through the holiday park itself, either by foot or car.	visual awareness of bare earth slopes and the proposed acoustic barrier; • Temporary visual awareness of vehicle headlights, during the hours of darkness prior to plant establishment along the carriageway.  Mitigation • Proposed screen woodland planting along the eastern edge of the road corridor, providing landscape integration and visual screening. • acoustic barrier within the south bound grass verge						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
The shooting ground at Bywell	Moderate	c.1.26km	c.965m	The shooting ground is located to the west of Part A. From here views to the east in the direction of Part A would be discernible above the top of the intervening hedgerows, denoting field boundaries, given the flat topography of the intervening landscape. Vehicle movement along the existing road corridor are already noted within the existing view from this location.	<p>Significance of effect is reduced from this location, given the distance in separation between the visual receptor and Part A and the visual awareness of existing vehicle movement along the road corridor.</p> <p>Impacts Construction</p> <ul style="list-style-type: none"> <li>• Visual awareness of the construction of West Moor Junction;</li> <li>• Visual awareness of the online widening of the existing road corridor, following the removal of existing screen / hedgerow planting along the carriageway, temporarily</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					opening up views, prior to plant establishment. Operational <ul style="list-style-type: none"> <li>• Temporary visual awareness of light pollution from vehicle headlights along the road corridor, prior to plant establishment – receptor is unlikely to be affected in this instance due to the nature of the activity, and night time shooting unlikely to take place;</li> <li>• Temporary visual awareness of light pollution from vehicle headlights utilising the grade separated junction referred to as West Moor – receptor is</li> </ul>						

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					<p>unlikely to be affected in this instance due to the nature of the activity, and night time shooting unlikely to take place;</p> <ul style="list-style-type: none"> <li>• Permanent change to the nature of the view, following the change to the existing topography to accommodate West Moor Junction;</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Replacement hedgerow planting with incidental trees along the western edge of the road corridor, maintaining the existing nature of the existing view following plant establishment.</li> <li>• Woodland screen planting around the perimeter of</li> </ul>						

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					West Moor Junction, providing long term landscape integration and reducing the visual awareness of the change in topography of the localised area.						
Oak Inn (Public House)	Moderate	c.185m	c.55m	Property set back from the existing A1 road corridor, along access track, used as a lay by / rest stop by passing vehicles. Views from the frontage of the property directly overlook properties to the east, partially screened behind existing narrow belts of tree planting. Views of the Existing A1 screened from view. To the west views of the open countryside (pastoral fields bound by hedgerows) beyond is	Impacts Construction: <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with the national grid diversion, including the temporary visual awareness of the associated site compound – obtainable from an oblique angle of view from this property,</li> <li>• Temporary visual awareness of light pollution from the</li> </ul>	Moderate	Moderate Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

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				obtainable from first and ground floor windows. The distance of view is relatively short, due to the incline in topography to the west, screening longer views in this direction.	temporary site compound, associated with the national grid diversion <ul style="list-style-type: none"> <li>• Visual awareness of the construction of the offline section of Part A, including the construction of Causey Park Overbridge – obtainable from an oblique angle of view from this premise.</li> </ul> Operational <ul style="list-style-type: none"> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with</li> </ul>						

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					<p>the off-line section of Part A.</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights along Causey Park overbridge prior to plant establishment. – obtainable at an oblique angle of view.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Views of vehicle movement along the offline section of Part A, screened from view by the proposed acoustic barrier located along the south bound carriageway at this location. – trees planting along the embankment would reduce the visual influence of the</li> </ul>						

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					acoustic barrier within the view, from this location. • Land returned to agriculture following the national grid diversion • Screen planting along the highway boundary of the off-line section of Part A, providing landscape integration, reducing the visual prominence of vehicle movement and the carriageway within view. • Screen planting along the southern embankment of Causey Park overbridge, providing long term integration, reducing the visual prominence of						



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					the acoustic barrier.						
Tritlington School	Moderate	c.565m	c.55m	Views to the west in the direction of Part A, partially screened from view by the linear belt of mixed trees, including Pines, along the western boundary of the school playing fields. Views from the school building itself are restricted to the west, by the neighbouring property. From the playing field, long distance views to the north and west are discernible, with the existing A1 road corridor prominent within the foreground of the existing view.	<p>Significance of effect reduced from this premise, given the prominence of vehicle movement along the existing A1 road corridor, within the existing view.</p> <p>Impacts</p> <p>Construction:</p> <ul style="list-style-type: none"> <li>• Visual awareness of construction activities associated with Part A, including Fenrother Junction and Fenrother free flow link.</li> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> </ul>	Moderate	Moderate Adverse	Minor	Slight Adverse	Negligible	Neutral

Commercial Receptor Reference No.	Sensitivity of Visual Receptor	Distance from Part A centre line	Distance from the Red Line Boundary – extent of works	Description	Impacts / design/ mitigation	Magnitude of change Construction	Significance of effect construction	Magnitude of change – winter yr 1 operation – opening year	Significance of effect – winter yr 1 operation – opening year	Magnitude of change – summer yr 15 operation – design year	Significance of effect – summer yr 15 operation – design year
					<ul style="list-style-type: none"> <li>• Temporary visual awareness of stockpiles of surplus material and top soil;</li> <li>• Temporary increase of visual awareness of vehicle movement along Fenrother Lane, following the removal of existing hedgerows on either side;</li> </ul> Operational <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the existing A1, following de-trunking (Beneficial),</li> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment,</li> </ul>						

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					including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A. <ul style="list-style-type: none"> <li>• Permanent alteration to the topography within the mid-ground of views</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother Junction prior to plant establishment.</li> <li>• Permanent change to the nature of the view, following an alteration to the existing topography and land use</li> <li>• Visual awareness of</li> </ul>						

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					light pollution from vehicle head lights prior to plant establishment.  Mitigation <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the carriageway within view.</li> <li>• Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of</li> </ul>						

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					the permanent alteration to the topography <ul style="list-style-type: none"> <li>Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and</li> <li>Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.</li> </ul>						
Jackson G K and Sons garage	Low	c.200m	c.15m	Property immediately adjacent to the existing A1 road corridor. Views to the west in the direction of Part A, are open, with no screen planting along the western boundary of the property, resulting in vehicle movement along the existing carriageway being	Impacts Construction <ul style="list-style-type: none"> <li>Visual awareness of the construction of the offline section of Part A to the west of the existing carriageway;</li> <li>Visual awareness of construction activities</li> </ul>	Major	Moderate Adverse	Moderate	Slight Adverse	Minor	Slight Adverse

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				<p>prominent within the foreground of the existing view. Views of the wider agricultural landscape are discernible within the mid-ground and background of the view from this location when looking in a westerly and northerly direction. To the east views are restricted by the woodland planting directly to the east of the property.</p>	<p>associated with Fenrother Junction and Fenrother free flow link.</p> <ul style="list-style-type: none"> <li>• Visual awareness of the temporary site compound, including temporary night time light pollution,</li> <li>• Temporary visual awareness of stockpiles of surplus material and top soil;</li> <li>• Temporary increase of visual awareness of vehicle movement along Fenrother Lane, following the removal of existing hedgerows on either side;</li> </ul> <p>Operational</p> <ul style="list-style-type: none"> <li>• Decrease in traffic movements along the</li> </ul>						

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					existing A1, following de-trunking (Beneficial), <ul style="list-style-type: none"> <li>• Visual awareness of a prominent linear feature within the view to the west of the property, prior to plant establishment, including bare embankments, emphasising a permanent change to the topography of the local area associated with the off-line section of Part A.</li> <li>• Permanent alteration to the topography within the mid-ground of views</li> <li>• Temporary visual awareness of vehicle headlights along the off-line section of Part A, including Fenrother</li> </ul>						

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					<p>Junction prior to plant establishment.</p> <ul style="list-style-type: none"> <li>• Permanent change to the nature of the view, following an alteration to the existing topography and land use</li> <li>• Visual awareness of light pollution from vehicle head lights prior to plant establishment.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Hedgerow screen planting along the highway boundary of the off-line section of Part A, providing landscape integration and visual screening, reducing the visual prominence of vehicle movement and the</li> </ul>						



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					carriageway within view. • Woodland screen planting along the embankments of Fenrother Junction, providing long term integration, reducing the visual prominence of the permanent alteration to the topography • Proposed earth screen bunds, reducing the visual prominence of the localised change in topography; and • Localised area of species rich dry and wet grassland associated with the detention basins located within and around the Junction.						

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Northgate Hospital	Low	c.740m	c.400m	View to the west in the direction of the existing A1, screened from view by intervening features and the orientation of the property. – Currently views to the west consist of the construction of areas of residential housing to the east of the A1 road corridor.	Impacts: - Property is unaffected by Part A  Mitigation: - No specific mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
Heighley Gate Garden Centre	Moderate	c.800m	c.730m	Views to the east in the direction of Part A are predominantly screened from view, by intervening features, with the exception of those roofs at High Highlaws and High Highlaws Cottage. The A697 is prominent within the foreground of all views, when looking in an easterly direction.	The significance of effect would be reduced from this visual receptor given the prominence of vehicle movement within the foreground of all views from this location associated with the A697 road corridor.  Impacts Construction <ul style="list-style-type: none"> <li>Visual awareness of the</li> </ul>	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

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					<p>construction of Highlaws Junction,</p> <p>Operational</p> <ul style="list-style-type: none"> <li>• Temporary visual awareness of vehicle headlights utilising Highlaws Junction, prior to plant establishment;</li> <li>• Permanent alteration to the topography within the mid-ground of views, associated with Highlaws Junction.</li> </ul> <p>Mitigation</p> <ul style="list-style-type: none"> <li>• Woodland screen planting along the embankments of Highlaws Junction, providing long term integration, reducing the visual prominence of the permanent</li> </ul>						

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					alteration to the topography; • Proposed earth screen bunds, reducing the visual prominence of the localised change in topography;						

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