

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.7 Environmental Statement – Appendix 7.4 Public Rights of Way 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]**

Environmental Statement - Appendix

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PROW VES SCHEDULE

Table 7-1 – PRow VES Schedule

PRoW Ref No.	Length of PRow affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
407/019	n/a	Bridleway	The PRow travels through a residential area. Confined views due to height of properties / structures on either side.	Impacts: Views of Part A: Morpeth to Felton (Part A) and existing A1 screened by residential properties. Route unaffected by Part A. Mitigation: No specification mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
407/009	n/a	Footpath	The PRow route travels through arable land along the western edge of field boundary hedgerow. Minor variation in change in elevation along PRow route.	Impacts: View of Part A screened by intervening features and existing topography. Route unaffected by Part A. Mitigation: No specification mitigation required.	No Change	Neutral	No Change	Neutral	No Change	Neutral
407/013	830 m	Footpath	To the east of the PRow there are glimpsed views of the existing A1, discernible along the length of the route through gaps in intervening hedgerow and screen planting	Impacts: Construction: <ul style="list-style-type: none"> Glimpsed views of construction activities above and where gaps in field boundary hedgerow allow. Views more prominent during the winter month when the trees are not in leaf. 	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			along the A1/A697. Minor increase in elevation as you travel north along the route.	Mitigation: <ul style="list-style-type: none"> Existing screen planting to be retained where possible to provide screening. Replacement planting to be carried out where vegetation loss occurs. 						
407/012	300 m	Bridleway	When travelling east along this route glimpsed views of the A1 are available above and where gaps in the screening vegetation along the A697.	Impacts: Construction: <ul style="list-style-type: none"> Views are limited to gaps / above vegetation / winter months (less leaf cover), where views are available the widening aspects of Part A would be discernible in the background beyond the A697. Mitigation: <ul style="list-style-type: none"> Existing screen planting to be retained where possible to provide screening. Replacement planting to be carried out where vegetation loss occurs. 	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral
407/011	300 m	Footpath	The PRoW travels across the undulating pastoral landscape surrounding Part A	Impacts: Views of Part A would be screened by intervening features and existing topography. The PRoW would be unaffected by Part A. Mitigation: No specification mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
407/010	500 m	Bridleway	The PRoW travels through open arable landscape. Filtered views of the A1 corridor are available to the north and west, above and where gaps in the adjacent 2 m high hedgerow allow. Western extent of the PRoW, is at the same elevation as that of the existing A1.	<p>It is assumed the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual impacts or effects during the construction phase of the works from this location. However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Temporary visual awareness of the construction activity associated with the construction of the proposed access road. <p>Operation:</p> <ul style="list-style-type: none"> • Negligible visual increase in noticeable traffic movement in front of residential properties. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed hedgerow planting to be implemented to screen movement of vehicles along track and assist with landscape integration. 	Minor	Moderate Adverse	Negligible	Slight Adverse	No Change	Neutral
407/023	n/a	Footpath	The PRoW travels along the northern edge of an	Impacts: Views screened by intervening topography. The PRoW would be unaffected by Part A.	No Change	Neutral	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			enclosed arable field.	Mitigation: No specification mitigation required						
407/004	440 m	Footpath	The PRoW cuts across open arable field. Long distance views to the north and west are available from this elevated location, including glimpsed views of moving traffic along the existing A1 corridor.	<p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> Construction activities along the existing A1 corridor would be partially visible from this location, temporarily increasing the visual prominence of the A1 within views from this location. However, given the distance of separation between the receptor and the impact, the magnitude of change is significantly reduced. <p>Operation:</p> <ul style="list-style-type: none"> Increased visual presence of the A1. Visual awareness of vehicle head lights changing the night time view. <p>Mitigation:</p> <ul style="list-style-type: none"> Proposed replacement hedgerows on either side of the carriageway. 	Negligible	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral
407/018	560 m & 350 m	Footpath	The PRoW in two sections. The first section travels on a diagonal south easterly route, through the centre of the arable field	<p>From here there would be clear views of the construction and operational phase Highlaws Junction.</p> <p>Following the establishment of the proposed planting, the impacts of</p>	Moderate	Large Adverse	Moderate	Large Adverse	Minor	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>Gaining in elevation towards Beacon Hill (away from the existing A1 road). The second section of the PRoW increases in elevation as you travel in a north-westerly direction on approach to the summit of Beacon Hill from Hebron. Travelling north from Beacon Hill long distance views of the surrounding landscape to the are available including clear views of the existing A1 road corridor.</p>	<p>the proposed grade separated junction would lessen over time. Along the northern extent of the PRoW, views of both the online and offline sections of Part A would be clearly discernible. Following the loss Coronation Avenue, the nature of the view would be changed from this location, with vehicle movement more prominent within view, until replacement plant establishment has taken effect.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Highlaws Junction. • Temporary stock piling of site material/soil mounds. • Temporary traffic management. <p>Operation:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, through the addition of a grade separated junction. • Permanent change to the existing topography. • Increased visual presence of the A1. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<ul style="list-style-type: none"> • Visual awareness of vehicle head lights changing the night time view. Mitigation: <ul style="list-style-type: none"> • Proposed planting, around the periphery of the junction. • Proposed replacement hedgerows on either side of the carriageway. • Inclusion of earth screen bunds. 						
407/001	370 m	Footpath	PRoW, currently travels diagonally, across an arable field. Views to the west are screened by an established woodland block.	This PRoW is to be diverted and extended along the eastern edge of the carriageway as far south as Highlaws Junction and to the north to tie in with the de-trunked section of the former A1. PRoW – diverted as part of Part A. The diversion results in the PRoW following a route along the eastern edge of the retained woodland block. A1 road corridor remains screened from view. Potential views of Highlaws Junction screened by intervening topography, but the diverted route would have a clear view along the A1 corridor. Impacts: Construction: <ul style="list-style-type: none"> • Visual awareness of the construction phase of the works, due to the requirement of heavy 	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>machinery to include flashing lights/beacons.</p> <ul style="list-style-type: none"> The majority of the works would be screened from view by the intervening landscape features. <p>Operation:</p> <ul style="list-style-type: none"> Operational impacts negligible, due to Highlaws Junction being read within the context of the existing view. <p>Mitigation:</p> <p>Screen planting would be carried out around the perimeter of the junction</p>						
407/002	c. 900 m	Footpath	PRoW, currently travels, across an arable field. Views to the west and the existing A1 are screened by an established woodland block (Floodgate Wood).	<p>The PRoW is to be diverted. The new PRoW route to extend along the southern edge of existing woodland block, providing connectivity with Finsgate Wood PRoW 407/001 to the south.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> Glimpsed views of construction operations relating to the offline section of Part A when looking in a north-westerly direction would be discernible from this location. Views of Highlaws Junction screened by intervening topography. 	Negligible	Slight Adverse	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
407/003	n/a	Footpath	PRoW not surveyed. PRoW Way markers were not discernible on site.	Views of Part A are considered unlikely from this location given the degree of separation and intervening features.	No Change	Neutral	No Change	Neutral	No Change	Neutral
423/001	1.3 km	Footpath	The PRoW travels in a west to east direction, across arable fields, with long distance views discernible to the north and south of the wider landscape. The PRoW provides connectivity between the residents of Fenrother and the north bound bus stop, located along the existing A1.	<p>PRoW Diverted – Section of the existing PRoW to be stopped up, due to being located directly beneath the Order Limits of Part A.</p> <p>A permanent diversion would be in place with a new route via the Fenrother junction. Following the reopening of the A1 road, potential impacts would be associated with the proximity of the route to the proposed Fenrother Junction. Visual prominence of Fenrother Junction would decrease over time following the establishment of the proposed screen planting.</p> <p>In addition, the existing bus stops on this PRoW at Fenrother Lane / A1 junction would be relocated further north.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Significant change to the nature of the existing view, due to the construction of the offline section 	Moderate	Large Adverse	Moderate	Large Adverse	Moderate	Moderate Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>of the A1, through an area of former arable land use.</p> <ul style="list-style-type: none"> • The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link. • Temporary stock piling of site material/soil mounds. • Prominent views of satellite site compound. • Temporary traffic management. <p>Operation:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography. • Significant permanent change to the nature of the existing view, through a change in land use. • Visual awareness of vehicle head lights changing the night time view. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed woodland screen planting, around the periphery of the junction. • Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration. <ul style="list-style-type: none"> Inclusion of earth screen bunds. 						
423/002	450 m & 520 m	Footpath	The PRoW, travels from west to east, across pastoral fields, bound by fragmented hedgerows, providing connectivity between the Service village of Tritlington and the services located along the south bound carriageway of the existing A1, including Tritlington Church of England First School and bus stop. At the western end of the PRoW, views to the north are screened by a 3 m+ high hedgerow that immediately abuts the access	From here impacts would be from the visual prominence of the construction of Fenrother Junction, the proximity of the PRoW to a site compound, construction of the Fenrother free flow link, temporary top soil stock pile bunds, and general construction of the offline section of Part A. Impacts during the operational phase of the works would lesson over time following proposed planting establishment. Overall impact of Part A would be reduced due to the distance in separation and existing A1, making up the mid ground of the existing view from this location. Impacts: Construction: <ul style="list-style-type: none"> Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use. Visual awareness of the temporary movement and activity of large 	Moderate	Large Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>track, that the PRoW travels along. Views of the existing A1 are discernible along this PRoW.</p>	<p>construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link.</p> <ul style="list-style-type: none"> • Temporary stock piling of site material/soil mounds. • Temporary traffic management. <p>Operation:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography. • Significant permanent change to the nature of the existing view, through a change in land use. • Addition of an additional linear feature (line of moving vehicles) within the mid ground of the view. • Decrease in vehicles using the section of existing A1, visible within the mid-ground of the existing view, following the opening of the offline section, allowing the former A1, to be de-trunked at this section. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed woodland screen planting, around the periphery of the junction. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<ul style="list-style-type: none"> Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration. Inclusion of earth screen bunds, within the vicinity of the junction. <p>If during the repair of the drainage, within the grass verge of the existing A1, sections of the existing hedgerow needs to be removed to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. Loss of existing vegetation is not currently identified within the area, given the nature of the proposed work.</p>						
423/006	1.2 km	Footpath	Full length of PRoW not surveyed, due to poor way marking, making definitive route unidentifiable.	It is assumed that the PRoW would be temporarily stopped up for the duration of the construction phase of the works within the affected area. Upon reopening views of Part A would be screened behind 3-4 m high acoustic barriers on either side of the carriageway. Views to the south of Fenrother Junction would be clearly perceivable from this location and the visual dominance of Part A would decrease over time	Moderate	Large Adverse	Moderate	Large Adverse	Minor	Moderate Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>following plant establishment. However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities discernible associated with the construction of the offline section, including the construction of Fenrother Junction to the south, and acoustic noise bund. • Significant change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use. • The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights for the construction of Fenrother Junction and Free Flow Link. • Temporary stock piling of site material/soil mounds. <p>Operation:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, through the addition of a grade separated junction and in doing so creating a permanent change to the existing topography 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>in addition to change to existing vicinity associated with barn owl and acoustic mitigation earth bunds.</p> <ul style="list-style-type: none"> • Significant permanent change to the nature of the existing view, through a change in land use. • Visual awareness of vehicle head lights changing the night time view. • PRoW diversion. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed woodland screen planting. • Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration. • Inclusion of earth screen bunds • Offline section located within cutting. 						
423/007	400 m	Footpath	A continuation of PRoW 423/006 – This PRoW was not surveyed due to poor way marking, making definitive route unidentifiable.	The PRoW would be permanently stopped up as a result of the offline section of Part A and resulting isolation of a short section of footpath.	Major – permanently closed	N/A	N/A	N/A	N/A	N/A

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
423/008	930 m	Footpath	The PRoW, is orientated in a north-westerly direction, to the east of a water course, within a localised 'U' shaped valley. Clear views of the existing A1, are discernible along the length of the PRoW, framed on either side by the rising ground. Views of the surrounding landscape are restricted by the topography and comprise of pastoral land, bound by hedgerows.	<p>From this route views of the offline section of Part A would be screened from view by the existing A1, and intervening features, including Causey Park Bridge. At the northern end of the PRoW, views of the proposed Causey Park Overbridge, may be discernible above the tree line, due to the rise in topography to the west. The prominence of the existing A1 within the foreground of the view decreases the magnitude of impact.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities predominantly screened from view by intervening features. • Temporary increase in the visual awareness of the existing A1, due to construction machinery utilising the existing A1, including the use of flashing lights increasing visual awareness. <p>Operation:</p> <ul style="list-style-type: none"> • Decrease in vehicles using this section of existing A1, visible within view, following the opening of the offline section, enabling this section of the existing A1 to be de-trunked. 	Negligible	Slight Adverse	Negligible	Slight Beneficial	Negligible	Slight Beneficial

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>Mitigation:</p> <ul style="list-style-type: none"> • If during the upgrade of the drainage, sections of the existing hedgerow needs to be removed within the grass verge of the existing A1 to facilitate construction, this would be replanted with replacement hedgerow, along the existing alignment. Loss of existing vegetation is not currently identified within the area, given the nature of the proposed work. • Proposed woodland screen planting on embankments either side of Causey Park Overbridge, would reduce the visual influence as this planting would be viewed as a continuation of the existing woodland. 						
423/013	780 m	Footpath	When travelling in a southerly direction views of the existing A1 are discernible over a wide horizontal field of view with an absence of intervening features. Located centrally within the view is the Oak	<p>From here Part A would shorten the distance of separation between the receptor and the carriageway, directly severing the current PRoW route. It is assumed that given the nature of the works, the footpath would be temporarily closed during the main phase of the works reducing overall visual significance of effect during construction.</p> <p>However, should the PRoW re open while construction activity continues</p>	Major	Large Adverse	Moderate	Large Adverse	Minor	Moderate Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>Inn Public House, and traveller site, located upon the flood plain of the Earsdon Burn. Views of the existing A1 would be possible along the majority of this route, excluding the southern end where it passes through a small block of woodland. Whilst views of the existing vehicles along the A1 are possible from this location, they do not form a detracting feature within the view. The nature of the view is predominantly rural in character, made up of large open fields, bound by hedgerows with incidental mature trees.</p>	<p>on Part A, then construction impacts may occur.</p> <p>Following construction, the southern section of the PRoW would be diverted along the eastern edge of the proposed offline section of carriageway, before travelling west, directly over Causey Park Overbridge where it would then follow the alignment of Causey Park road. At year of opening, the nature of the view experienced by the receptor when travelling along the diverted footpath, would be significantly different to that of the existing view. At opening year, prior to plant establishment, views of vehicles travelling along the offline section of the route would be prominent within view. Given the elevation of the overbridge, extended views to the north and south of the wider countryside would be possible during early plant establishment. These would be reduced at design year, to views along the offline section of the A1 road corridor itself, where the overbridge directly crosses the live carriageway, restricting planting. To the east of the carriageway where the footpath, continues in a southerly</p>						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>direction, views of the de-trunked section of the A1 would be screened from view by the retained hedgerow along its western side. To the west, the views would look down onto the new carriageway, due to running along the top of the cutting slope. A hedgerow would separate the receptor from the live carriageway, forming a physical barrier, however until such time as the hedgerow reaches a height of 1.5 (eye level of the average human) views of vehicles travelling along Part A would be prominent within the foreground of all views to the south and west.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities discernible associated with the construction of the offline section, including the temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights. • Visual impacts associated with the National Grid diversion, prior to the main body of construction activities. <p>Operation:</p>						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<ul style="list-style-type: none"> Decreased distance of separation between the receptor and the main volume of traffic travelling along the A1. PRoW diversion associated with Part A. Significant change to the nature of the existing view, following a land use change from pastoral land to carriageway. <p>Mitigation:</p> <ul style="list-style-type: none"> Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing visual screening of vehicle movement along the A1, excluding HGVs and providing visual integration. Offline section located within cutting, along this section of Part A, however given the elevation of the receptor along sections of the PRoW, views of the proposed carriageway would still be discernible. 						
423/011	425 m	Footpath	The PRoW is located to the west of a fragmented hedgerow, allowing filtered	The distance of separation between the receptors travelling along this route and Part A would be decreased. This in turn would increase the visual prominence of	Moderate	Large Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			views of the existing A1. Along the southern section of this route the A1 is a discernible feature within the view. When travelling in a northerly direction, the PRoW starts to descend on approach to the ford, mid-way along the route, where it crosses Long Dike Burn, where it becomes PRoW 422/012.	<p>vehicles within views where not in cutting. Mitigation planting within the area would be restricted to hedgerows with incidental trees, in order to be in keeping with the wider landscape character within the affected area. During the construction phase of the works, activities associated with the construction of the offline section of the road would be visible, due to the lack of intervening screen planting.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, due to the construction of the offline section of the A1, through an area of former arable land use. • The temporary movement and activity of large construction machinery and vehicles, usually with flashing hazard lights. • Temporary stock piling of site material/soil mounds. <p>Operation:</p> <ul style="list-style-type: none"> • Permanent change to the nature of the existing view, through a change in land use. • Visual awareness of vehicle head lights changing the night time view. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				Mitigation: <ul style="list-style-type: none"> Proposed inclusion of hedgerow planting on either side of the offline section of Part A, providing screening of vehicle movement along the A1 and providing visual integration. 						
423/012	n/a	Footpath	The PRoW travels in an east to west direction to the south of a 3 m+ high hedgerow, screening all views in a northerly direction. To the south, east and west, views are predominantly of the immediate landscape, comprising of arable farmland, more distant views are screened by the topography.	Impact: Views of Part A, screened by intervening features, including properties at Causey Park, and topography when travelling in an easterly direction. No Views. Route unaffected by Part A. Mitigation: No specification mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
422/012	n/a	Bridleway	Traveling in a northerly direction the PRoW ascends, as it leaves the valley floor. Views of the	Impact: Views of Part A, screened by intervening features. No Views. Route unaffected by Part A.	No Change	Neutral	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			A1, are screened by the intervening topography, and localised 'U' shaped valley, associated with the water course. At the northern end of the route, views of the existing A1, are screened by the 2 m high hedgerow, to its east.	Mitigation: No specification mitigation required						
422/018	520 m	Byway open to all traffic	The southern half of PRoW follows the route of the access road leading to Northumberland County Zoo. Along this section the PRoW, is bound on either side by 2m high hedgerows, restricting field of view. The PRoW is at approximately the same level as the existing A1, reducing likelihood of potential views	At the northern extent of the PRoW, views of West Moor Junction would be discernible in the middle distance. The existing view would predominantly remain unchanged; however, views of West Moor Junction would be discernible above the brow of the field that makes up the foreground of all views. Given the distance of separation between the receptor and Part A the magnitude of impact would be significantly reduced. Construction activities would predominantly be screened from view by the intervening features and site topography. Mitigation screen planting within the vicinity of the junction itself, would by year 15	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>of vehicle movement along the A1, within views from this route. When looking in a westerly direction, views of the perimeter woodland planting around Felmoor Park is prominent within view. PRoW, is uniform in height (altitude) prior to where it crosses Long Dike Burn. From here the PRoW is more undulating as it cuts across country in a north-easterly direction, along the boundary of arable fields, prior to regaining an access track at Blackbrook Farm. At its northern extent, views to the west are of Eshott Airfield. In the distance, the</p>	<p>provide full landscape integration and reduce the potential risk of additional glint and glare associated with moving vehicles.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities predominantly screened from view by intervening features. <p>Operation:</p> <ul style="list-style-type: none"> • Views of West Moor Junction, would be possible from this location prior to plant establishment taking effect. Junction partially screened by intervening topography. <p>Mitigation:</p> <ul style="list-style-type: none"> • Existing vegetation retained where possible to help screen visual impacts. • Proposed woodland screen planting around the outer limits of West Moor Junction, provide long term screening following plant establishment. Following plant establishment, woodland screen planting would provide landscape integration and reduce overall visual effect. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			ridgeline of Lamb Craggs and Great Tosson are discernible.							
422/011	550 m	Footpath	The PRoW follows a route in a north-easterly direction, through Burgham Park Golf Club. Views to the east in the direction of the A1, are predominantly screened from view by intervening features, including scattered woodland blocks and the properties at Burgham Park.	<p>This PRoW would be diverted, with the northern end of the PRoW stopped up, due to being located directly beneath the Order Limits of Part A. PRoW diverted where effected. Glimpsed views of construction activities associated with Burgham Underbridge would be possible through the breaks in the tree line. Following construction, views would predominately remain unchanged.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities predominantly screened from view by intervening features. • Loss of existing screen planting on either side of Burgham Park road. • Construction activities associated with the Great Crested Newt mitigation area. <p>Operation:</p> <ul style="list-style-type: none"> • Temporary visual awareness of vehicle movement from south to north along the A1, prior to plant establishment. 	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				Mitigation: <ul style="list-style-type: none"> • Proposed woodland screen planting upon embankments along the offline section of the A1. • Proposed woodland screen planting along embankment and cutting slopes along Burgham Park road. • Retention of existing established woodland planting where possible. 						
422/003	630 m	Footpath	PRoW, travelling in a north – south direction, across open agricultural land. PRoW, does not follow field boundary, but in most instances crosses through there centre. PRoW, undulates, with its lowest point being associated with a water course, that crosses the route from east to west. Views to the west in the direction of the A1, are predominantly	Along the southern end of the PRoW, views of Part A would be similar to those experienced by receptors travelling along the northern extent of PRoW 422/018. The existing view would predominantly remain unchanged; however, views of West Moor Junction would be discernible above the brow of the field that makes up the foreground of all views. Given the distance of separation between the receptor and the Part A however from this location the magnitude of impact would be significantly reduced. Construction activities would predominantly be screened from view by the intervening features and local topography. Mitigation screen planting within the vicinity of the junction itself, would by design	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>screened by intervening features and topography. The southern extent of the PRoW, adjoins PRoW 422/018, at its northern end, resulting in views to the west being similar to that from PRoW 422/018.</p>	<p>year provide full landscape integration and reduce the potential risk of additional glint and glare associated with moving vehicles.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities predominantly screened from view by intervening features. <p>Operation:</p> <ul style="list-style-type: none"> • Views of West Moor Junction, would be possible from this location prior to plant establishment taking effect. Junction partially screened by intervening topography. <p>Mitigation:</p> <ul style="list-style-type: none"> • Existing vegetation retained where possible; to help screen visual impacts. • Proposed woodland screen planting around the outer limits of West Moor Junction, proving long term screening following plant establishment. Following establishment, planting would be read as an existing feature within the view providing landscape integration and reducing overall visual effect. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
422/020	200 m	Footpath	The PRoW, travels from east to west, along the top of the southern embankment of the River Coquet. Views to the north are predominately of the wooded embankments of River Coquet, with views to the south, being more open across pastoral fields, bound by perimeter hedgerows. At the western extent the PRoW terminates at the edge of the existing A1, allowing unobstructed views along the A1 road corridor along this route.	<p>The western extent of PRoW to be diverted in association with Part A, maintaining connectivity to the wider footpath network. The proposed diversion would divert the route under the replacement river bridge, resulting in views along the A1 road corridor being less prominent within view. It is assumed given the nature of the works the PRoW would be closed for the duration of the construction phase.</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> Loss of existing screen planting to the east of the carriageway, opening up views of the construction activities including detention basin No.18 and partial views of West Moor Junction. Temporary increased visual awareness of the A1 road corridor and vehicle movement along it. <p>Operation:</p> <ul style="list-style-type: none"> Permanent change to the nature of the existing view prior, 	Moderate	Large Adverse	Minor	Slight Adverse	Minor	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>following regrading of the cutting slope to the east of the carriageway, increasing the horizontal field of view, when looking in a southerly direction.</p> <ul style="list-style-type: none"> PRoW to be diverted under the A1 allowing views along the River Coquet to be gained from this location (Beneficial effect). <p>Mitigation:</p> <ul style="list-style-type: none"> Proposed replacement woodland screen is along the reprofiled cutting slope, however the depth of planting is significantly reduced, in comparison to that removed. Woodland Creation Area to be carried out to the west of the carriageway, within a designated area. 						
422/017	n/a	Footpath	The PRoW travels through a residential area, restricting views beyond that of the immediate foreground.	<p>Impact: Views of Part A screened from view by properties, either side of the PRoW, at West Thirston. No View. Route unaffected by Part A.</p> <p>Mitigation: No specification mitigation required</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
422/016	n/a	Footpath	The PRoW travels through a residential area, restricting views beyond that of the immediate foreground.	Impact: Views of Part A screened from view, by properties on either side of the PRoW, at West Thirston. No View. Route unaffected by Part A. Mitigation: No specification mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
115/015	n/a	Footpath	The PRoW, travels through a residential area, restricting views beyond that of the immediate foreground.	Impact: Views of Part A screened from view, by properties on either side of the PRoW, at Felton. No View. Route unaffected by Part A. Mitigation: No specification mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
115/007	n/a	Footpath	The PRoW travels through a residential area, restricting views beyond that of the immediate foreground.	Impact: Views of Part A screened from view, by properties on either side of the PRoW, at Felton. No View. Route unaffected by Part A. Mitigation: No specification mitigation required	No Change	Neutral	No Change	Neutral	No Change	Neutral
St Oswald's Way	1 km	Long Distance Trail	The PRoW travels from east to west, along the northern embankment of the River Coquet.	A temporary PRoW diversion, a minimal diversion in and around the River Coquet Bridge. Part A would result in the loss of all screen planting to the east of the existing	Moderate	Large Adverse	Minor	Moderate Adverse	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>Where the PRoW, crosses the existing A1, the route is diverted down a flight of steps on either side of the carriageway and passes under the carriageway itself. Views to the south are predominantly of the wooded embankments of the River Coquet as it meanders through the landscape. To the north, views are changeable, and include views across open pastoral land, woodland planting and Felton Park.</p>	<p>A1, to accommodate the online widening of the existing carriageway, and the construction of the new River Coquet Bridge. Whilst Part A and existing A1 are in cutting at this location, the loss of screen planting would allow views of the construction phase of the works to be possible through the canopy of the trees where retained. Screen mitigation planting would be located on to the east of Part A, upon the reinstated cutting slope following construction, which would landscape integration and replacement screen planting by design year.</p> <p>It is assumed that given the nature of the works, the footpath would be temporarily closed for the duration of the construction work.</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts: Construction:</p> <ul style="list-style-type: none"> • Loss of existing screen planting to the east of the carriageway, opening up views of the 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>construction activities within the affected area.</p> <ul style="list-style-type: none"> • Temporary increased visual awareness of the A1 road corridor and vehicle movement along it. <p>Operation:</p> <ul style="list-style-type: none"> • Temporary change to the nature of the existing view prior to mitigation plant establishment, as a result of the inclusion of moving vehicles along the A1, within view, and loss of mature woodland screen planting. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed replacement woodland screen planting to the east of the carriageway, following the regrading of the cutting slope. • Compensation habitat, for loss of Local Wildlife Site, to be carried out to the south of the River Coquet. 						
115/008	175 m	Footpath	The PRoW travels in an east to west direction, through an area of established woodland to the north of Felton Park. From here when looking in a	PRoW diversion – a footpath diversion is proposed for the Parkwood underpass. At the western end of the PRoW, Part A would result in the loss of screen planting, directly on either side of the existing Parkwood underpass, temporarily increasing visual awareness of vehicle movement along the A1.	Minor	Slight Adverse	Negligible	Slight Adverse	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>westerly direction, glimpsed views of vehicle movement along the existing A1, are discernible as they pass over Parkwood underpass, at the western end of the PRoW.</p>	<p>Mitigation screen planting would be located on either side of the cutting slope following construction, providing landscape integration and replacement screen planting by design year. It is assumed that given the nature of the works, the footpath would be temporarily closed, for the duration of the works.</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Temporary visual impacts associated with the demolition of the existing wing walls of Parkwood underpass, opening up views of vehicle movement along the A1. The works would result in a temporary closure of the underpass, during the initial phase of the works. <p>Operation:</p> <ul style="list-style-type: none"> • The PRoW to be diverted as part of the proposed works. <p>Mitigation:</p> <ul style="list-style-type: none"> • Replacement planting to be carried out on either side of the underpass, following construction. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
115/016	150 m	Footpath	The PRoW follows a route from east to west, across a pastoral field to the south of Longfield Cottage. At its western end the PRoW joins PRoW 115/009, which form part of St Oswalds Way. At its eastern extent glimpsed views of vehicle movement along the existing A1, as they pass over Parkwood underpass, are discernible when looking in an easterly direction.	<p>PRoW Diversion – a footpath diversion is proposed for the Parkwood underpass. At the eastern end of the PRoW Part A would result in the loss of screen planting, directly on either side of the existing Parkwood underpass, temporarily increasing visual awareness of vehicle movement along the A1. Mitigation screen planting would be located on either side of the cutting slope following construction, providing landscape integration by design year. It is assumed that given the nature of the works, the footpath would be temporarily closed, for the duration of the works.</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Temporary visual impacts would be associated with the demolition of the existing wing walls of Parkwood underpass, which would open up views of vehicle movement along the A1. The works would result in a temporary closure of the underpass, during the initial 	Moderate	Large Adverse	Negligible	Slight Adverse	No Change	Neutral

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>phase of the works, reducing the significant of visual impacts from PRoW.</p> <p>Operation:</p> <ul style="list-style-type: none"> • PRoW to be diverted as part of the proposed works. <p>Mitigation:</p> <ul style="list-style-type: none"> • Replacement planting to be carried out on either side of the underpass, following construction. 						
115/009	n/a	Footpath	The PRoW travels along the northern edge of the woodland planting adjacent to the River Coquet. Views along the PRoW are principally of the surrounding woodland and river.	<p>Impact: Views of Part A are screened from view by the intervening woodland. No Views. Diverted to a new alignment beneath the structure. Route unaffected by Part A.</p> <p>Mitigation: No specification mitigation required</p>	No Change	Neutral	No Change	Neutral	No Change	Neutral
115/013	250 m	Footpath	The PRoW, travels in a south-westerly direction, off St Oswalds Way, down the river corridor embankment, via	Along this route impacts would be restricted to those associated with the planting of the Woodland Creation Area. Following plant establishment, the horizon would be significantly changed, when looking in a south-easterly direction. The	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>a set of step wooden steps, to the river edge, where the PRoW terminates. From here unobstructed views along the river corridor are discernible, including the weir, at the bottom of the slope where the PRoW terminates. A fishing platform is located just to the south of the weir at this location, indicating that the PRoW, is used regularly by the local angling group.</p>	<p>construction works associated with the online widening, would be screened from view by the intervening topography.</p> <p>It is assumed given the nature of the works the PRoW would be closed for the duration of the construction phase of the works, resulting in no visual effects during the construction phase of the works from this location, with the exception of the planting of the Woodland Creation Area, which is likely to occur following the reopening of the PRoW, due to the seasonal constraints imposed (planting season November to March inclusively).</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> Construction activities associated with the planting of the Woodland Creation Area – planting likely to be carried out post reopening of PRoW in this instance, due to seasonal constraints imposed on planting. 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>Operation:</p> <ul style="list-style-type: none"> Permanent change to the nature of the existing view, alteration to horizon line within the affected area. PRoW diversion, associated with Part A. – PRoW to be diverted under the A1, at this point, allowing views along the River Coquet to be gained from this location (Beneficial effect). <p>Mitigation:</p> <ul style="list-style-type: none"> Proposed replacement woodland screen is proposed along the reprofiled cutting slope; however, the depth of planting is significantly reduced, in comparison to that removed. Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area. 						
422/002	1 km	Footpath	The PRoW, travels from west to east, predominantly along the northern edge of an arable field, prior to descending down a steep flight of steps within the	PRoW diversion - Along this route impacts would principally be associated with the planting of the Woodland Creation Area. Following plant establishment, the nature of the view would be changed, when looking in a south-easterly direction. Following the construction of the PRoW, would be diverted below the	Minor	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			cutting slope, immediately adjacent to the existing A1, where the PRoW terminates. At the eastern extent of the PRoW, unobstructed views along the A1 road corridor are possible.	<p>replacement river bridge, providing better connectivity to the wider network, including a direct link to the east, and the settlements of Felton and West Thirston.</p> <p>It is assumed given the nature of the works the PRoW would be closed for the duration of the construction phase of the works.</p> <p>However, should the PRoW re open while construction activity continues on during Part A, then the following construction impacts may occur.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> • Construction activities associated with the planting of the Woodland Creation Area – planting likely to be carried out, post reopening of PRoW in this instance, due to seasonal constraints imposed on planting. <p>Operation:</p> <ul style="list-style-type: none"> • Permanent change to the nature of the existing view, alteration to horizon line within the affected area. • The PRoW to be diverted under the A1, at this point, allowing views along the River Coquet to 						

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
				<p>be gained from this location (Beneficial effect).</p> <p>Mitigation:</p> <ul style="list-style-type: none"> Proposed replacement woodland screen planting along the reprofiled cutting slope, however the depth of planting is significantly reduced, in comparison to that removed. Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area. 						
422/001	350 m	Footpath	The PRoW travels in a north-easterly direction, along an access track leading to the properties along the southern edge of the River Coquet (Shothaugh, Shothaugh & Shothaugh Farm / High Cottage), where the PRoW terminates. From here views are predominantly of the surrounding arable fields. Long	<p>Along this route impacts would be restricted to those associated with the planting of the Woodland Creation Area. Following plant establishment, the horizon would be changed, when looking in a south-easterly direction. The construction works associated with the online widening, would be screened from view by the intervening topography.</p> <p>Impacts:</p> <p>Construction:</p> <ul style="list-style-type: none"> Construction activities associated with the planting of the Woodland Creation Area – planting likely to be carried out, post reopening of PRoW in this instance, due to 	Negligible	Slight Adverse	Negligible	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			distance views are screened by intervening features and the surrounding topography as the PRoW, descends on approach to the river corridor.	seasonal constraints imposed on planting. Operation: <ul style="list-style-type: none"> • Permanent change to the nature of the existing view, alteration to horizon line within the affected area. Mitigation: <ul style="list-style-type: none"> • Compensation ancient woodland habitat creation to be carried out to the west of the carriageway, within a designated area. 						
422/009	450 m	Footpath	The PRoW travels in a south to north direction through a number of arable fields, on route to the River Coquet where the PRoW, terminates. The PRoW follows the route of the field margins, resulting in restricted access during the summer months when the fields are full of crops. Views are predominantly of arable fields, bound by	From here West Moor Junction would be discernible above the intervening hedgerows. During the construction phase of the works the distance of separation between the receptor and intervening features would reduce overall significance. Upon completion until such time as the mitigation screen planting becomes established, vehicles travelling along the on and off slip roads, would be discernible over long distances. Following plant establishment, the proposed mitigation planting along the junction embankment would provide landscape integration and screening. Impacts:	Minor	Slight Adverse	Minor	Slight Adverse	Negligible	Slight Adverse

PRoW Ref No.	Length of PRoW affected by Part A (in m/km)	Receptor type	Description	Impacts / design/ mitigation	Magnitude of Impact Construction	Significance of effect construction	Magnitude of Impact – winter Yr 1 operation – opening year	Significance of effect – winter Yr 1 operation – opening year	Magnitude of Impact – summer Yr 15 operation – design year	Significance of effect – summer Yr 15 operation – design year
			<p>hedgerows with intermittent canopies of woodland blocks, visible above the hedge line. Views of the existing A1 are not visible from this location due to the topography within this location being similar to that of the carriageway itself. HGVs travelling along the unnamed road leading from the A1 to the A697 to the west are discernible, periodically, above the hedgerows on either side of the unnamed road.</p>	<p>Construction:</p> <ul style="list-style-type: none"> • Construction impacts associated with the construction of West Moor Junction. <p>Operation:</p> <ul style="list-style-type: none"> • Change to the nature of the existing view, following the construction of grade separated West Moor Junction, resulting in a permanent to change to the topography. • Prior to plant establishment visual awareness of vehicle movement, within view, through use of junction. • Visual awareness of vehicle head lights changing the night time view. <p>Mitigation:</p> <ul style="list-style-type: none"> • Proposed woodland screen planting, around the periphery of the junction. • Retention of intervening screen planting. 						

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