



# **A66 Northern Trans-Pennine Project**

## **TR010062**

### **3.4 Environmental Statement**

#### **Appendix 10.6 Schedule of Visual Effects (Rev 2) (Clean)**

**APFP Regulations 5(2)(a)**

**Planning Act 2008**

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

**Volume 3**

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## Infrastructure Planning

### Planning Act 2008

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

## Development Consent Order 202x

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### **3.4 ENVIRONMENTAL STATEMENT APPENDIX 10.6 SCHEDULE OF VISUAL EFFECTS**

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## 10.6 Viewpoint assessment

### 10.6.1 Introduction

10.6.1.1 This appendix lists all the visual receptors assessments for Construction (winter), Year 1 (winter) and Year 15 (summer). This is followed by a detailed description of each receptor. The assessment judgements have been arrived at following the methodology laid out in ES Appendix 10.2 Landscape and Visual Impact Assessment (LVIA) Methodology (Application Document 3.4). Assumed mitigation across the schemes at each Viewpoint (VP) has been provided within Table 3: Predicted residual visual effects – Year 15 (summer). Mitigation codes used are laid out in ES Appendix 10.7 Landscape Mitigation (Application Document 3.4).

### 10.6.2 Construction effects

Table 1: Predicted visual effects – Construction (winter)

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
<b>M6 Junction 40 to Kemplay Bank</b>					
VP No	1.1	Clifford Road, Penrith, looking west	Moderate	Major	Moderate
VP No	1.2	Wetheriggs Country Park, Penrith, looking south	High	Major	Large
VP No	1.3	PRoW 321008, looking north	Moderate	Major	Large
VP No	2.1	Wetheriggs Country Park, Clifford road, Penrith, looking south	High	Major	Large
VP No	2.2	Wetheriggs Country Park, Clifford road, Penrith, looking south-east	High	Moderate	Moderate
VP No	2.3	Skirsgill Lane, Penrith, looking north	Moderate	Major	Moderate
VP No	2.4	Mayburgh Henge, Penrith, looking north	High	Moderate	Moderate
VP No	2.5	Penrith Hospital Footpath, looking south-east	Low	Major	Moderate
VP No	2.6	PRoW 358005, looking north	Moderate	Major	Large
VP No	2.7	Minor Road to Yanwath, looking north	Moderate	Negligible	Slight
VP No	2.8	Penrith Beacon, looking south	High	Negligible	Slight

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
<b>Penrith to Temple Sowerby</b>					
VP No	3.1	Junction of B6262 and Moor Lane, Brougham Castle, looking north-east	Moderate	Major	Large
VP No	3.2	NCN 71, Moor lane nr Fremington Cottages, looking north-east	Moderate	Minor	Slight
VP No	3.3	PRoW (footpath) 311010 west of Highground Farm, looking north-east	Moderate	Negligible	Slight
VP No	3.4	Junction of PRoW 311013 (bridleway) 31109 (footpath), looking south	Moderate	Moderate	Moderate
VP No	3.5	Minor Road south of High Moss Woodland, looking west	Moderate	Major	Large
VP No	3.6	PRoW (footpath) 311004 nr, Center Parcs Whinfell Forest, looking north-west	High	Major	Very Large
VP No	3.7	Minor Road Lower Woodside, looking south-west	Low	Moderate	Slight
VP No	3.8	Cliburn Road Ash Hill Cottages, looking north-west	Moderate	Moderate	Moderate
VP No	3.9	B6412 west of Culgaith, looking south-west	Moderate	Minor	Slight
<b>Temple Sowerby to Appleby</b>					
VP No	4.1	Eden Valley Ride cycle route nr. Skygarth Farm, looking north-east	High	Major	Large
VP No	4.2	Priest Lane, Kirkby Thore, looking north-east	Moderate	Major	Large
VP No	4.3	Low Moor Park. A66, looking north	Moderate	Major	Large
VP No	4.4	Piper Lane, Kirkby Thore, looking north	Moderate	Negligible	Slight
VP No	4.5	PRoW (footpath) 336017 and 336011 at Kirkby Thore, looking north	High	Major	Very Large

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	4.6	PRoW(footpath) 336013 and336014 at British Gypsum works, looking south-west	Moderate	Negligible	Slight
VP No	4.7a	Open space near Sanderson Croft, looking north	Moderate	Major	Large
VP No	4.8	PRoW (footpath) 36005 Main Street, Kirkby Thore, looking east	High	Major	Large
VP No	4.9	Sleastonhow Lane, Kirkby Thore, looking south-west	Low	Major	Moderate
VP No	4.9A	Sleastonhow Farm, looking south	Moderate	Major	Moderate
VP No	4.10A	PRoW (footpath) 341017 south-west of Dunelm, looking north	Moderate	Major	Large
VP No	4.11	Stevens Gate at Long Marton primary School, looking south-west	Low	Minor	Slight
VP No	4.12	PRoW ( Bridleway) 317005 at Crackenthorpe, looking north-east	Moderate	Minor	Slight
VP No	4.13	PRoW (Bridleway) 317012 north-east of Crackenthorpe, looking east	Moderate	Major	Large
VP No	4.14	PRoW (footpath) 317004 nr. Roman Road (High Street), looking south-west	High	Major	Very Large
VP No	4.15	PRoW (footpath) 317003 at Castrigg Lane, looking south-west	Moderate	No Change	Neutral
VP No	4.16	PRoW (bridleway) 311002 at Slate Hill, looking south-east	Moderate	Minor	Slight
VP No	4.17	PRoW (footpath) 314007 at Howgate House, looking east	High	Minor	Slight
VP No	4.18	PRoW (footpath) 308012 nr. Peatgate Farm, looking north-east	High	Negligible	Slight

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	4.19	PRoW (bridleway) 317011 at Bridge End Farm, looking north-east	Moderate	Minor	Slight
VP No	4.20	PRoW (footpath) 308006 north of Bolton, looking north	High	Negligible	Slight
VP No	4.21	PRoW (footpath) 336013 east of Low Abbey Farm, looking south-west	Moderate	Moderate	Moderate
VP No	4.22	View from PRoW (footpath) 336013 at Redlands Bank Farm	Moderate	Minor	Slight
VP No	4.23	Minor Road east of Knock Cross Farm, looking south-west	Moderate	Minor	Slight
VP No	4.24	Prow (footpath) 308002 south of Luz Beck, looking north-east	High	No Change	Neutral
VP No	4.25	Dufton Pike, looking south-west	High	Negligible	Slight
VP No	4.26	Great Dun Fell, looking south-west	High	Negligible	Slight
VP No	4.27A	PRoW (bridleway) 336018 South of Hale Grange, looking south	Moderate	Major	Large
VP No	4.28A	Long Marton Road east of Powis Cottages, looking south-east	Moderate	Major	Large
<b>Appleby to Brough</b>					
VP No	6.1	Near PRoW (footpath) 372028 north of Café Sixty Six, looking south-west	Moderate	Major	Large
VP No	6.2	PRoW (bridleway) 354010 near Trickle Banks Wood, looking north-east	High	Minor	Slight
VP No	6.3	Sandford Fold, looking north	Moderate	Minor	Slight
VP No	6.4	B6259 south of the Eden Valley Railway bridge, looking north-east	Low	Major	Moderate

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	6.5	Minor road leading to Moor House Farm, looking south	Low	Major	Moderate
VP No	6.6	PRoW (bridleway) 372008 south of Langford Farm, looking north-east	High	No Change	Neutral
VP No	6.7	PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east	Moderate	Major	Large
VP No	6.8	Adjacent to Warcop Railway Station entrance, looking north	High	Major	Large
VP No	6.9	PRoW (bridleway) 350017 south of Lowgill Beck, looking north	Moderate	Major	Large
VP No	6.10	PRoW (bridleway) 309003 west of Low Garth Farm, looking north-east	High	No Change	Neutral
VP No	6.11a	Adjacent to PRoW 309003 (bridleway) and PRoW (footpath) 309034, looking north	Moderate	Major	Large
VP No	6.12	PRoW (footpath) 329001 between A66 and Helbeck Road, looking south-west	High	Major	Large
VP No	6.13	PRoW (footpath) 354011 between Little Ormside and Great Ormside, looking north-east	High	Minor	Slight
VP No	6.14	Murton Pike Triangulation Pillar, looking south-west	High	Negligible	Slight
VP No	6.15	Leagarth Lane south-east of Hilton, looking south-west	Moderate	No Change	Neutral
<b>Bowes Bypass</b>					
VP No	7.1	View from Sleightholme Road (Part of NCN), looking north east	High	Minor	Slight
VP No	7.1A	View from lane (Part of the Pennine Way), west of The Street, looking east	High	Moderate	Moderate



Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	7.2	View from south of Clint Lane (part of the Pennine Way), looking south	High	Major	Large
VP No	7.2A	View from Clint Lane (part of NCN), looking south	High	Major	Large
VP No	7.3	View from The Street, looking north	Moderate	Major	Large
VP No	7.4	View from PRoW (footpath) no.10, looking north	High	Moderate	Moderate
VP No	7.4A	View from PROW (footpath) at layby on visual threshold	High	Moderate	Moderate
VP No	7.5	View from the A67, adjacent to Black Lodge Farm, looking south-west	Moderate	Moderate	Moderate
VP No	7.6	View from PRoW (footpath) no.6, looking north-west	High	Major	Large
VP No	7.7	View from The Street, looking north-east	Moderate	Major	Large
VP No	7.7A	View from PRoW (footpath) no.8 adjacent to Mid Low Field Farm, looking north-west	High	Major	Large
VP No	7.7B	View from PRoW (footpath) no.6, looking south	High	Moderate	Large
VP No	7.8	View from PRoW (bridleway) no.7, at Gilmonby Moor, looking north	High	Minor	Slight
<b>Cross Lanes to Rokeby</b>					
VP No	8.1	View from PRoW (footpath) no.8, looking south	Moderate	Major	Large
VP No	8.1A	View from PRoW (footpath) no.14, looking east	High	Moderate	Moderate
VP No	8.2	View from PRoW (footpath) no.5, looking north	Moderate	Major	Large
VP No	8.3	View from PRoW (footpath) no.10, looking south	Moderate	Minor	Slight
VP No	8.4A	View from PRoW (footpath) no.5, within the grounds of the Church of St Mary, looking south	Moderate	Major	Large
VP No	8.5A	View from PRoW (footpath) no.1, looking west	High	No Change	Neutral

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	8.6	View from PRow (footpath) no.3, looking north	High	No Change	Neutral
VP No	8.7	View from PRow (bridleway) no.13, looking south	High	No Change	Neutral
VP No	8.8	View from PRow (footpath) no.6, looking north	Moderate	Major	Large
VP No	8.9A	View from PRow (footpath) no.13, looking south	High	No Change	Neutral
VP No	8.10	Assessed view from Rokeby Park House, looking south-west	Very High	Negligible	Slight
VP No	8.11	Assessed view from Rokeby Park, looking south-west	High	Moderate	Moderate
VP No	8.12	View from Abbey Road, looking south-west	Low	Major	Moderate
<b>Stephen Bank to Carkin Moor</b>					
VP No	9.1	View from Colliers Lane, south of West Layton, looking south	Moderate	Major	Large
VP No	9.1A	View from PRow (footpath) no.20.55/1/1, looking north	Moderate	Major	Large
VP No	9.2	View from PRow (bridleway) 20.23/8/1, looking south	High	Major	Very Large
VP No	9.3	View from the Fox Hall Inn, looking north	Low	Moderate	Slight
VP No	9.4	View from PRow (bridleway) 20.55/6/4, looking north	High	Moderate	Large
VP No	9.4B	View from PRow (footpath) no.20.39/3/1, looking north	High	Major	Large
VP No	9.5	View from Mainsgill Farm, looking north-east	Low	Major	Moderate
VP No	9.6	View from PRow (bridleway) 20.23/5/1, looking south	High	Major	Large
VP No	9.7	View from the grounds of East Layton Social Club, looking south	Moderate	Negligible	Slight
VP No	9.8	View from PRow (bridleway) 20.33/17/2, looking north-west	Low	Major	Moderate

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (construction)	Significance of effect during construction phase
VP No	9.8A	View from PRow (bridleway) 20.30/8/1, looking south	High	Major	Large
VP No	9.9	View from PRow (footpath) 20.32/6/1, looking north-east	High	Moderate	Moderate
VP No	9.10	View from PRow (footpath) 20.49/10/1, looking north-east	High	Moderate	Moderate
<b>Scotch Corner</b>					
Landscape effects scoped out					

### 10.6.3 Operation Year 1 Effects

Table 2: Predicted Visual Effects – Year 1 (winter)

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
<b>M6 Junction to Kemplay Bank</b>					
VP No	1.1	Clifford Road, Penrith, looking west	Moderate	Minor	Slight
VP No	1.2	Wetheriggs Country Park, Penrith, looking south	High	Major	Large
VP No	1.3	PRow 321008, looking north	Moderate	Moderate	Moderate
VP No	2.1	Wetheriggs Country Park, Clifford road, Penrith, looking south	High	Major	Large
VP No	2.2	Wetheriggs Country Park, Clifford road, Penrith, looking south-east	High	Minor	Slight
VP No	2.3	Skirsgill Lane, Penrith, looking north	Moderate	Moderate	Moderate
VP No	2.4	Mayburgh Henge, Penrith, looking north	High	Minor	Slight
VP No	2.5	Penrith Hospital Footpath, looking south-east	Low	Moderate	Slight

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	2.6	PRoW 358005, looking north	Moderate	Minor	Slight
VP No	2.7	Minor Road to Yanwath, looking north	Moderate	No Change	Neutral
VP No	2.8	Penrith Beacon, looking south	High	Negligible	Slight
<b>Penrith to Temple Sowerby</b>					
VP No	3.1	Junction of B6262 and Moor Lane, Brougham Castle, looking north-east	Moderate	Moderate	Moderate
VP No	3.2	NCN 71, Moor lane nr Fremington Cottages, looking north-east	Moderate	Negligible	Slight
VP No	3.3	PRoW (footpath) 311010 west of Highground Farm, looking north-east	Moderate	No Change	Neutral
VP No	3.4	Junction of PRoW 311013 (bridleway) 31109 (footpath), looking south	Moderate	Negligible	Slight
VP No	3.5	Minor Road south of High Moss Woodland, looking west	Moderate	Moderate	Moderate
VP No	3.6	PRoW (footpath) 311004 nr, Center Parcs Whinfell Forest, looking north-west	High	Moderate	Moderate
VP No	3.7	Minor Road Lower Woodside, looking south-west	Low	Moderate	Slight
VP No	3.8	Cliburn Road Ash Hill Cottages, looking north-west	Moderate	Minor	Slight
VP No	3.9	B6412 west of Culgaith, looking south-west	Moderate	Negligible	Slight
<b>Temple Sowerby to Appleby</b>					
VP No	4.1	Eden Valley Ride cycle route nr. Skygarth Farm, looking north-east	High	Moderate	Large
VP No	4.2	Priest Lane, Kirkby Thore, looking north-east	Moderate	Major	Large
VP No	4.3	Low Moor Park. A66, looking north	Moderate	Moderate	Moderate

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	4.4	Piper Lane, Kirkby Thore, looking north	Moderate	No Change	Neutral
VP No	4.5	PRoW (footpath) 336017 and 336011 at Kirkby Thore, looking north	High	Moderate	Moderate
VP No	4.6	PRoW (footpath) 336013 and 336014 at British Gypsum works, looking south-west	Moderate	No Change	Neutral
VP No	4.7a	Open space near Sanderson Croft, looking north	Moderate	Moderate	Moderate
VP No	4.8	PRoW (footpath) 36005 Main Street, Kirkby Thore, looking east	High	Moderate	Moderate
VP No	4.9	Sleastonhow Lane, Kirkby Thore, looking south-west	Low	Moderate	Slight
VP No	4.9A	Sleastonhow Farm, looking south	Moderate	Major	Moderate
VP No	4.10A	PRoW (footpath) 341017 south-west of Dunelm, looking north	Moderate	Major	Large
VP No	4.11	Stevens Gate at Long Marton Primary School, looking south-west	Low	No Change	Neutral
VP No	4.12	PRoW (Bridleway) 317005 at Crackenthorpe, looking north-east	Moderate	No Change	Neutral
VP No	4.13	PRoW (Bridleway) 317012 north-east of Crackenthorpe, looking east	Moderate	Major	Large
VP No	4.14	PRoW (footpath) 317004 nr. Roman Road (High Street), looking south-west	High	Major	Very Large
VP No	4.15	PRoW (footpath) 317003 at Castrigg Lane, looking south-west	Moderate	No Change	Neutral
VP No	4.16	PRoW (bridleway) 311002 at Slate Hill, looking south-east	Moderate	Negligible	Slight

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	4.17	PRoW (footpath) 314007 at Howgate House, looking east	High	Negligible	Slight
VP No	4.18	PRoW (footpath) 308012 nr. Peatgate Farm, looking north-east	High	Negligible	Slight
VP No	4.19	PRoW (bridleway) 317011 at Bridge End Farm, looking north-east	Moderate	Negligible	Slight
VP No	4.20	PRoW (footpath) 308006 north of Bolton, looking north	High	Negligible	Slight
VP No	4.21	PRoW (footpath) 336013 east of Low Abbey Farm, looking south-west	Moderate	Moderate	Moderate
VP No	4.22	View from PRoW (footpath) 336013 at Redlands Bank Farm	Moderate	Minor	Slight
VP No	4.23	Minor Road east of Knock Cross Farm, looking south-west	Moderate	Negligible	Slight
VP No	4.24	Prow (footpath) 308002 south of Luz Beck, looking north-east	High	No Change	Neutral
VP No	4.25	Dufton Pike, looking south-west	High	No Change	Neutral
VP No	4.26	Great Dun Fell, looking south-west	High	No Change	Neutral
VP No	4.27A	PRoW (bridleway) 336018 South of Hale Grange, looking south	Moderate	Moderate	Moderate
VP No	4.28A	Long Marton Road east of Powis Cottages, looking south-east	Moderate	Moderate	Moderate
<b>Appleby to Brough</b>					
VP No	6.1	Near PRoW (footpath) 372028 north of Café Sixty Six, looking south-west	Moderate	Moderate	Moderate

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	6.2	PRoW (bridleway) 354010 near Trickle Banks Wood, looking north-east	High	Negligible	Slight
VP No	6.3	Sandford Fold, looking north	Moderate	Negligible	Slight
VP No	6.4	B6259 south of the Eden Valley Railway bridge, looking north-east	Low	Moderate	Slight
VP No	6.5	Minor road leading to Moor House Farm, looking south	Low	Moderate	Slight
VP No	6.6	PRoW (bridleway) 372008 south of Langford Farm, looking north-east	High	No Change	Neutral
VP No	6.7	PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east	Moderate	Moderate	Moderate
VP No	6.8	Adjacent to Warcop Railway Station entrance, looking north	High	Major	Large
VP No	6.9	PRoW (bridleway) 350017 south of Lowgill Beck, looking north	Moderate	Major	Large
VP No	6.10	PRoW (bridleway) 309003 west of Low Garth Farm, looking north-east	High	No Change	Neutral
VP No	6.11a	Adjacent to PRoW 309003 (bridleway) and PRoW (footpath) 309034, looking north	Moderate	Moderate	Moderate
VP No	6.12	PRoW (footpath) 329001 between A66 and Helbeck Road, looking south-west	High	Moderate	Moderate
VP No	6.13	PRoW (footpath) 354011 between Little Ormside and Great Ormside, looking east	High	Negligible	Slight
VP No	6.14	Murton Pike Triangulation Pillar, looking south-west	High	No Change	Neutral

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	6.15	Leagarth Lane south-east of Hilton, looking south-west	Moderate	No Change	Neutral
<b>Bowes Bypass</b>					
VP No	7.1	View from Sleightholme Road (Part of NCN), looking north east	High	Minor	Slight
VP No	7.1A	View from lane (Part of the Pennine Way), west of The Street, looking east	High	Minor	Slight
VP No	7.2	View from south of Clint Lane (part of the Pennine Way), looking south	High	Moderate	Moderate
VP No	7.2A	View from Clint Lane (part of NCN), looking south	High	Moderate	Moderate
VP No	7.3	View from The Street, looking north	Moderate	Moderate	Moderate
VP No	7.4	View from PRow (footpath) no.10, looking north	High	Moderate	Moderate
VP No	7.4A	View from PRow (footpath) at layby on visual threshold	High	Moderate	Moderate
VP No	7.5	View from the A67, adjacent to Black Lodge Farm, looking south-west	Moderate	Minor	Slight
VP No	7.6	View from PRow (footpath) no.6, looking north-west	High	Moderate	Moderate
VP No	7.7	View from The Street, looking north-east	Moderate	Major	Large
VP No	7.7A	View from PRow (footpath) no.8 adjacent to Mid Low Field Farm, looking north-west	High	Moderate	Moderate
VP No	7.7B	View from PRow (footpath) no.6, looking south	High	Moderate	Moderate
VP No	7.8	View from PRow (bridleway) no.7, at Gilmonby Moor, looking north	High	Minor	Slight



Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
<b>Cross Lanes to Rokeby</b>					
VP No	8.1	View from PRow (footpath) no.8, looking south	Moderate	Major	Large
VP No	8.1A	View from PRow (footpath) no.14, looking east	High	Minor	Slight
VP No	8.2	View from PRow (footpath) no.5, looking north	Moderate	Major	Large
VP No	8.3	View from PRow (footpath) no.10, looking south	Moderate	Negligible	Neutral
VP No	8.4A	View from PRow (footpath) no.5, within the grounds of the Church of St Mary, looking south	Moderate	Major	Large
VP No	8.5A	View from PRow (footpath) no.1, looking west	High	No Change	Neutral
VP No	8.6	View from PRow (footpath) no.3, looking north	High	No Change	Neutral
VP No	8.7	View from PRow (bridleway) no.13, looking south	High	No Change	Neutral
VP No	8.8	View from PRow (footpath) no.6, looking north	Moderate	Major	Large
VP No	8.9A	View from PRow (footpath) no.13, looking south	High	No Change	Neutral
VP No	8.10	Assessed view from Rokeby Park House, looking south-west	Very High	Negligible	Slight
VP No	8.11	Assessed view from Rokeby Park, looking south-west	High	Minor	Slight
VP No	8.12	View from Abbey Road, looking south-west	Low	Minor	Slight
<b>Stephen Bank to Carkin Moor</b>					
VP No	9.1	View from Colliers Lane, south of West Layton, looking south	Moderate	Moderate	Moderate
VP No	9.1A	View from PRow (footpath) no.20.55/1/1, looking north	Moderate	Major	Large
VP No	9.2	View from PRow (bridleway) 20.23/8/1, looking south	High	Major	Large
VP No	9.3	View from the Fox Hall Inn, looking north	Low	Minor	Slight

Visual Receptor			Visual Receptor Sensitivity	Visual magnitude of impact (year 1)	Significance of effect during operation (year 1) phase
VP No	9.4	View from PRow (bridleway) 20.55/6/4, looking north	High	Moderate	Moderate
VP No	9.4B	View from PRow (footpath) no.20.39/3/1, looking north	High	Moderate	Moderate
VP No	9.5	View from Mainsgill Farm, looking north-east	Low	Moderate	Moderate
VP No	9.6	View from PRow (bridleway) 20.23/5/1, looking south	High	Moderate	Moderate
VP No	9.7	View from the grounds of East Layton Social Club, looking south	Moderate	No Change	Neutral
VP No	9.8	View from PRow (bridleway) 20.33/17/2, looking north-west	Low	Minor	Slight
VP No	9.8A	View from PRow (bridleway) 20.30/8/1, looking south	High	Moderate	Moderate
VP No	9.9	View from PRow (footpath) 20.32/6/1, looking north-east	High	Minor	Slight
VP No	9.10	View from PRow (footpath) 20.49/10/1, looking north-east	High	Minor	Slight
<b>Scotch Corner</b>					
Landscape effects scoped out					

## 10.6.4 Residual Year 15 Effects

Table 3: Predicted residual visual effects – Year 15 (summer)

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
<b>M6 Junction to Kemplay Bank</b>						
VP No	1.1	Clifford Road, Penrith, looking west	M1, M2, M4, M8	Moderate	Negligible	Neutral
VP No	1.2	Wetheriggs Country Park, Penrith, looking south	M1, M4, M8	High	Minor	Slight
VP No	1.3	PRoW 321008, looking north	M1, M4, M9	Moderate	Minor	Slight
VP No	2.1	Wetheriggs Country Park, Clifford road, Penrith, looking south	M1, M4	High	Minor	Slight
VP No	2.2	Wetheriggs Country Park, Clifford road, Penrith, looking south-east	M2, M4	High	Minor	Slight
VP No	2.3	Skirsgill Lane, Penrith, looking north	M2, M9, M8	Moderate	Minor	Slight
VP No	2.4	Mayburgh Henge, Penrith, looking north	M1, M2	High	Negligible	Slight
VP No	2.5	Penrith Hospital Footpath, looking south-east	M1, M9, M10	Low	Minor	Neutral
VP No	2.6	PRoW 358005, looking north	M9, M2, M1, M10, M3	Moderate	Minor	Neutral
VP No	2.7	Minor Road to Yanwath, looking north	M1, M2, M5	Moderate	No Change	Neutral
VP No	2.8	Penrith Beacon, looking south	M1, M2, M4, M8	High	No Change	Neutral
<b>Penrith to Temple Sowerby</b>						
VP No	3.1	Junction of B6262 and Moor Lane, Brougham Castle, looking north-east	M1, M2, M6, M10	Moderate	Minor	Slight
VP No	3.2	NCN 71, Moor lane nr Fremington Cottages, looking north-east	M6, M6, M10	Moderate	Negligible	Neutral

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	3.3	PRoW (footpath) 311010 west of Highground Farm, looking north-east	M1, M2, M6, M10	Moderate	No Change	Neutral
VP No	3.4	Junction of PRoW 311013 (bridleway) 31109 (footpath), looking south	M1, M2, M6, M10	Moderate	Negligible	Neutral
VP No	3.5	Minor Road south of High Moss Woodland, looking west	M10, M9	Moderate	Minor	Slight
VP No	3.6	PRoW (footpath) 311004 nr, Center Parcs Whinfell Forest, looking north-west	M1, M2, M4, M8	High	Minor	Slight
VP No	3.7	Minor Road Lower Woodside, looking south-west	M1, M2,	Low	Minor	Neutral
VP No	3.8	Cliburn Road Ash Hill Cottages, looking north-west	M8, M1	Moderate	Negligible	Neutral
VP No	3.9	B6412 west of Culgaith, looking south-west	M1, M2, M5, M6. M10	Moderate	Negligible	Neutral
<b>Temple Sowerby to Appleby</b>						
VP No	4.1	Eden Valley Ride cycle route nr. Skygarth Farm, looking north-east	M2, M2, M3, M5, M6, M9, M10	High	Minor	Slight
VP No	4.2	Priest Lane, Kirkby Thore, looking north-east	M1, M2, M5, M6. M10	Moderate	Moderate	Moderate
VP No	4.3	Low Moor Park. A66, looking north	M1, M2, M9, M6, M10, M8	Moderate	Minor	Slight
VP No	4.4	Piper Lane, Kirkby Thore, looking north	M1, M2, M5, M6. M10	Moderate	No Change	Neutral
VP No	4.5	PRoW (footpath) 336017 and 336011 at Kirkby Thore, looking north	M2, M9, M5, M6, M8	High	Minor	Slight

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	4.6	PRoW (footpath) 336013 and 336014 at British Gypsum works, looking south-west	M1, M2, M4,M5, M9,M10	Moderate	No Change	Neutral
VP No	4.7a	Open space near Sanderson Croft, looking north	M2, M3 M5, M11	Moderate	Minor	Slight
VP No	4.8	PRoW (footpath) 36005 Main Street, Kirkby Thore, looking east	M1, M2, M5, M6. M10	High	Minor	Slight
VP No	4.9	Sleastonhow Lane, Kirkby Thore, looking south-west	M5, M1, M3, M9, M10	Low	Moderate	Slight
VP No	4.9A	Sleastonhow Farm, looking south	M1, M2, M5, M6. M10	Moderate	Moderate	Slight
VP No	4.10 A	PRoW (footpath) 341017 south-west of Dunelm, looking north	M2, M6, M10, M11	Moderate	Moderate	Moderate
VP No	4.11	Stevens Gate at Long Marton Primary School, looking south-west	M1, M2, M5, M10	Low	No Change	Neutral
VP No	4.12	PRoW (Bridleway) 317005 at Crackenthorpe, looking north-east	M1, M2, M10	Moderate	No Change	Neutral
VP No	4.13	PRoW (Bridleway) 317012 north-east of Crackenthorpe, looking east	M1, M5, M9, M10	Moderate	Moderate	Moderate
VP No	4.14	PRoW (footpath) 317004 nr. Roman Road (High Street), looking south-west	M1, M2, M3, M5, M9, M10	High	Moderate	Large
VP No	4.15	PRoW (footpath) 317003 at Castrigg Lane, looking south-west	M1, M2, M3, M5, M9, M10	Moderate	No Change	Neutral
VP No	4.16	PRoW (bridleway) 311002 at Slate Hill, looking south-east	M1, M2, M3, M5, M9, M10	Moderate	Negligible	Neutral
VP No	4.17	PRoW (footpath) 314007 at Howgate House, looking east	M1, M2, M3, M5, M9, M10	High	Negligible	Slight

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	4.18	PRoW (footpath) 308012 nr. Peatgate Farm, looking north-east	M1, M2, M3, M5, M9, M10	High	Negligible	Slight
VP No	4.19	PRoW (bridleway) 317011 at Bridge End Farm, looking north-east	M1, M2, M3, M5, M9, M10	Moderate	Negligible	Neutral
VP No	4.20	PRoW (footpath) 308006 north of Bolton, looking north	M1, M2, M3, M5, M9, M10	High	No Change	Neutral
VP No	4.21	PRoW (footpath) 336013 east of Low Abbey Farm, looking south-west	M1, M2, M5, M6, M9, M10	Moderate	Minor	Slight
VP No	4.22	View from PRoW (footpath) 336013 at Redlands Bank Farm	M1, M2, M6	Moderate	Minor	Slight
VP No	4.23	Minor Road east of Knock Cross Farm, looking south-west	M1, M2, M5	Moderate	Negligible	Neutral
VP No	4.24	Prow (footpath) 308002 south of Luz Beck, looking north-east	M1, M2, M3, M5, M9, M10	High	No Change	Neutral
VP No	4.25	Dufton Pike, looking south-west	M1, M2, M3, M5, M9, M10	High	No Change	Neutral
VP No	4.26	Great Dun Fell, looking south-west	M1, M2, M3, M5, M9, M10	High	No Change	Neutral
VP No	4.27 A	PRoW (bridleway) 336018 South of Hale Grange, looking south	M1, M2, M3, M5, M9, M11	Moderate	Minor	Slight
VP No	4.28 A	Long Marton Road east of Powis Cottages, looking south-east	M1, M2, M4, M5, M9, M11	Moderate	Minor	Slight
<b>Appleby to Brough</b>						
VP No	6.1	Near PRoW (footpath) 372028 north of Café Sixty Six, looking south-west	M1, M2, M5, M9	Moderate	Negligible	Slight

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	6.2	PRoW (bridleway) 354010 near Trickle Banks Wood, looking north-east	M1, M2, M4, M5, M9, M11	High	Negligible	Slight
VP No	6.3	Sandford Fold, looking north	M1, M2, M4, M5, M9, M11	Moderate	Negligible	Slight
VP No	6.4	B6259 south of the Eden Valley Railway bridge, looking north-east	M1, M2, M5, M9, M11	Low	Minor	Slight
VP No	6.5	Minor road leading to Moor House Farm, looking south	M1, M2, M4, M5, M9, M11	Low	Minor	Slight
VP No	6.6	PRoW (bridleway) 372008 south of Langford Farm, looking north-east	M1, M2, M4, M5, M9, M11	High	No Change	Neutral
VP No	6.7	PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east	M1, M2, M4, M5, M9, M11	Moderate	Minor	Slight
VP No	6.8	Adjacent to Warcop Railway Station entrance, looking north	M1, M2, M4, M5, M9, M10, M11	High	Moderate	Moderate
VP No	6.9	PRoW (bridleway) 350017 south of Lowgill Beck, looking north	M1, M2, M4, M5, M9	Moderate	Minor	Slight
VP No	6.10	PRoW (bridleway) 309003 west of Low Garth Farm, looking north-east	M1, M2, M4, M5, M9	High	No Change	Neutral
VP No	6.11 a	Adjacent to PRoW 309003 (bridleway) and PRoW (footpath) 309034, looking north	M1, M2, M4, M5, M9	Moderate	Minor	Slight
VP No	6.12	PRoW (footpath) 329001 between A66 and Helbeck Road, looking south-west	M1, M2, M4, M5, M9, M11	High	Minor	Slight

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	6.13	PRoW (footpath) 354011 between Little Ormside and Great Ormside, looking north-east	M1, M2, M4, M5, M9	High	Negligible	Slight
VP No	6.14	Murton Pike Triangulation Pillar, looking south-west	M1, M2, M4, M5, M9, M11	High	No Change	Neutral
VP No	6.15	Leagarth Lane south-east of Hilton, looking south-west	M1, M2, M4, M5, M9, M11	Moderate	No Change	Neutral
<b>Bowes Bypass</b>						
VP No	7.1	View from Sleightholme Road (Part of NCN), looking north east	M1, M2, M3, M5, M11	High	Negligible	Slight
VP No	7.1A	View from lane (Part of the Pennine Way), west of The Street, looking east	M1, M2, M3, M5, M11	High	Negligible	Slight
VP No	7.2	View from south of Clint Lane (part of the Pennine Way), looking south	M1, M2, M3, M5, M11	High	Minor	Slight
VP No	7.2A	View from Clint Lane (part of NCN), looking south	M1, M2, M3, M5, M11	High	Minor	Slight
VP No	7.3	View from The Street, looking north	M1, M4, M5, M9	Moderate	Minor	Slight
VP No	7.4	View from PRoW (footpath) no.10, looking north	M1, M4, M5	High	Minor	Slight
VP No	7.4A	View from PROW (footpath) at layby on visual threshold	M1, M4, M5	High	Minor	Slight
VP No	7.5	View from the A67, adjacent to Black Lodge Farm, looking south-west	M1, M4, M5	Moderate	Negligible	Slight
VP No	7.6	View from PRoW (footpath) no.6, looking north-west	M1, M2, M4, M5, M6, M11	High	Minor	Slight



Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	7.7	View from The Street, looking north-east	M1, M2, M3, M6	Moderate	Moderate	Moderate
VP No	7.7A	View from PRow (footpath) no.8 adjacent to Mid Low Field Farm, looking north-west	M2, M5, M6	High	Minor	Slight
VP No	7.7B	View from PRow (footpath) no.6, looking south	M1, M2, M5, M6, M10	High	Minor	Moderate
VP No	7.8	View from PRow (bridleway) no.7, at Gilmonby Moor, looking north	M1, M2, M3, M5, M11	High	Negligible	Slight
<b>Cross Lanes to Rokeby</b>						
VP No	8.1	View from PRow (footpath) no.8, looking south	M3, M5, M6,	Moderate	Major	Large
VP No	8.1A	View from PRow (footpath) no.14, looking east	M3, M5, M6,	High	No Change	Neutral
VP No	8.2	View from PRow (footpath) no.5, looking north	M1, M2, M5, M6	Moderate	Major	Large
VP No	8.3	View from PRow (footpath) no.10, looking south	M1, M2, M5, M6	Moderate	Negligible	Neutral
VP No	8.4A	View from PRow (footpath) no.5, within the grounds of the Church of St Mary, looking south	M1, M2, M3, M6	Moderate	Major	Large
VP No	8.5A	View from PRow (footpath) no.1, looking west	M1	High	No Change	Neutral
VP No	8.6	View from PRow (footpath) no.3, looking north	M1	High	No Change	Neutral
VP No	8.7	View from PRow (bridleway) no.13, looking south	M1	High	No Change	Neutral

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	8.8	View from PRow (footpath) no.6, looking north	M1, M3, M5, M9	Moderate	Major	Large
VP No	8.9A	View from PRow (footpath) no.13, looking south	M1	High	No Change	Neutral
VP No	8.10	Assessed view from Rokeby Park House, looking south-west	M1	Very High	No Change	Neutral
VP No	8.11	Assessed view from Rokeby Park, looking south-west	M1	High	Negligible	Slight
VP No	8.12	View from Abbey Road, looking south-west	M1	Low	Minor	Slight
<b>Stephen Bank to Carkin Moor</b>						
VP No	9.1	View from Colliers Lane, south of West Layton, looking south	M1, M2, M3, M5, M6	Moderate	Minor	Slight
VP No	9.1A	View from PRow (footpath) no.20.55/1/1, looking north	M1, M2, M3, M5, M6, M10	Moderate	Moderate	Moderate
VP No	9.2	View from PRow (bridleway) 20.23/8/1, looking south	M1, M2, M3, M5, M11	High	Moderate	Moderate
VP No	9.3	View from the Fox Hall Inn, looking north	M1, M2, M3, M5	Low	Minor	Slight
VP No	9.4	View from PRow (bridleway) 20.55/6/4, looking north	M1, M2, M3, M5	High	Minor	Slight
VP No	9.4B	View from PRow (footpath) no.20.39/3/1, looking north	M1, M2, M3, M5	High	Minor	Slight
VP No	9.5	View from Mainsgill Farm, looking north-east	M1, M2, M3, M5	Low	Minor	Slight

Visual Receptor			Assumed mitigation	Visual Receptor Sensitivity	Visual magnitude of impact (year 15)	Significance of effect during operation year 15 (residual)
VP No	9.6	View from PRow (bridleway) 20.23/5/1, looking south	M1, M2, M4, M5	High	Minor	Slight
VP No	9.7	View from the grounds of East Layton Social Club, looking south	M1, M5	Moderate	No Change	Neutral
VP No	9.8	View from PRow (bridleway) 20.33/17/2, looking north-west	M1, M2, M3, M5	Low	Negligible	Slight
VP No	9.8A	View from PRow (bridleway) 20.30/8/1, looking south	M1, M2, M3, M5	High	Minor	Slight
VP No	9.9	View from PRow (footpath) 20.32/6/1, looking north-east	M1, M2, M3, M5	High	Negligible	Slight
VP No	9.10	View from PRow (footpath) 20.49/10/1, looking north-east	M1, M2, M3, M5	High	Negligible	Slight
<b>Scotch Corner</b>						
Landscape effects scoped out						

## 10.6.5 M6 Junction 40 to Kemplay Bank

Table 4: Assessment of effects on Viewpoint 1.1 Clifford Road, Penrith, looking west

Viewpoint 1.1 Clifford Road, Penrith, looking west		
Receptor: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: 42m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint looks west towards the A592. The grounds of North Lakes Hotel &amp; Spa are bound by a hedgerow and a wide grass verge to the left of the view. Mature trees and tree belts within the hotel's ground provide filtered views towards the A592 (Ullswater Road) and beyond. Buildings associated with the nearby business park are visible in the centre of the view. Lighting columns and road signage associated with Clifford Road and the A592 delineate the road corridors. To the right of the view, a low wall and timber fence mark private garden boundaries at Skirsgill Close to provide screening of views towards the roads for residents. At this location, the existing A66 does not influence the view.</p> <p><b>Summer</b></p> <p>Visibility towards the scheme is heavily filtered during the summer months as nearby trees and hedgerows within the grounds of the Hotel are in full leaf. As a result views are more focussed on the road ahead and the A592.</p>		
<p><b>Value</b></p> <p>This view is considered low value as it is typical of views in urban areas of Penrith. Although it may hold some value and be appreciated by residents, its visual quality does not attract visitors.</p>	<p><b>Susceptibility</b></p> <p>Residential receptors are static and regarded as being of high susceptibility to change due to their focus on visual amenity in the vicinity of their properties.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and high susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>Construction activity such as removing the woodland belts on either side of the A592 (Ullswater Road) and forming of earthworks would occupy a large proportion of the view. While the scale of change would be considerable, the change to the views would be temporary and screened partially by retained garden vegetation at Skirsgill Close. The views from a limited range of residential properties would be focused on construction activity. Overall, the magnitude of impact is assessed as major.</p> <p>Significance of effect</p> <p>Combined moderate sensitivity and major adverse magnitude would result in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large given that there would be partial screening of views towards the works, thereby reducing visual effects overall.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>During year 1 of operation mitigation planting would contribute little to visual integration or additional screening resulting in a deterioration in views from baseline conditions. The scheme would be perceptible; however it would have a limited effect on the overall balance of features and elements that comprise the existing view resulting in a minor magnitude of impact.</p>		

Viewpoint 1.1 Clifford Road, Penrith, looking west
<p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and minor adverse magnitude would result in slight adverse (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude</b></p> <p>During year 15 of operation, mitigation planting would have become established, and the composition and quality of views would be similar to the baseline although there would be a small degree of change. Overall, the magnitude of impact is considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>In combination with introduced mitigation measures, which includes reinstatement of woodland and woodland edge along Ullswater Road, the scheme would result in a limited degree of change to existing views resulting in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as views for receptors would return to broadly baseline conditions by year 15 of operation.</p>

Table 5: Assessment of effects on Viewpoint 1.2 entrance to Wetheriggs Country Park, Clifford Road, looking south

Viewpoint 1.2: Entrance to Wetheriggs Country Park, Clifford Road, looking south		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 110m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint is located on Clifford Road close to the entrance to Wetheriggs Country Park and looks south across open parkland towards the existing A66 which is delineated by a belt of mature trees. Traffic on the A66 can be viewed through the trees in winter months and is a notable influence on views. Lighting columns are also discernible. There are glimpsed filtered distant views of hills in the Lake District National Park on the horizon.</p> <p><b>Summer</b></p> <p>Compared to winter, the middle ground and background of the view are screened due to the belt of mature trees adjacent to the A66 being in leaf. Vehicles and lighting columns on the A66 are also screened, such that the composition of the view is focused on the open space parkland.</p>		
<p><b>Value</b></p> <p>Views are valued locally but are not widely recognised for their scenic qualities and are unlikely to attract visitors from more distant locations. Views are of moderate value.</p>	<p><b>Susceptibility</b></p> <p>Most receptors at this location are either nearby residents with static views or recreational visitors to the country park. Recreational users are within a country park, whilst residents have static views from a dense residential area; therefore it is considered that the views are of high susceptibility to the scheme.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>

Viewpoint 1.2: Entrance to Wetheriggs Country Park, Clifford Road, looking south
Construction phase impacts and effects (winter)
<p><b>Magnitude</b></p> <p>Loss of vegetation along the A66 would result in opening up of views towards construction in the middle ground of the view, which would include movement of machinery, formation of earthworks and views of construction fencing that would be a notable contrast to existing views. Given the short distance to the scheme and slightly elevated location, changes would occur within a relatively wide field of view. Construction would result in a large scale of change, with views being temporarily focussed on construction. Existing and retained trees within the country park would provide a degree of filtering of the views. The magnitude of impact is therefore considered to be major.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and major adverse magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large due to the existing A66 currently being a notable influence on the view, particularly during winter months.</p>
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>At year 1 of operation mitigation planting would not yet provide screening or landscape integration and key characteristics of views would remain noticeably altered, albeit filtered to some degree by reinstated woodland and woodland edge planting. Views would remain predominantly open towards the scheme and vehicles moving on it would be more noticeable than the baseline situation due to the reduction in the amount of intervening screening vegetation. The magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and major adverse magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given that although mitigation planting would allow some filtering of views, it would not have matured to the point of previous baseline levels of screening. Traffic and the scheme would remain an obvious change.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>At year 15 of operation mitigation planting would have become established and the scheme would be partially or fully screened. The scheme would be discernible, and there would be limited change to the composition of features and elements that comprise the existing view. The magnitude of impact is assessed as reducing to minor.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate as the mitigation planting would act to reinstate views to their baseline characteristics, and as a result would not be considered a significant change.</p>

Table 6: Assessment of effects on Viewpoint 1.3 PRoW (footpath) 321008 north-west of Skirsgill Hall, looking north

Viewpoint 1.3: PRoW (footpath) 321008 north-west of Skirsgill Hall, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 0.0km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b>            The foreground view comprises a stock-proof timber post and wire fence which bounds a triangular piece of pastoral land. Adjacent to the woodland belt to the north-west a high stone wall runs east to west. The pastoral land is broadly enclosed by mixed woodland which provides screening or filtering of views beyond, including towards the A66 to the north-west. The PRoW runs north to south along the eastern edge of the field.</p> <p><b>Summer</b>            Compared to winter, views remain broadly similar during the summer months. Screening of views towards moving traffic along the A66 improves as trees are in full leaf.</p>		
<p><b>Value</b>            The view from the PRoW is limited by the boundary mixed woodland planting and generally comprises limited character. The value is therefore considered low.</p>	<p><b>Susceptibility</b>            Recreational users of the PRoW at this location experience relative enclosure, however the proximity of the A66 exerts some limited influence. Susceptibility is assessed as moderate.</p>	<p><b>Sensitivity</b>            The combination of low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b>            During construction receptors would experience close views of earthworks associated with the balancing pond and vegetation removal. Views towards traffic along the A66 would open up following removal of woodland and hedgerow along the footpath to the roads southern carriageway, thereby introducing uncharacteristic elements into the view. This visual change would result in major magnitude.</p> <p><b>Significance of effect</b>            Combined moderate sensitivity and major magnitude would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the proximity of change to the receptor, resulting in a large scale of change.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b>            At year 1, given the mitigation planting would not have taken effect, views towards moving traffic along the A66 would remain visible. The balancing pond would remain a notable feature but given the absence of construction activity it would appear less discordant within its surroundings. The magnitude is therefore assessed as moderate.</p> <p><b>Significance of Effect</b>            The combination of moderate sensitivity and moderate magnitude results in a moderate adverse and significant effect.</p>		



Viewpoint 1.3: PRoW (footpath) 321008 north-west of Skirsgill Hall, looking north
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>By year 15 of operation, the mitigation measures in place would provide sufficient screening of views towards the A66 and the balancing pond would have assimilated within its surroundings. This would not however signal a return to baseline conditions given the proximity of the pond, resulting in a minor magnitude overall.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and minor magnitude would result in a slight adverse (not significant) effect.</p>

Table 7: Assessment of effects on Viewpoint 2.1 Footpath in Wetheriggs Country Park, looking south

Viewpoint 2.1: Footpath to Wetheriggs Country Park, looking south		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 22m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This view looks south towards the existing A66 from a bound gravel path which leads south from residential properties on Clifford Road. In the foreground of the view there is an area of public open space fringed by a belt of mature trees on the edge of the A66. These existing trees filter views towards the A66 and there are views of moving traffic where the tree belt is narrow and where there are gaps in vegetation.</p> <p><b>Summer</b></p> <p>Compared to winter, the middle ground and background of the view are screened due to the belt of mature trees adjacent to the A66 being in leaf. Vehicles and lighting columns on the A66 are also screened, such that the composition of the view is focused on the parkland.</p>		
<p><b>Value</b></p> <p>While Wetheriggs Country Park is important to the local community, views within the park are not widely recognised for scenic quality and unlikely to attract users from more distant locations. Views are of moderate value.</p>	<p><b>Susceptibility</b></p> <p>Most receptors are recreational, whose attention is focused on the enjoyment of their surroundings. Susceptibility to change is evaluated as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>During construction the existing tree belt would be partially removed, opening up views of construction including widening, earthmoving operations and construction of the retaining wall. Views towards the A66, and the existing belt of trees that filters views of traffic, are experienced by recreational receptors at this location and construction would become a temporary focal point in views. Overall, there would be a major magnitude.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and major magnitude would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed</p>		



Viewpoint 2.1: Footpath to Wetheriggs Country Park, looking south
the effect to be large rather than very large given that although the park is used for recreational purposes it is not recognised specifically for views.
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>At year 1 mitigation planting would not yet have established and there would be open views towards the A66 which would include an acoustic barrier running alongside the road. High sided vehicles would be noticeable as would signage and lighting columns. The change to views would be very noticeable due to the loss of vegetation and the introduction of an acoustic barrier. Overall, the magnitude would remain major.</p> <p><b>Significance of Effect</b></p> <p>Combined high sensitivity and major magnitude results in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given that although the park is used for recreational purposes it is not recognised specifically for views.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>At year 15 of operation mitigation planting would be established and would provide filtered and screened views. Traffic using the scheme would be less noticeable and the acoustic barrier would be a well-defined edge to the road. Overall the magnitude would reduce from major to minor in year 15.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and minor adverse magnitude would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the screening that would be afforded by successful mitigation, largely returning views to baseline conditions.</p>

Table 8: Assessment of effects on Viewpoint 2.2 PRoW 358008 at Wetheriggs Country Park, looking south-east

Viewpoint 2.2: PRoW 358008 at Wetheriggs Country Park, looking south-east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 10m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The viewpoint is located along a hard-surfaced footpath in an area of public open space at the eastern edge of Wetheriggs Country Park, looking south-east across playing fields towards the existing A66. There is a play area to the southwest and residential properties on Wetheriggs Lane to the west in the vicinity of the viewpoint. The A66 is delineated by a row of poplar trees in the middle ground and in the left of the view the A66 is screened from view by industrial buildings and an evergreen hedge. Traffic movement is visible during winter months.</p> <p><b>Summer</b></p> <p>In the summer months the middle ground and background of the view are screened due to the belt of mature trees adjacent to the A66 being in leaf. Vehicles and lighting columns on the A66 are also screened, such that the composition of the view is more focused on the foreground parkland open ground and sports fields.</p>		
<p><b>Value</b></p> <p>Views are likely to be locally valued by users of the PRoW</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW are of high susceptibility to change as their</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility</p>

Viewpoint 2.2: PRow 358008 at Wetheriggs Country Park, looking south-east		
although not recognised for scenic quality. Views are of moderate value.	attention is likely focused on the landscape and enjoyment of the surrounding views.	results in high sensitivity to the scheme.
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>Construction activities would occur approximately 100m from the viewpoint in the form of tree removal. While construction would result in a substantial alteration to views, the existing hedgerow and a row of poplars would provide a degree of filtering. Views would include works associated with the construction of overbridges at Kemplay Bank Roundabout to accommodate an underpass, excavation and formation of earthworks. Vegetation in the centre of Kemplay Bank roundabout and on the north and south side of the existing A66 to the west of the roundabout would be lost. While changes to views would be temporary, they would occupy a large part of the view and become a focus for users walking on the PRow towards the roundabout at closer ranges. The magnitude is therefore assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and moderate adverse magnitude would result in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large given the screening afforded by intervening vegetation for recreational users.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>Views from this location are focused on the foreground and middle ground. The existing and retained row of poplars and hedgerow in the middle ground would continue to filter and screen the views towards the Kemplay Bank Roundabout. The loss of vegetation in the vicinity of Kemplay Bank Roundabout would create a more open area with views to the south. Mitigation planting would not yet be established at year 1 and would provide very limited additional screening or landscape integration. However, the absence of construction activities including cranes, construction compounds, security fencing and site office would result in a reduction in magnitude of impact. Overall, there would be a minor magnitude.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and minor adverse magnitude would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the changes in view would not be out of keeping with present conditions, i.e. moving and stationary traffic, lighting etc.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of Impact</b></p> <p>At year 15 mitigation planting alongside the scheme would be established and views of the Kemplay Bank Roundabout and the A66 would be filtered and more integrated in views. Traffic would be screened or filtered by mitigation planting on the north side of the mainline. The mitigation planting would provide a new belt of trees and woodland alongside the A66 and would result in beneficial effects on views as the scheme and traffic using it would be less noticeable than in the baseline. Overall, the magnitude would be minor.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and negligible magnitude would result in slight beneficial (not significant) effect.</p>		

Table 9: Assessment of effects on Viewpoint 2.3: Skirsgill Lane adjacent to Happy Hooves Riding Centres, looking north

Viewpoint 2.3: Skirsgill Lane adjacent to Happy Hooves Riding Centres, looking north		
Receptor: Road Users	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint is located at the junction of Skirsgill Lane with an access track south of the A66. Skirsgill Lane runs north of the River Eamont, and a series of residential and commercial properties are located along this road. A mixed hedgerow borders the road with occasional hedgerow trees. The A66 is located on an embankment some 220m to the north beyond the Happy Hooves Riding Centre. Traffic is visible to the northeast and can also be glimpsed through tree cover to the north. Signage at junction 40 of the M6 is also visible to the northwest.</p> <p><b>Summer</b></p> <p>The sense of enclosure off the site is further enhanced by the summer growth of both the trees and the hedges, vehicles and lighting columns on the A66 are well screened. Due to the elevated location of the A66 glimpsed views are available. The composition of the view is focused on the agricultural land in the foreground.</p>		
<p><b>Value</b></p> <p>Although the view encompasses a largely rural landscape it is not widely recognised for scenic quality. The view is typical of the area is evaluated as low value.</p>	<p><b>Susceptibility</b></p> <p>Roads users may experience a level of enjoyment from the surrounding landscape as they move along Skirsgill Lane. Susceptibility to change is evaluated as moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and moderate susceptibility results moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>During construction, there would be a large scale of change on the south side of the existing A66 alignment where a large embankment would be constructed and a SuDS pond would be located in the left of the view. Vegetation on the existing embankment in the left of the view would be lost as would vegetation on the north side of the existing A66 visible in the centre of the view. There would be a large change to the composition of views which is assessed as a major magnitude.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and major adverse magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the notable changes in baseline views at this location.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>In the middle ground, there would be views of the attenuation pond with views of embankments along the A66. The loss of vegetation would result in a very noticeable change to views and at year 1 the new embankment would be a notable new feature albeit consistent with elements in the baseline view. The loss of vegetation on the south side of the A66 would increase visibility of moving traffic on the A66. Overall, the magnitude is assessed as moderate.</p>		

Viewpoint 2.3: Skirsgill Lane adjacent to Happy Hooves Riding Centres, looking north
<p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and moderate magnitude would result in moderate adverse (significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of Impact</b></p> <p>The growth of mitigation planting in the foreground and the middle ground of the views would screen the access track and pond in the middle ground. Filtered views towards the A66 would be available with partially visible traffic along the A66. Overall, the magnitude would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and minor Magnitude of Impact would result in slight adverse (not significant) effect.</p>

Table 10: Assessment of effects on Viewpoint 2.4 Mayburgh Henge scheduled monument, looking north

Viewpoint 2.4: Mayburgh Henge scheduled monument, looking north		
Receptor/s: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 325m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint is located at Mayburgh Henge Scheduled Monument. The Henge is accessible to the public via gated access from the unnamed minor road to the southwest. The view looks north from the top of the earthworks towards the existing A66. Views are open in the foreground towards the adjacent pasture. In the middle ground, views of built development associated with Eamont Bridge are filtered by tree belts along the River Eamont. Traffic movement along the A66 is also visible in the middle ground on embankments of the A66. Long distance views are available eastwards towards Penrith and Beacon Hill with the wooded horizon.</p> <p><b>Summer</b></p> <p>Views of vehicles and lighting columns on the A66 are well screened due to woodland screening of the elevated section of the road during summer months. The movement of traffic is available via glimpsed views of the road through the occasional gap in tree cover. The composition of view is focused on the foreground pastoral landscape with scattered mature trees in the foreground.</p>		
<p><b>Value</b></p> <p>This view is panoramic and includes the of Eden Valley, with a backdrop of Penrith and Beacon Hill from Mayburgh Henge Scheduled Monument which form part of the visitor experience. The value of the views is considered to be high.</p>	<p><b>Susceptibility</b></p> <p>Recreational users and visitors to heritage assets are considered to be of high susceptibility to change as their attention is focussed on the enjoyment of the landscape.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>Due to the distance of approximately 530m and the screening of intervening vegetation, the scale of change would be limited during construction. Partial and filtered views of activities associated with earthworks formation and widening of the A66 would be available from this location, including the movement of construction machinery. The effects of construction on views would be temporary.</p>		

<b>Viewpoint 2.4: Mayburgh Henge scheduled monument, looking north</b>		
<p>Although construction would form a considerable part of the view at this distance, the change would be observed in the background of the view and would be viewed as one of a series of components in the wider panoramic view. Overall, the Magnitude of Impact is considered to be moderate.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and moderate adverse Magnitude of Impact would result in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large. This is due to visitors to Mayburgh Henge and users of the PRoW having partial and filtered views of construction along the A66 which would not directly impact the visitor experience.</p>		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<p><b>Magnitude of Impact</b></p> <p>The change in the view would take place at distance. At a distance of some 530m, the views would remain filtered primarily through vegetation along the River Eamont. Mitigation planting would not yet be established or provide additional screening or landscape integration in year 1. Partially filtered views of traffic along the A66 would subsequently occur, and therefore the Magnitude of Impact would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and minor Magnitude of Impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate as the visual change incurred as a result of the scheme would not detract from the overall composition.</p>		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<p><b>Magnitude of Impact</b></p> <p>The scale of visual change in year 15 would be limited as views would be filtered by replacement woodland edge planting as part of the mitigation proposals which would provide a degree of integration of the scheme into views. Traffic using the A66 would remain noticeable although partially screened by existing intervening tree belts. As a result, the Magnitude of Impact would reduce to negligible.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and negligible adverse Magnitude of Impact would result in slight adverse (not significant) effect.</p>		

Table 11: Assessment of effects on Viewpoint 2.5 Penrith hospital footpath, looking south-east

<b>Viewpoint 2.5: Penrith Hospital footpath, looking south-east</b>		
Receptor: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: 0.0km
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>Left of the foreground view marginal agricultural land adjacent to the verge of the A66 is bound by post and rail fencing. Facing south from the southern fringes of Penrith, north of the Kemplay Bank Roundabout, lighting columns, traffic signals and road signs in conjunction with the network traffic are clearly visible. The presence of queuing traffic at the roundabout is notable. Wider views of the landscape are largely unavailable due to middle-distance tree and hedge cover which filters views beyond.</p> <p><b>Summer</b></p> <p>In the summer months close views of traffic and associated infrastructure remain, although additional screening of views beyond the roundabout are attained as a result of trees being in full leaf.</p>		

Viewpoint 2.5: Penrith Hospital footpath, looking south-east		
<p><b>Value</b></p> <p>Aside from the mature vegetation which screens views beyond the roundabout, the nearby A6, moving and stationary traffic in addition to related signage are dominant features within the view. The resulting value is assessed as low.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is representative of users of the main transport network susceptibility to change as a result of the scheme is considered to be low.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and low susceptibility results in low sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>Realignment of the adjacent A6 and A686 (Carleton Avenue) east of the view would present notable and close construction activities. Loss of woodland south of Carleton Avenue would open up views to an extent towards further construction activity along the A66. Retention of woodland within the roundabout would provide some screening towards activity south of the roundabout along Kemplay Bank.</p> <p>These works result in the Magnitude of impact at construction being assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity with the major Magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight given the visual proximity of the works to the receptor, regardless of overall sensitivity.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation visual change as a result of the scheme would remain notable; however the realigned routes would not appear incongruous given the baseline conditions. Reinstatement of woodland and woodland edge south of Carleton Avenue would provide additional screening following construction. The Magnitude of impact would decrease to moderate as although there would be an obvious change following construction, new features would not appear unusual. The construction of the underpass may also result in reduced traffic visibility as users of the A66 bypass the roundabout.</p> <p><b>Significance of effect</b></p> <p>The combination of the low sensitivity of the receptor with the moderate Magnitude of impact would result in a slight adverse (not significant) effect.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting would provide some level of screening in views towards the scheme and existing traffic along the A6. The changes would become established and reduced traffic levels as a result of the underpass would provide visual relief.</p> <p>The Magnitude of impact at year 15 of operation summer therefore is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity of the receptor with the minor Magnitude of impact would result in a neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as although there would be a level of visual change, there would be some beneficial aspects arising from the scheme.</p>		



Table 12: Assessment of effects on Viewpoint 2.6 PRoW 358005 south-east of Cumbria Constabulary HQ, looking north

Viewpoint 2.6: PRoW 368005 south-east of Cumbria Constabulary HQ, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 0.0km
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>This viewpoint is located at a PRoW adjacent to a field boundary on the west bank of the River Eamont, and looks north-east towards the existing A66 across a large pastoral field. In the right of the view mature roadside vegetation partially interrupts the view of moving traffic on the A66. There are uninterrupted views of traffic on the A66 in the left of the view. Above the A66 there are filtered views of the urban edge of Penrith (Carleton Avenue).</p>		
<b>Summer</b>		
<p>Summer views at this location would not change considerably, although additional screening along the southern carriageway of the A66 would screen vehicles within part of the overall view.</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
<p>The views are likely to be valued locally by users of the PRoW, although they are not widely recognised for scenic quality as the views are typical for the landscape surrounding the A66. The value of views is evaluated as moderate.</p>	<p>The attention of PRoW users is focused on the landscape and views of the River Eamont Valley. The A66 forms part of the view, and as the scheme has the potential to alter existing views users of the PRoW are evaluated as moderate susceptibility.</p>	<p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
<b>Construction phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>Views from this location would be substantially altered by construction activities located at a distance of approximately 125m. Construction activities would be partially screened by a construction compound in the foreground with material set down areas and welfare facilities. In addition, partial views of excavations associated with the attenuation pond would also be visible. Construction would occupy a large part of the view and become the visual focal point. However, the change to views would be temporary and of short duration. The Magnitude of impact is assessed as major.</p>		
<b>Significance of effect</b>		
<p>Combined moderate sensitivity and major Magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the scale of change within the view.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>Views would be altered by introducing an attenuation pond in the right of the view. There would be views of the access track to the attenuation pond in the middle ground and earthworks associated with the widened A66 in the left of the view. Overall, the Magnitude of impact would be minor.</p>		
<b>Significance of effect</b>		
<p>Combined moderate sensitivity and minor adverse Magnitude of impact would result in slight adverse (not significant) effect.</p>		

Viewpoint 2.6: PRow 368005 south-east of Cumbria Constabulary HQ, looking north
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>The introduction of mitigation measures would alter the foreground and middle ground views whilst providing slightly more screening to the scheme than is present in the baseline. Overall, the Magnitude of impact would be negligible.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible Magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as the mitigation measures once matured would return the view to those similar to baseline.</p>

Table 13: Assessment of effects on Viewpoint 2.7 minor road to Yanwath, looking north

Viewpoint 2.7: Minor Road to Yanwath, looking north		
Receptor/s: Road users/recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 1.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a stone wall and hedgerow with occasional hedgerow trees on both sides of the minor road leading to Yanwath village, 1km to the north. A hedgerow screens the views of sloping landform towards Penrith in the middle ground. In the background, there are views of urban built form associated with Penrith on elevated land with Beacon Hill forming a wooded horizon in the right of the view. At this location, the A66 is not visible as views towards it are generally screened by intervening hedgerow in the foreground, undulating landform and tree belts along the A66, Yanwath village and the River Eamont.</p> <p><b>Summer</b></p> <p>During the summer months distant views towards Beacon Hill would remain, whilst views towards Penrith would be more effectively screened by intervening hedgerow and deciduous tree cover in full leaf.</p>		
<p><b>Value</b></p> <p>Although this view is limited to some degree by field boundary hedgerow, for recreational users travelling at lower speeds there is value in views towards Penrith and Beacon Hill. The value is therefore considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Although the attention of road users is not primarily focused on the enjoyment of the landscape, for recreational users there is some enjoyment of their surroundings, although transient. Susceptibility to change is evaluated as moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity of the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The scale of the change during construction would be limited given the distance of approximately 1.9km from the scheme and intervening layers of vegetation. There would be limited visibility of works within the right of the view, but this would not detract notably from the overall composition. The Magnitude of impact is therefore considered to be negligible.</p>		



Viewpoint 2.7: Minor Road to Yanwath, looking north
<p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and slight Magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as there would be some limited visibility of construction activity for receptors.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>Following the completion of works the scheme would not appear obtrusive within the view given the similarity to baseline conditions. Additionally, given the distance of 2.2km from the scheme and intervening vegetation, there would be no change to the views.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and no change magnitude of impact results in neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>The views of the scheme would remain screened by layers of existing intervening vegetation, and therefore, there would be no change to the views.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and no change magnitude of impact results in neutral (not significant) effect.</p>

Table 14: Assessment of effects on Viewpoint 2.8 Penrith Beacon, looking south

Viewpoint 2.8: Penrith Beacon, looking south		
Receptor: Recreational	Viewpoint type: Specific	Distance to Order Limits boundary: 2km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>At this location, extensive views across the Eden Valley are available to the south. In the foreground, mixed woodland associated with Beacon Hill provides a visual frame for views across Penrith in the middle-ground towards the south of the valley and the Lake District National Park in the background. At this elevation and distance, the A66 is barely discernible. However, Kemplay Bank Roundabout can be identified in centre of the view. Viewers' attention is focussed primarily on the Eden Valley and the Lake District fells.</p> <p><b>Summer</b></p> <p>The verdant density of the Eden Valley is more evident during the summer months and Lake District Fells provide a distinctive backdrop.</p>		
<p><b>Value</b></p> <p>The views from Penrith Beacon at Beacon Hill are recognised for high-quality views and are promoted within the local guidance media for recreational purposes and the quality of the views available that encompass Eden Valley and mountains of</p>	<p><b>Susceptibility</b></p> <p>The attention of recreational users at Beacon Hill is focused on the enjoyment of the landscape and views where available to the south and towards the Lake District National Park. The views near Penrith Beacon have strong</p>	<p><b>Sensitivity</b></p> <p>The high value of the views combined with high susceptibility would result in high sensitivity of visual receptors.</p>

Viewpoint 2.8: Penrith Beacon, looking south		
<p>the Lake District National Park. The Penrith Beacon Monument has strong cultural associations dating back to its construction in 1719. Overall the views are of high value.</p>	<p>cultural associations relating to the Monument, and the views available are part of the experience associated with this heritage asset. Subsequently, the views are of high susceptibility to the Scheme.</p>	
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At a distance of 2km construction activities would be screened by retained vegetation within Wetheriggs Country Park and intermittent vegetation and built form of Penrith. Only a very small part of construction, such as the removal of vegetation, would be discernible. Construction activities would take place at such a distance that they would form a barely noticeable element of the view. The Magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and negligible Magnitude of impact would result in slight adverse (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The scheme would be barely noticeable within long distance and panoramic views due to the distance and presence of intervening screening elements. The scheme would be a barely noticeable element of the view. The Magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and negligible Magnitude of impact would result in slight adverse (not significant) effect.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of impact</b></p> <p>The scheme would be screened by existing vegetation and built form and mitigation planting would mature to restore the screening that was provided in the baseline scenario. As a result, there would be a no change magnitude of impact to the views.</p> <p><b>Significance of effect</b></p> <p>Combined high sensitivity and no change magnitude of impact to the views would result in neutral (not significant) effect.</p>		

## 10.6.6 Penrith to Temple Sowerby

Table 15: Assessment of effects on Viewpoint 3.1 Junction of B6262 and Moor Lane, Brougham Castle, looking north-east

Viewpoint 3.1: Junction of B6262 and Moor Lane, Brougham Castle, looking north-east		
Receptors: Road users/Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The view looks north-east across agricultural land with large pastoral fields bound by drystone walls and post and wire fences with occasional field boundary trees. Brougham Roman Fort (Brocavum) and civil settlement and Brougham Castle SM lie directly south, east and west of the viewpoint location. NCN 71 and the Lowther Valley cycle route lie adjacent. Views are relatively open and slightly elevated with moving traffic along the A66 exerting a moderate influence on the overall view.</p> <p><b>Summer</b></p> <p>The foreground view at this location is of the agricultural grassland with a variety of small and moderate stands of tree planting that provide some additional visual screening from the movement of traffic on the A66. HGV's remain clearly visible for the majority of the view however.</p>		
<p><b>Value</b></p> <p>The view represents transient receptors along Moor Lane and NCN 71. The view is largely rural in nature, although the presence of the A66 is obvious. As a result the view is considered to be of moderate value.</p>	<p><b>Susceptibility</b></p> <p>For road and recreational users at this location the view is seen as secondary to their purpose of travel. The viewpoint is however on PRoW and adjacent to or near SMs and visitor attractions and as a result receptors may pause or stop at this location. Consequently, susceptibility to change at this location is considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The moderate value of views combined with moderate susceptibility would result in moderate sensitivity to the scheme.</p>
Construction phase		
<p><b>Magnitude of impact</b></p> <p>Construction of an overbridge to accommodate field access; removal of roadside vegetation including woodland belts south of the existing A66; construction of retaining walls; widening of the road; and earthworks would be noticeable in the right of the view. The removal of woodland south of the A66 would allow clear and wide views towards construction activity, resulting in a large influence overall. The Magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and major Magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the potentially sensitive nature of the location, i.e. on a NCN and adjacent to a heritage asset and SMs.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, mitigation would provide limited filtering of views towards the new overpass and would not have matured to the point where screening is possible. The overbridge would be located over cutting, and while it would not result in substantial change to the composition and quality of views, it would be a noticeable new feature. The magnitude of impact is assessed as moderate.</p>		

Viewpoint 3.1: Junction of B6262 and Moor Lane, Brougham Castle, looking north-east
<p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and moderate magnitude of impact would result in moderate adverse (significant) effect in this instance.</p>
Year 15 Operational phase
<p><b>Magnitude of impact</b></p> <p>At year 15 mitigation would be established, providing screening of views towards the overpass and the widened road with grassland and scrub on earthworks also established thereby providing a degree of integration with its surroundings. Mitigation would provide screening and filtering of views towards the widened road and overpass, ensuring these elements no longer appear incongruous. The magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect.</p>

Table 16: Assessment of effects on Viewpoint 3.2 NCN 71, Moor Lane near Fremington Cottages, looking north-east

Viewpoint 3.2: NCN 71, Moor Lane near Fremington Cottages, looking north-east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 420m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>Recent willow planting in the field in the left of the view screens north-easterly views towards the existing A66. In the centre of the view towards the middle ground, traffic along the A66 is generally screened or filtered by existing landform and woodland, some of which is associated with the former site of the Llama Karma Kafe which is immediately to the south of the existing A66. The overall influence of the existing A66 from this location is minimal. High voltage pylons and overhead cables are conspicuous vertical elements amongst the rolling landforms. Peaks associated with the North Pennines form the horizon in views.</p> <p><b>Summer</b></p> <p>The foreground view is an arable and pastoral environment of large fields with scattered moderate size stands of broadleaf tree planting which in the summer months provides an element of screening for the distant A66. These small and medium size stands of tree planting provide good landscape screening for the movement of traffic on the A66.</p>		
<p><b>Value</b></p> <p>Views from this location are experienced by recreational users in addition to road users, and although its rural outlook provides scenic qualities it is also not uncommon to the area. Views at this location are incidental to the users journey and the value is therefore considered to be low.</p>	<p><b>Susceptibility</b></p> <p>Recreational users of cycle routes are considered to be of moderate susceptibility to changes brought about by the scheme at this location given that their attention is not focussed entirely on the landscape, although some enjoyment would be gained from it.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value with moderate susceptibility results in moderate sensitivity to the scheme.</p>

Viewpoint 3.2: NCN 71, Moor Lane near Fremington Cottages, looking north-east		
<b>Construction phase</b>		
<p><b>Magnitude of impact</b></p> <p>The removal of vegetation to the south of the A66, particularly around the area of the Llama Karma Kafé would allow some limited visibility of construction activity. While there may be other relatively distant views of construction activity available, much of it would be screened by the adjacent willow planting or the mixed woodland at Hallstead's Wood to the north east. Works proposed for this scheme are predominantly online and therefore associated with the existing road corridor reducing the potential change to view composition. The magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect.</p>		
<b>Year 1 Operational phase</b>		
<p><b>Magnitude of impact</b></p> <p>During Year 1 of operation there would be a slight increase in visibility of moving traffic along the newly dualled A66 at the former site of the Llama Karma Kafe, but this would not detract from the overall view given its scale, and mitigation woodland planting which would provide a level of visual filtering. Views at this location are not predicted to be notably different than baseline conditions. The magnitude of impact therefore is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral given that although changes may appear almost imperceptible at this location there would still be some minor level of change.</p>		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>At year 15 mitigation would be established and views towards the scheme are predicted to be similar in character to the baseline. Following the re-introduction of woodland at the proposed amenity area east of Countess Pillar, visibility of moving traffic would be screened or heavily filtered. The magnitude of impact therefore is considered to remain negligible.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight given that views from this location following maturity of mitigation would be indiscernible from current baseline conditions.</p>		

Table 17: Assessment of effects on Viewpoint 3.3 PRoW (footpath) 311010 west of Highground Farm, looking north-east

Viewpoint 3.3: PRoW 311010 west of Highground Farm, looking north-east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.5km
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>From this location, adjacent to a field boundary hedgerow, north-easterly views across a mixture of pastoral and arable land are available within the foreground and middle ground. The Northern Pennines provide the backdrop in distant views. High voltage pylons and overhead cables are</p>		

Viewpoint 3.3: PRoW 311010 west of Highground Farm, looking north-east		
<p>prevalent within the view as vertical elements. Views of traffic along the A66 from this location are restricted to glimpses of high-sided vehicles, but this inclusion does not detract from the overall view. As a result the visual influence of the A66 at this location is minimal.</p> <p><b>Summer</b></p> <p>During the summer months there are stands of trees, shelter belts and hedgerow which have an increased influence on the foreground whilst on the distant horizon the tree cover in full leaf accentuates the rolling character of this landscape. The A66 is distant and with the variety of small and medium size stands of tree planting these provide good additional landscape screening for the glimpsed movement of traffic on the A66.</p>		
<p><b>Value</b></p> <p>Views from this location are experienced by recreational users, offering distant views towards the North Pennines AONB. The viewpoint panorama was taken through a break in high hedgerow and therefore represents a glimpsed view for users. Views from this location are incidental to the users journey and the value is therefore considered to be low overall.</p>	<p><b>Susceptibility</b></p> <p>Recreational users of the PRoW are of high susceptibility to changes brought about by the project at this location given their likely purpose of travel; to enjoy the surrounding landscape.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and high susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase		
<p><b>Magnitude of impact</b></p> <p>There would be limited direct views of construction activity at this location. Construction works would be broadly online, with vegetation loss having minimal impact on views at this location and consequently visual disruption is not predicted. The magnitude of impact is therefore considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible magnitude of impact would result in slight (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as there is predicted to be limited views of construction activity at this location as opposed to none.</p>		
Year 1 Operational phase		
<p><b>Magnitude of impact</b></p> <p>At year 1 there would be no notable visual change to baseline conditions from this location as a result of the scheme. Views would return to those currently experienced at this location. The magnitude of impact of impact is therefore considered to be no change.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and no change magnitude of impact would result in neutral (not significant) effect.</p>		
Year 15 Operational phase		
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation the scheme would have assimilated fully within its surroundings, and subsequently no change is predicted to views from this location. The magnitude of impact is considered to be no change.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and no change magnitude of impact would result in neutral a (not significant) effect.</p>		



Table 18: Assessment of effects on Viewpoint 3.4 Junction of PRow 311013 (bridleway) and 31109 (footpath), looking south

Viewpoint 3.4: Junction of PRow 311013 (bridleway) and 31109 (footpath), looking south		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 100m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint is located on the junction of PRow north of the A66, at the junction of a byway leading to the Church of St Ninian with a footpath running north-east to Hornby Hall. The view looks south-east across large, open fields north of the A66 towards a skyline defined largely by tree cover, including Whinfell Forest south of the A66. The dry-stone wall and occasional hedgerows define the A66 corridor. Traffic along the A66 is visible from this location, particularly high-sided vehicles, although landform and intervening dry-stone walls and hedgerows provide some screening. As a result, the existing A66 has a moderate influence overall on the view.</p> <p><b>Summer</b></p> <p>The shelter belt planting to the east, both coniferous and deciduous, is a bookend to this broad sweeping grassland landscape. The enclosure the deciduous planting provides precludes any views of the wider landscape or distant views of the Pennine Fells. The dominance of coniferous woodland within the view results in summer views remaining broadly similar to winter views at this location.</p>		
<p><b>Value</b></p> <p>Views from this location are potentially locally valued although ordinary and not widely recognised for their scenic quality. Views are evaluated as being of low value overall.</p>	<p><b>Susceptibility</b></p> <p>Recreational users of the PRow are considered to be of high susceptibility to change.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and high susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase		
<p><b>Magnitude of impact</b></p> <p>During construction there would be a notable change to baseline conditions. Construction activity including earthworks; movement of large vehicles; temporary compound/storage area; SuDS pond including permanent access road; and a layby would be visible at short distance within a focussed angle of view. A stretch of stone wall would also be lost. Construction activity to the east and west would be largely screened by intervening vegetation. Magnitude of impact is therefore assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>During construction there would be clear views towards changes associated with the scheme, and therefore combined moderate sensitivity and moderate magnitude of impact would result in moderate adverse (significant) effect.</p>		
Year 1 Operational phase		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, visual change at this location would very limited due to screening by intervening landform and a drystone wall. Given that traffic along the existing route is clearly visible at present however, traffic movement along the new road would not appear incongruous. Magnitude of impact is assessed as negligible.</p>		

Viewpoint 3.4: Junction of PRow 311013 (bridleway) and 31109 (footpath), looking south
<p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as some change from baseline conditions would remain visible.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>As mitigation proposals mature, which would include woodland copses and native hedgerow, elements within the view would be screened or heavily filtered, including the SuDS pond and movement of traffic. The drystone wall in the foreground between the viewpoint and the scheme would screen earthworks and mitigation would have a limited influence on views from this location. The magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and negligible magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as views would return to near baseline conditions.</p>

Table 19: Assessment of effects on Viewpoint 3.5 Minor road south of High Moss woodland, looking west

Viewpoint 3.5: Minor road out of High Moss Plantation, looking west		
Receptor: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The minor road is bound by a combination of dry-stone wall and informal hedgerow with occasional mature deciduous trees. Either side of the lane, agricultural fields stretch towards the existing A66 some 270m south-west. Behind the viewpoint lies the large mixed woodland of High Moss. The skyline, and the main focus of views, is largely defined by distant views towards the Lake District fells. Traffic using the A66 is visible from this location, although partially screened by existing field boundaries comprising of post-and-wire fencing, gappy, informal hedgerows and drystone walls. Overall, given the distant views available, the existing A66 exerts a limited influence on views from this location.</p> <p><b>Summer</b></p> <p>The plantations and hedgerows in the summer months provide increased screening for the A66, enhancing the existing enclosure. Foreground vegetation partially precludes any views of the wider landscape or distant views of the Pennine Fells.</p>		
<p><b>Value</b></p> <p>Views from this location are experienced by road users south of High Moss Plantation. Although these views are not of recognised high-quality and do not have cultural associations, they are likely to be locally valued given the extensive views towards the Lake District fells. Consequently the view is considered to be of moderate value.</p>	<p><b>Susceptibility</b></p> <p>Road users are considered to be of moderate susceptibility to changes brought about by the project at this location, given their transient nature.</p>	<p><b>Sensitivity</b></p> <p>Combined moderate value and high susceptibility results in moderate sensitivity to the scheme.</p>



Viewpoint 3.5: Minor road out of High Moss Plantation, looking west
Construction phase
<p><b>Magnitude of impact</b></p> <p>At this location there would be direct transient views towards major works at the Centre Parcs junction including extensive earthworks; SuDS ponds to the north of the carriageway; compound/ storage areas; and an underpass to provide entry/ exit to Centre Parcs and slip road to Lane End.</p> <p>Construction would result in the loss of roadside hedgerows, field boundary hedgerows and tree loss at the existing Centre Parcs entrance. Construction activity would occupy a large proportion of the view for nearby residents and road users. The underpass and associated earthworks would incur a substantial change in view from baseline conditions. Construction activity would be very noticeable to residents resulting in substantial changes to views and landscape setting at relatively short range. The magnitude of impact of impact during construction is therefore predicted to be major.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and major magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given the transient nature of views for road users.</p>
Year 1 Operational phase
<p><b>Magnitude of impact</b></p> <p>Following construction, the proposed scheme would retain a substantial change to existing baseline views, with graded groundworks, roads and balancing pools remaining obvious changes. Mitigation proposals would not yet be established or provide any notable reduction in visibility or integration of the scheme in its surroundings. The magnitude of impact is assessed as major during year 1 of operation due to the scale of change in a localised area.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and major magnitude of impact would result in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large given that although substantial changes in view would remain the absence of construction activity would reduce the overall impact.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation the scheme would have integrated within its surroundings to a degree, and would appear much less incongruous. The re-instatement of agricultural land and establishment of balancing ponds and hedgerows would contribute to landscape character. Visibility of moving traffic would be minimised. The magnitude of impact is therefore assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity of the receptor with minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given that the scheme would have become part of the surrounding landscape character and would no longer be seen as an anomaly.</p>

Table 20: Assessment of effects on Viewpoint 3.6 PRoW (footpath) 311004 near Center Parcs Whinfell Forest, looking north-west

Viewpoint 3.6: PRoW (Footpath) near Centre Parcs Whinfell Forest, looking north-west		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 440m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>North-westerly views from this location are open in character, with uninterrupted views towards the North Pennines from a slightly elevated location. Access to the PRoW is gained through the Salter Wood ancient woodland which lies within the larger Whinfell Forest. The PRoW follows a dry-stone wall field boundary north towards the A66 where it terminates. The view looks across a large arable field towards the mixed woodland of High Moss and a number of coniferous shelterbelts. Low voltage electricity pylons and overhead cables are relatively conspicuous vertical elements within the view, particularly at close range. Traffic using the existing A66 is visible in the middle-ground of the view, although it does not appear overly distracting given the relatively short time period of visibility. Overall the A66 has a limited influence on views.</p> <p><b>Summer</b></p> <p>The deciduous plantations south of Whinfell house and High Moss plantation would display the greatest seasonal variation and arable fields would also provide a degree of screening at this distance in the summer months.</p>		
<p><b>Value</b></p> <p>The characteristic presence of arable fields in the foreground is such that the value is assessed as moderate.</p>	<p><b>Susceptibility</b></p> <p>Given the expansive nature of views available at this location, although tempered slightly by the presence of the A66, receptors are considered to be of high susceptibility to changes as a result of the scheme.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and high susceptibility results in high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>There would be notable changes in views for users of the PRoW at relatively short distance which would occupy a large proportion of the view, substantially changing the composition of the view from rural character to one influenced by construction. These changes would include construction of extensive earthworks; SuDS ponds to the north of the carriageway; compound/ storage areas; demolition of existing farm buildings at Highbarn; and an underpass to provide entry/ exit to Center Parcs and slip road to Lane End. Views would generally be direct and uninterrupted, and the perception would be that the scheme would occupy a large area of the view. The magnitude of impact at this location is assessed as major.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of the high sensitivity of the receptor with the major magnitude of impact would result in a very large adverse effect which is locally significant. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be very large rather than large given the scale of change within the view for highly sensitive receptors, albeit short term.</p>		

Viewpoint 3.6: PRoW (Footpath) near Centre Parcs Whinfell Forest, looking north-west
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation visual change as a result of the scheme would remain notable. The implementation of mitigation measures such as woodland planting and hedgerows would provide a level of visual screening.</p> <p>In the first year of operation the magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity of the receptor with the moderate magnitude of impact would result in a moderate adverse significance.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>The establishment of the planting and road realignment with the planting mitigation would soften and screens views of the scheme. The visual impacts, e.g. abutments and embankments where the restoration planting screens middle ground views would continue to be a distinct visual change, whilst longer distance views towards the AONB would be maintained.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the high sensitivity of the receptor with the minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given that although the scheme would remain a visual change, the more notable distant views towards the fells would be maintained.</p>

Table 21: Assessment of effects on Viewpoint 3.7 Minor road near Lower Woodside, looking south-west

Viewpoint 3.7: Minor Road near Lower Woodside, looking south-west		
Receptor: Road users	Viewpoint type: Representative	Distance to Scheme: 220m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view shows a drystone wall field boundary typical of the area, with other farm elements such as fencing gates and farm outbuildings also visible. The coniferous woodland of Whinfell Forest which surrounds Center Parcs is clearly visible, forming the skyline beyond the road on elevated ground. From this location, generally clear south-westerly views are afforded towards traffic along the A66, filtered occasionally by individual mature trees. Moving traffic on the existing A66 has a moderate influence on views.</p> <p><b>Summer</b></p> <p>During the summer months long range views remain broadly similar to winter with distant views towards Center Parcs still available. Individual trees along the middle ground provide additional screening of traffic along the A66.</p>		
<p><b>Value</b></p> <p>The view is typical of the area and is considered to be of low value overall.</p>	<p><b>Susceptibility</b></p> <p>Road users along this minor route are of low susceptibility to change.</p>	<p><b>Sensitivity</b></p> <p>Combined low value and low susceptibility results in low sensitivity to the scheme.</p>

Viewpoint 3.7: Minor Road near Lower Woodside, looking south-west		
<b>Construction phase</b>		
<p><b>Magnitude of impact</b></p> <p>Changes as a result of the scheme are broadly online at this section, with the road being widened to the north of the existing carriageway. A SuDS pond with an associated permanent maintenance access road would be discernible approximately 315m to the south-west and a site compound to the west of the pond. Construction activity would therefore be fleetingly visible at this location for users of the minor road, leading to a moderate magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>Combined low sensitivity and moderate adverse magnitude of impact would result in slight adverse (not significant) effect.</p>		
<b>Year 1 Operational phase</b>		
<p><b>Magnitude of impact</b></p> <p>At year 1 the scheme would appear closer and more noticeable in the views than baseline conditions. Mitigation including tree belt and woodland planting would not yet have established or provide screening or filtering of the scheme. The magnitude of impact would remain moderate during year 1 of operation.</p> <p><b>Significance of effect</b></p> <p>Combined low sensitivity and moderate adverse magnitude of impact would result in slight adverse (not significant) effect.</p>		
<b>Year 15 Operational</b>		
<p><b>Magnitude of impact</b></p> <p>Successful integration of the scheme within its surroundings by year 15 following maturation of the mitigation proposals would reduce the magnitude of impact. The magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>Combined low sensitivity and minor adverse magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight given that the view would broadly be returned to its former character following mitigation.</p>		

Table 22: Assessment of effects on Viewpoint 3.8 Cliburn Road at Ash Hill Cottages, looking north-west

Viewpoint 3.8: Cliburn Road at Ash Hill Cottages, looking north-west		
Receptor: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: 125m
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a roadside grass verge alongside Cliburn Road, with the existing A66 clearly visible to the north-west at a lower elevation in the middle-ground. Views towards traffic are filtered to a degree by roadside vegetation in the left of the view. The existing A66 exerts a moderate visual influence from this location. Beyond the A66, views are generally heavily filtered by roadside trees and nearby woodland at Winderswath Farm. The North Pennine hills are discernible on the horizon above trees on the north side of the A66.</p>		

Viewpoint 3.8: Cliburn Road at Ash Hill Cottages, looking north-west		
<p><b>Summer</b></p> <p>During the summer months distant views of the AONB are often screened by the deciduous woodland which lines the northern carriageway of the A66, and to some degree by the foreground hedgerow in full leaf.</p>		
<p><b>Value</b></p> <p>Views are typical of the area with no cultural associations. The existing A66 and associated moving traffic are relatively notable components within the view. As a result, the value is considered to be low.</p>	<p><b>Susceptibility</b></p> <p>Residents at Ash Hill Cottages are regarded as being of moderate susceptibility to change given the orientation of their homes and ground floor screening by field boundary hedgerows.</p>	<p><b>Sensitivity</b></p> <p>The combination low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase		
<p><b>Magnitude of impact</b></p> <p>During construction, views towards the main areas of construction activity west of the viewpoint would be limited or screened entirely by intervening landform and vegetation. While tree removal along the north and south sides of the existing A66 would slightly change the composition of views it would not result in more widespread effects. The magnitude of impact is therefore considered to be moderate.</p> <p><b>Significance of effect</b></p> <p>Combined moderate sensitivity and moderate magnitude of impact would result in moderate adverse (significant) effect.</p>		
Year 1 Operational phase		
<p><b>Magnitude of impact</b></p> <p>During Year 1 of operation, mitigation planting would partly replace vegetation lost during construction. There would be limited change to views and the magnitude of impact is considered to be minor.</p> <p><b>Significance of effect</b></p> <p>Partial restoration of woodland areas and roadside planting would provide a level of mitigation following loss incurred during construction. Combined moderate sensitivity and minor adverse magnitude of impact would result in slight (not significant) effect.</p>		
Year 15 Operational phase		
<p><b>Magnitude of impact</b></p> <p>At year 15 mitigation would be established and the composition and quality of views would be comparable to the baseline. The magnitude of impact therefore is considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>By Year 15 of operation, mitigation proposals would return the view to baseline qualities. Combined moderate sensitivity and negligible magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight given that the view would broadly be returned to its former character following mitigation.</p>		

Table 23: Assessment of effects on Viewpoint 3.9 B6412 west of Culgaith, looking south-west

<b>Viewpoint 3.9: B6412 west of Culgaith, looking south-west</b>		
Receptor: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: 1.7km
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>The view looks across a large-scale rolling landscape of pasture and blocks of woodland towards the River Eden on lower ground. Beyond the river Whinfall Forest which is associated with Center Parcs, is visible on a low ridge. There are filtered views of traffic using the A66 in the middle ground. Traffic movement has a limited visual influence on the overall view due to distance. The Lake District peaks are visible in the distance.</p>		
<b>Summer</b>		
<p>Individual trees and blocks of woodland provide additional screening in views towards the A66 during the summer months. Some minimal traffic movement is still visible, but does not comprise a notable element within the composition of the view.</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
<p>The view offers positive scenic qualities although it is not widely recognised and has no cultural significance. The value is therefore considered to be moderate.</p>	<p>Road users of the B6412 travelling in either direction experience transient panoramic views in the direction of the A66, albeit perpendicular to their direction of travel. An appreciation of the landscape is more likely due to its openness; subsequently susceptibility is considered to be moderate.</p>	<p>Receptors at this location are road users and of moderate sensitivity.</p>
<b>Construction phase (winter)</b>		
<b>Magnitude of impact</b>		
<p>During construction, given the elevated and panoramic view available at this location it would be possible to discern construction activity at the grade separated junction of Center Parcs some 3km to the south-west. Some woodland loss to the south of the view at Swine Gill Plantation would increase visibility. Construction activity elsewhere within the view would be less visible as no notable tree loss or other major works are proposed. Given the distance overall from the viewpoint to construction activity and limited visibility as a result, in combination with limited change in the overall balance of features, the magnitude of impact is considered to be minor.</p>		
<b>Significance of effect</b>		
<p>Combined moderate sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect.</p>		
<b>Year 1 Operational phase (winter)</b>		
<b>Magnitude of impact</b>		
<p>Following construction, the scheme would not appear incongruous within views at this location. The overpass at Center Parcs would be a discernible feature, but otherwise the view would not alter notably from baseline conditions given the breadth of views and distance to the scheme. The magnitude of impact is therefore considered to be negligible.</p>		
<b>Significance of effect</b>		
<p>Combined moderate sensitivity and negligible magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as there would still be discernible change for receptors at this viewpoint location.</p>		



Viewpoint 3.9: B6412 west of Culgaith, looking south-west
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>Following maturation of the mitigation proposals, the overall view is not considered to change noticeably from Year 1, aside from the reinstatement of woodland at Swine Gill Plantation which would screen views towards the scheme. Successful mitigation proposals would provide screening of the scheme at Swine Gill Plantation, and other than the grade separated junction at Center Parcs the remainder of the scheme would remain imperceptible. The magnitude of impact is therefore considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and negligible magnitude of impact would result in neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as following maturity of the mitigation proposals views would return to broadly baseline conditions.</p>

### 10.6.7 Temple Sowerby to Appleby

Table 24: Assessment of effects on Viewpoint 4.1 Eden Valley Ride cycle route near Skygarth Farm, looking north-east

Viewpoint 4.1: Eden Valley Ride cycle route near Skygarth Farm, looking north-east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 100m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The view looks across gradually rising agricultural land, bound by timber post and wire fencing and gappy hedgerows with very occasional hedgerow trees. The existing A66 lies on a ridge formed by the rising land and there are views of traffic using the road. An agricultural shed within the view provides some limited screening of traffic. Beyond the A66, hills at the southern edge of the North Pennines AONB are a notable feature on the horizon.</p> <p><b>Summer</b></p> <p>Deciduous trees contribute to the agrarian landscape and enhance the screening of the high sided HGV traffic. The existing planting associated with the A66 and the field boundaries with the mature tree planting provides some enclosure to the viewpoint in the summer months and the large-scale agricultural environment with the scattered agricultural buildings.</p>		
<p><b>Value</b></p> <p>The view is typical of those experienced in the Eden River valley and while the North Pennines AONB makes an important contribution, these views are locally valued. The value of views is evaluated as moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the Eden Valley Ride are considered to be of high susceptibility to change given their likely appreciation of their surroundings and the open nature of views at this location.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location changes within the view for the receptor would be notable as elements of the scheme pass south of the existing A66 some 300m to the north. The addition of the roundabout and associated earthworks along the route to the north would also incur notable visual change. The new roundabout</p>		

<b>Viewpoint 4.1: Eden Valley Ride cycle route near Skygarth Farm, looking north-east</b>		
<p>would serve the proposed connection with the exiting A66, and the construction and operation of these two elements would incur the greatest visual impact for receptors. The existing underpass which serves Spitals would be brought further south to allow for a new link road, the impact would be major.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of the high sensitivity of the receptor with the major magnitude of impact would result in a large adverse effect which is locally significant. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given the localised nature of the change.</p>		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, the mitigation proposals including linear tree belts and hedgerow along the realigned A66 would provide limited filtering of traffic. The balancing pond would be less noticeable but still in the process of establishment. As a result, the magnitude of impact would reduce slightly to moderate.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the high sensitivity of the receptor with the moderate magnitude of impact would result in large adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate as the visual change would remain obvious at this early stage of operation.</p>		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>The establishment of planting mitigation including linear tree and shrub belts along the road realignment would filter and screen views towards the scheme. The visual impacts, e.g. abutments and embankments where the restoration planting would screen middle distance views whilst longer distance views towards the AONB would be screened.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the high sensitivity of the receptor with the minor magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate as although there would remain an obvious change to baseline conditions, the scheme would have integrated within its surroundings and would therefore appear a less obvious element within the view.</p>		

Table 25: Assessment of effects on Viewpoint 4.2 Priest Lane, Kirkby Thore, looking north-east

<b>Viewpoint 4.2: Priest lane, Kirby Thore, looking north-east</b>		
Receptor: Road User	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view shows the single-track road and grass verge of Priest Lane which leads to the western extents of Kirkby Thore. An intact dry-stone wall is supported by a timber post and wire fence leading to an extensive area of rolling agricultural land, punctuated by the British Gypsum works. In distant views the North Pennines AONB forms the backdrop. The British Gypsum factory appears anomalous within the otherwise rural outlook. The existing A66 is not visible at this location.</p>		



Viewpoint 4.2: Priest lane, Kirby Thore, looking north-east		
<p><b>Summer</b></p> <p>During the summer months views do not alter markedly from winter aside from additional screening provided by woodland blocks and field boundary vegetation in full leaf. The North Pennines AONB remains a focal point in views.</p>		
<p><b>Value</b></p> <p>The view is typical of rural areas to the west of Kirkby Thore and while the North Pennines AONB makes important contribution views are locally valued. The value of views is evaluated as moderate.</p>	<p><b>Susceptibility</b></p> <p>Road users along Priest Lane travelling east towards Kirkby Thore are of moderate susceptibility to change as although users are focussed primarily on the road ahead the view is broadly one of rural character and any change of the kind proposed would be noticeable.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The viewpoint illustrates views to the north-east across farmland towards the British Gypsum works, with elements of the scheme encroaching on views. This would be in the form of a link road from Priest Lane to Cross Street on embankment. The mainline of the scheme would lie beyond the link road, forming an overpass at Cross Street as it passes to the north-west of Kirkby Thore. From the viewpoint location the scheme would remain visible until it passes the northern extents of Kirkby Thore, incurring a noticeable visual change to existing conditions. In views south-east at this location, the scheme mainline would be visible as it appears over higher ground, albeit in cutting. The existing bridleway connecting the A66 with Priest Lane would be rerouted to follow the new connector route east of Ostler Cottage. The magnitude of impact of impact would be major.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of the moderate sensitivity of the receptor with the major magnitude of impact would result in a large adverse effect which is locally significant. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the overall scale of change for road users.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The mainline in cutting and overbridge would remain obvious new elements within the previously rural view for receptors. Woodland planting as part of the mitigation proposals, particularly near the overbridge would provide a level of screening towards traffic movement and balancing ponds. In the first year the magnitude of impact at year 1 of operations in winter would remain major.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the moderate sensitivity of the receptor with the major magnitude of impact would result in large adverse (significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting would soften and screen views of the scheme and provide restoration of historic landscape patterns. The visual impacts, e.g. abutments and embankments where the restoration planting is screening the near distant views whilst longer distance views are unavailable. The magnitude of impact at year 15 of operation summer is assessed as moderate.</p>		

Viewpoint 4.2: Priest lane, Kirby Thore, looking north-east
<p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the moderate sensitivity of the receptor with the moderate magnitude of impact would result in a moderate adverse and significant effect.</p>

Table 26: Assessment of effects on Viewpoint 4.3 Low Moor Park, A66, looking north

Viewpoint 4.3: Low Moor park, A66, looking north		
Receptor: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The viewpoint lies adjacent to the existing A66, and subsequently the road is prominent in the foreground. Beyond the road land undulates north to meet the foothills of the North Pennines AONB. Areas of coniferous woodland such as Hag Wood, Black Plantation and Ling Wood are conspicuous amongst the mosaic of locally characteristic farmland bound by gappy hedgerows. The North Pennines AONB forms the skyline, with the British Gypsum works appearing incongruous within the otherwise rural outlook.</p> <p><b>Summer</b></p> <p>Roadside vegetation within the foreground view screens ground-level views north across the gently rolling agricultural fields. Individual trees within the middle ground also provide screening although this provides limited change from winter views overall. With summer weather conditions, absence of low cloud and mist, ensures that the Pennine Fells are more clearly defined, and their height and scale are more predominant within the valley landscape view.</p>		
<p><b>Value</b></p> <p>Views are not formally recognised, although may be locally valued given the AONB backcloth. The overall value is therefore assessed as moderate for residents.</p>	<p><b>Susceptibility</b></p> <p>The viewpoint represents static views of residents at Low Moor Park which allow relatively uninterrupted views north towards the North Pennines AONB. The prevalence of traffic along the existing adjacent A66 however lowers susceptibility to development of a similar nature. Susceptibility is considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The scheme would pass approximately 125m to the north diagonally through the farmland to the north of the existing A66. Construction of the mainline and a link road to the west would be noticeable new features with the mainline visible in direct views towards the North Pennines AONB. Construction of the accommodation track and balancing pond would be visible as would the western part of the mainline in wider views. The magnitude of impact during year one of operation is assessed as being major.</p> <p><b>Significance of effect</b></p> <p>The combination of the moderate sensitivity of the receptor with the major magnitude of impact would result in a large adverse effect which is locally significant. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the overall scale of visual disruption during construction.</p>		

Viewpoint 4.3: Low Moor park, A66, looking north
<b>Year 1 Operational phase impacts and effects (winter)</b>
<p><b>Magnitude of impact</b></p> <p>By year 1 of operation land to the north of the A66 would be reinstated as agricultural land, and proposed dry stone walls would be in place. Hedgerows along the link road to Priest Lane would not be established, resulting in views of moving traffic.</p> <p>Overall however, much of the moving traffic along the mainline would be screened from view, resulting in a reduction in magnitude of impact. The magnitude of impact at year 1 of operations in the winter is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of the moderate sensitivity of the receptor with the moderate magnitude of impact would result in moderate adverse (significant) effect.</p>
<b>Year 15 Operational phase impacts and effects (summer)</b>
<p><b>Magnitude of impact</b></p> <p>Following establishment of the proposed hedgerows with trees along the link road to Priest Lane and re-establishment of agriculture and field patterns to nearby land, the scheme would appear less incongruous at this location. For residents with static views, the scheme would incur a permanent change, however views towards the North Pennines AONB would be retained, and landscape character would be similar to baseline conditions. The magnitude of impact is therefore considered to be minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity of the receptor with the minor magnitude of impact would result in a slight adverse (not significant) effect.</p>

Table 27: Assessment of effects on Viewpoint 4.4 Piper Lane, Kirkby Thore, looking north

Viewpoint 4.4: Piper Lane, Kirby Thore, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 275m
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
The view looks north across the adjacent single-track road of Piper Lane and agricultural land towards residential properties within the middle ground along Dunfell View on the western extents of Kirkby Thore. Beyond Dunfell View, in the distance, the North Pennines AONB forms the skyline.		
<b>Summer</b>		
The vista during the summer months is foreshortened to a large degree by the adjacent hedgerow and individual trees in full leaf. Glimpsed views to the north-west are possible at times but generally only the North Pennines AONB remains visible in the distance.		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
The view is typical of rural areas to the west of Kirkby Thore although the North Pennines AONB makes an important contribution. Subsequently views are locally valued and are evaluated as moderate.	Receptors are more likely to visit the location to use the recreational facilities such as the playground and sports fields and therefore may be less engaged with their surroundings. It is therefore considered that receptors would be of low susceptibility to the changes brought to bear by the options.	The combination of moderate value and low susceptibility results in moderate sensitivity to the scheme.

Viewpoint 4.4: Piper Lane, Kirby Thore, looking north		
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>The scheme mainline would pass approximately 530m north-west of the viewpoint location, passing behind Priest Lane. From the entrance to the sports fields there would be minimal visibility of construction activity throughout the duration of the works as they reach the north of Kirkby Thore. Thereafter there would be no visibility. There would be limited visibility of earthworks and general vehicle movement during construction of the connector road from the field entrance east of Ostler Cottage to Priest Lane given its proximity. Overall, only a very small part of the works would be discernible at this location. The magnitude of impact is consequently considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of moderate sensitivity of the receptor with the negligible magnitude of impact would result in a slight adverse effect which is locally significant. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral given that there would be some limited views towards tall plant and additional traffic movements during construction.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>At year 1 of operation the scheme mainline and Priest Lane connector road would not be visible at this location. The overbridge at Station Road north of the viewpoint would be screened by intervening landform. No part of the scheme would be discernible from this location; therefore the magnitude of impact has been assessed as no change.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of moderate sensitivity of the receptor with the effect of no change would result in a neutral (not significant) effect.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation there would be limited visibility of mitigation planting to field boundaries as trees mature, but this would not identify the path of the scheme. Views would retain baseline conditions.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the moderate sensitivity of the receptor with the effect of no change would result in a neutral (not significant) effect.</p>		

Table 28: Assessment of effects on Viewpoint 4.5 PRoW (footpaths) 336017 and 336011 at Kirkby Thore School, looking north

Viewpoint 4.5: PRoW (Footpaths) 336017 and 336011 at Kirby Thore School, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises gated entrances at the signposted origin of two PRoW at Cross Street, adjacent to Kirkby Thore Primary School. The PRoW are separated by a stretch of dry stone wall followed by a robust clipped hedgerow which typifies field boundary treatments locally. Land within the</p>		

#### Viewpoint 4.5: PRoW (Footpaths) 336017 and 336011 at Kirby Thore School, looking north

foreground to middle ground of the view is typically agricultural, leading to higher ground forming a ridgeline at Black Plantation. Timber electricity pylons and overhead lines cross the field within the middle ground broadly north to south. Distant views comprise the North Pennines AONB which forms the backdrop.

##### Summer

The tree cover to the north west is predominantly deciduous and within the undulations topography contribute to the overall vista of the valley. The undulating landscape would prove to be the most significant element in the landscape and would provide a strong screening component within this viewpoint.

##### Value

Users of the PRoWs at this location experience the view as part of their onward travel, so whilst the view would likely be enjoyed it would not be their primary reason for being there. The view is however likely to be locally valued given its proximity to the village, the accessible location for users and the extensive rural views available across farmland towards the North Pennines AONB. The value of the view is therefore considered to be moderate.

##### Susceptibility

Given the views available at this location to users of the PRoWs, susceptibility to changes proposed by the scheme is considered to be high. The rural outlook, which currently has little in the way of development within its composition, would alter notably to a greater or lesser degree as a result of the scheme options.

##### Sensitivity

The combination of moderate value and high susceptibility results in high sensitivity to the scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

At this location the implementation works would result in major visual change. Construction work and site traffic would have close visibility. This open aspect would be available north and east of the receptor for the duration of the construction phase.

These works represent the magnitude of impact at construction to be assessed as major.

##### Significance of effect

During construction, the combination of the high sensitivity of the receptor with the major magnitude of impact would result in a very large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be very large adverse rather than large given the overall change in view from a sensitive location.

#### Year 1 Operational phase impacts and effects (winter)

##### Magnitude of impact

The restoration planting would be tailored to the new road layout when complete, vehicles movement would be becoming less visible due to transitioning into cut, but mitigation planting including hedgerows would be low in height. The proposed dry stone wall which would line the connector route at the realigned Green Lane would provide a level of screening towards the connector road and mainline in cutting. The overall change in view for sensitive receptors at this location would reduce to a moderate magnitude of impact.

##### Significance of effect

At year 1 of operation, the combination of the high sensitivity of the receptor with the moderate magnitude of impact would result in moderate adverse and significant effect.

Viewpoint 4.5: PRoW (Footpaths) 336017 and 336011 at Kirby Thore School, looking north
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation the scheme would have assimilated within the surrounding landscape, and the introduction of hedgerow planting, dry stone walls and woodland adjacent to the viewpoint would provide visual screening of moving traffic.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the high sensitivity of the receptor with the minor effect would result in a slight adverse (not significant) effect.</p>

Table 29: Assessment of effects on Viewpoint 4.6 PRoW (footpaths) 336013 and 336014 at British Gypsum works, looking south-west

Viewpoint 4.6: PRoW (Footpath) 336013 and 336014 at British Gypsum works, looking south-west		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The viewpoint, taken from the crossroads of two PRoW south of the British Gypsum works entrance comprises rising agricultural land bound by timber post and wire fencing and the adjoining Fell Lane which connects the works with Kirkby Thore. The eastern verge of Fell Lane at this location is lined by informal hedgerow and hedgerow trees, filtering views further east. The rising land within the view is such that it forms the skyline aside from limited views of higher ground to the south-west.</p> <p><b>Summer</b></p> <p>This is an enclosed viewpoint which has have a wider open aspect in the winter months. In the summer the undulations of the landscape and the informal hedgerow and hedgerow trees would be the prevailing features that would most influence the overall view.</p>		
<p><b>Value</b></p> <p>The view presents a relatively ordinary scene with no widely recognised quality, and is therefore unlikely to be the users' primary reason for being there. The value is therefore considered to be low.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are unlikely to be focussed on the landscape given the proximity with the British Gypsum works and the screening of southerly views by adjacent landform. Susceptibility is therefore considered to be moderate overall.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location views towards construction traffic would be limited by landform. Tall plant and movement of heavy goods vehicles would be visible during the duration of the works.</p> <p>These works represent the magnitude of impact at construction to be assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of the moderate sensitivity of the receptor with the moderate magnitude of impact would result in a slight adverse effect which is locally significant.</p>		



Viewpoint 4.6: PRoW (Footpath) 336013 and 336014 at British Gypsum works, looking south-west
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation views from this location along the PRoW would be broadly similar to baseline conditions. Given that the connector road which is the nearest component of the scheme would lie beyond the brow of the hill the magnitude of impact is considered to be no change.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the moderate sensitivity of the receptor with the magnitude of impact of no change would result in a neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>The establishment of the planting, new road realignment with the planting mitigation is softening and screens views of the Schemes. The visual impacts, e.g. abutments, cutting and embankments where the restoration planting and new levels are screening the near distant views whilst longer distance views remain unaffected.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the moderate sensitivity of the receptor with the magnitude of impact of no change would result in a neutral (not significant) effect.</p>

Table 30: Assessment of effects on Viewpoint 4.7 Amenity area west of Sandersons Croft, looking north

Viewpoint 4.7A: Amenity area west of Sandersons Croft, looking north		
Receptor: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises chain-link fencing which bounds the southern edge of a large agricultural field bound to the east, west and north by hedgerow. Across the middle ground electricity pylons and overhead cables provide conspicuous vertical elements within the view. Beyond these, the British Gypsum Works are an incongruous element against the distant backdrop of the North Pennines AONB.</p> <p><b>Summer</b></p> <p>During the summer months views north towards the North Pennines remain broadly similar given the lack of intervening vegetation which would otherwise provide screening.</p>		
<p><b>Value</b></p> <p>This location provides extensive distant views of the North Pennines, although somewhat undermined by the presence of other elements, i.e. the chain-link fencing, pylons and British Gypsum Works. Value is therefore assessed as moderate.</p>	<p><b>Susceptibility</b></p> <p>Receptors at this location are residents or visitors to nearby homes along Sandersons Croft. Their current outlook contains minimal infrastructure; however the presence of the works cannot be ignored. Consequently, susceptibility of receptors to changes as a result of the scheme is considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value with moderate susceptibility results in moderate sensitivity to the scheme.</p>

Viewpoint 4.7A: Amenity area west of Sandersons Croft, looking north		
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>At this location the implementation works would result in major visual change. The construction work and site traffic would have close visibility as cuttings are made to accommodate the mainline and various link roads. The loss of field boundary hedgerows would open up views to the west. This open aspect towards construction activity would be available north and east of the receptor for the duration of the construction phase.</p> <p>These works represent the magnitude of impact at construction to be assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of the moderate sensitivity of the receptor with the major magnitude of impact would result in a large adverse effect which is locally significant.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation visual change would remain for residents, however the implementation of mitigation planting such as hedgerows and hedgerows with trees, although not matured, would provide a level of screening and filtering in views north towards the British Gypsum Works. The mainline and link roads would lie in cutting, ensuring visibility of moving traffic is limited. This would result in a reduction in magnitude of impact to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with moderate magnitude of impact would result in a moderate adverse and significant effect.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation mitigation proposals such as woodland, woodland edge, hedgerows and hedgerows with trees would have matured, providing visual screening for residents at Sandersons Croft. The proposals would provide additional benefits in that views towards the British Gypsum Works would be replaced by a mature woodland backdrop, with views towards the AONB still available along the skyline.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as minor with beneficial aspects.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity of the receptor with minor magnitude of impact would result in a slight adverse (not significant) effect.</p>		

Table 31: Assessment of effects on Viewpoint 4.8 PRoW (footpath) 336005, Main Street, Kirkby Thore, looking east

Viewpoint 4.8: PRoW (Footpath) 336005, Main Street, Kirkby Thore, looking east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 565m
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground to middle ground of this view shows expansive, rolling agricultural land with mainly timber post and wire fencing delineating land, and hedgerow with occasional hedgerow deciduous trees lining the road at Sleastonhow Lane to the north. Low voltage timber electricity pylons and overhead lines transverse the middle ground. Within the left of the view farm buildings are prominent as built form within a landscape setting. Within the right of the view, glimpses of Trout Beck are possible</p>		



#### Viewpoint 4.8: PRoW (Footpath) 336005, Main Street, Kirkby Thore, looking east

between riparian woodland. Beyond the rolling agricultural land Dufton Pike is a prominent landform within the North Pennines AONB which in turn forms the distant backdrop.

##### Summer

During the summer months views remain broadly similar to that of winter, aside from glimpses of Trout Beck becoming less frequent due to the riparian woodland being in full leaf. Generally distant views east appear more verdant, with the North Pennines AONB still an obvious backdrop element.

##### Value

This view is likely to be locally valued by users of the PRoW given its rural outlook and expansive views towards the North Pennines AONB including Dufton Pike. There is development within the view, but this does not detract overall from the visual composition. The view is transient however, and although there is little doubt the view is enjoyed by users of the PRoW it is not likely to be the receptors main reason for being there. Consequently the value is considered to be moderate at this location.

##### Susceptibility

Susceptibility to the changes proposed by the various options is considered to be high given the nature of the views and the fact that receptors are likely to be focussed on the landscape as they emerge from the houses along Main Street.

##### Sensitivity

The combination of moderate value and high susceptibility results in high sensitivity to the scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

At this location the implementation works would result in notable change, in particular the construction of the overbridge at Sleastonhow Lane. Although construction work would be undertaken at reasonable distance – approximately 590m east of the viewpoint, the overbridge, balancing pond and deep cutting of the mainline would incur an obvious visual change to baseline conditions. The resulting magnitude of impact is assessed as major.

##### Significance of effect

The combination of high sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given the scale of effects within the composition of view as a result of overall distance.

#### Year 1 Operational phase impacts and effects (winter)

##### Magnitude of impact

At year 1 of operation the visual change as a result of the scheme would remain an obvious one for sensitive receptors at this location. The lack of visible infrastructure within the composition of baseline views gives rise to a moderate magnitude of impact following the introduction of the scheme. Hedgerow planting proposed to line the overbridge and mainline would not have established, and as a result moving traffic would remain an obvious and incongruous element within the view. The magnitude of impact would however reduce to moderate as there would be a level of assimilation achieved following the construction phase.

Viewpoint 4.8: PRoW (Footpath) 336005, Main Street, Kirkby Thore, looking east
<p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the high sensitivity of the receptor with the moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large as once completed the scheme would present less visual disruption than that experienced during the construction stage.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>The establishment of proposed roadside planting along the new road alignments would provide a level of screening in views towards moving traffic. The balancing ponds would have assimilated within the local landscape character, reducing their visual impact.</p> <p>The magnitude of impact at year 15 of operation summer is therefore assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity of the receptor with the minor effect would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate as although the scheme would remain incongruous within the view, it would no longer detract from the wider composition of view and importantly would not detract significantly from distant views towards the North Pennines AONB.</p>

Table 32: Assessment of effects on Viewpoint 4.9 Sleastonhow Lane, Kirkby Thore, looking south-west

Viewpoint 4.9: Sleastonhow Lane, Kirkby Thore, looking south-west		
Receptor: Road	Viewpoint type: Representative	Distance to Order Limits boundary: 10m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This expansive view comprises swathes of farmland punctuated by occasional farm buildings and traversed by the Trout Beck, River Lyvennet and River Eden watercourses and the A66. Generally, tree cover comprises woodland belts which line the watercourses and the A66 although woodland blocks such as Station House and White Slack Plantation are visible in more distant views. Traffic along the A66 is visible, filtered to a degree by the riparian woodland at Trout Beck. The view is backclothed by the distant Lake District fells.</p> <p><b>Summer</b></p> <p>During the summer months, views at this location remain broadly similar although trees in full leaf provide a verdant character, particularly within views towards the riparian woodland at Trout Beck and the River Eden. This provides a higher level of screening in views towards moving traffic along the A66.</p>		
<p><b>Value</b></p> <p>This view is arrived at from a field entrance towards the end of Sleastonhow Lane, and although it has scenic value it is not a destination view, rather a happenstance for receptors using the road. There are no cultural associations attached to</p>	<p><b>Susceptibility</b></p> <p>It is considered that receptors at this location would not be focussed on the landscape as they pass the narrow field of view at the field entrance. As a result, susceptibility to change for receptors is considered to be low.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and low susceptibility results in low sensitivity of the scheme in this instance.</p>

Viewpoint 4.9: Sleastonhow Lane, Kirkby Thore, looking south-west		
the view and as a result the value is considered to be moderate.		
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During the construction phase, views towards works would be at close range, including landworks for the mainline in cutting some 100m south-west of the view. Construction of the realigned access track which currently connects with Sleastonhow Lane would also be visible, although south of the mainline construction. Given the proximity of the works from this viewpoint, the magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity with major magnitude of impact results in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight given the overall scale of visual change predicted to be experienced by receptors.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation proposals such as species-rich grassland along the cutting embankments would not provide a continuous sward. Disturbed areas of land would be returned to agriculture either side of the mainline and access track. The change would appear an obvious but very fleeting one for road users as they pass the field entrance. The magnitude of impact is subsequently predicted to reduce to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity with moderate magnitude of impact results in a slight adverse (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>During year 15 of summer operation, views towards the scheme would remain broadly similar to that of year 1, although the species-rich grass would provide a continuous sward. The presence of the scheme would remain a notable change in views at this location, therefore the magnitude of impact remains moderate.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination low sensitivity with moderate magnitude of impact would result in a slight adverse (not significant) effect.</p>		

Table 33: Assessment of effects on Viewpoint 4.9A Sleastonhow Farm, looking south

Viewpoint 4.9A: Sleastonhow Farm, looking south		
Receptor: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: 10m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This expansive view, taken from a field entrance gate at Sleastonhow Farm, comprises swathes of farmland punctuated by occasional farm buildings including Powis House and Redlands Bank and is traversed by the Trout Beck, River Lyvennet and River Eden watercourses and the A66. The village of</p>		

#### Viewpoint 4.9A: Sleastonhow Farm, looking south

Bolton is partially visible in the middle ground. Generally, tree cover comprises woodland belts which line the watercourses and the A66. Traffic along the A66 is visible, filtered to a degree by the riparian woodland at Trout Beck. The view is back clothed by the Lake District fells.

##### Summer

During the summer months, given that the focus of the view is across the gently rolling landscape characterised by riparian belts, field boundary trees and woodland blocks, these views are enhanced further by vegetation if full leaf. Visibility of traffic along the A66 is reduced, as are views towards Bolton.

<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
<p>This view is arrived at from a field entrance towards the end of Sleastonhow Lane, and although it has scenic value it is not a destination view, rather a happenstance for residents/workers of the farm. There are no cultural associations attached to the view and as a result the value is considered to be moderate.</p>	<p>It is considered that receptors at this location would not be focussed on the landscape as they pass the narrow field of view at the field entrance gate. As a result, susceptibility to change for receptors is considered to be low.</p>	<p>The combination of moderate value and low susceptibility results in moderate sensitivity of the scheme.</p>

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

At this location the implementation works would result in major visual change. The construction work and site traffic would be clearly visible across lower ground for the duration. This open aspect would be available at relatively close quarters – approximately 200m at its closest point and would include loss of riparian woodland and field boundary belts. The construction of the Trout Beck overbridge would be an obvious element within the view. Consequently, the magnitude of impact is assessed as major.

##### Significance of effect

The combination of low sensitivity with major magnitude of impact results in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight given the overall scale of visual change predicted to be experienced by receptors.

#### Year 1 Operational phase impacts and effects (winter)

##### Magnitude of impact

During year 1 of operation mitigation proposals such as hedgerows and woodland edge planting would provide limited filtering of views towards the scheme. The mainline at this location would lie partially in cutting before creating embankment at the Trout Beck overbridge, which would also feature an accommodation track underbridge. Moving traffic would remain an obvious element within the view, altering the composition of the view on a large scale. The magnitude of impact during year 1 remains major.

##### Significance of effect

The combination of low sensitivity with major magnitude of impact results in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight as the proposals would remain a large scale change in views.

Viewpoint 4.9A: Sleastonhow Farm, looking south
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>During year 15 of summer operation, mitigation planting would provide a reasonable level of screening towards the mainline in cutting. The embankment and overbridge would remain an obvious change from baseline conditions; however, the woodland edge planting would provide some screening and softening of views towards both the bridge and moving traffic. Reinstatement of riparian woodland at Trout Beck would provide some additional filtering of views. Overall, however scheme would still appear an obvious change from baseline conditions and would detract from the previous focus of views which were across the valley floor towards Bolton and beyond to the Lake District fells. The magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination low sensitivity with moderate magnitude of impact would result in a slight (not significant) effect.</p>

Table 34: Assessment of effects on Viewpoint 4.10A PRoW (footpath) 341017 south-west of Dunelm, looking north

Viewpoint 4.10A: PRoW (footpath) 341017 south-west of Dunelm, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to existing A66: 55m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint is located on a PRoW midway across an agricultural field leading to a former railway embankment south of Powis House. Beyond the field towards the middle ground, the riparian woodland associated with Trout Beck is evident, as are pylons and overhead cables which traverse east to west before land rises gently towards Sleastonhow Lane. Beyond Sleastonhow Lane the focus within views is the North Pennines AONB which forms a dramatic backdrop. The existing A66 has no influence on baseline views at this location, and built form is also sparse.</p> <p><b>Summer</b></p> <p>The open landscape takes on a more verdant character in the summer, with built form becoming less noticeable. Views towards the North Pennines are maintained.</p>		
<p><b>Value</b></p> <p>Views at this location are transient for receptors, but for those travelling north in particular the view offers a broadly uninterrupted vista of rolling landscape leading to the AONB. The view is however not a designated one, and the A66 is close enough to exert an influence on the user experience. Therefore, the value is assessed as moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are likely to have appreciation of views as they approach the elevated section of the former railway embankment as part of their journey. The presence of the A66 in close views results in moderate susceptibility to changes brought about by the proposed options.</p>	<p><b>Sensitivity</b></p> <p>Although the presence of the existing A66 acts as a distraction for users, it is likely there would be good appreciation for their surroundings at this location. Sensitivity is evaluated as moderate.</p>

Viewpoint 4.10A: PRoW (footpath) 341017 south-west of Dunelm, looking north
Construction phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>At this location the implementation works would result in major visual change at close range. Construction work and site traffic would be visible to the north and east including construction of the proposed overbridge at Trout Beck, removal of riparian woodland and field boundary vegetation and earthworks associated with balancing ponds. The demolition of the nearby residency at Dunelm would also be visible at close range. The PRoW would require re-routing during construction. Subsequently, the magnitude of impact at construction is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with major magnitude of impact results in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the nature of construction which would be undertaken within close range of the receptor.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>Following construction there would remain an obvious visual change for receptors at this location given the changes to baseline conditions as a result of the scheme. The mainline would be on embankment in close views north, and the overbridge at Trout Beck would be an obvious element. Moving traffic would also be an obvious element as proposed mitigation such as hedgerows with post and rail fencing and woodland edge planting would not have taken full effect. The magnitude of impact therefore is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the overall visual influence exerted by the scheme at this location.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>Following maturity of the mitigation proposals such as hedgerows, woodland and woodland edge planting, views of the scheme would remain a significant change in baseline conditions, however the scheme would have integrated within its surroundings to a degree. At this location, moving traffic would be screened to a large degree by mature hedgerow. The existing A66 would exert less of an influence on users as traffic volume would decrease following implementation of the scheme. The magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of moderate sensitivity with moderate magnitude of impact would result in a moderate adverse and significant effect.</p>



Table 35: Assessment of effects on Viewpoint 4.11 Stevens Gate at Long Marton Primary School, looking south-west

Viewpoint 4.11: Stevens Gate at Long Marton Primary School, looking south-west		
Receptor: Road Users	Viewpoint type: Representative	Distance to Order Limits boundary: 600m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The photograph was taken near the origin of PRoW 341019 (BOAT) and looks south-east across agricultural land and the watercourse of Trout Beck. The foreground comprises an area of mixed-use farmland opening out into an area of pastoral land defined by informal hedgerow and occasional hedgerow trees. Beyond this in the middle ground, riparian woodland associated with Trout Beck filters views beyond, particularly south of the river where trees lie on an embankment. Distant views are still possible however, with the fells of the Yorkshire Dales visible beyond high ground at Great Asby.</p> <p><b>Summer</b></p> <p>The summer vista reinforces a more robust verdant aspect which enhances the more enclosed village fringe environment.</p>		
<p><b>Value</b></p> <p>This viewpoint presents a fairly ordinary view not without some scenic qualities. The view is incidental to travellers along the single track lane, and as such not considered to be a location visited specifically for the views available. As a result, the value has been judged as low.</p>	<p><b>Susceptibility</b></p> <p>Travellers along The Croft minor road from Long Marton towards Sleastonhow Lane would not be focussed on the landscape and would pass by the viewpoint at relative speed. Consequently, susceptibility of receptors to change at this viewpoint is considered to be low.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and low susceptibility results in low sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location the implementation works would result in minimal visual change. The construction work and site traffic would be glimpsed beyond the riparian woodland at Trout Beck to the south. Construction activity is unlikely to be visible for the full duration of the construction phase given that it would largely take place south of Trout Beck.</p> <p>These works represent the magnitude of impact at construction to be assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity and minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral given that there would be some limited visibility of works during construction.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Changes brought about by construction of the scheme would not alter the view for receptors at this location. Minor changes such as re-routing and additional access tracks would occur south of the riverine woodland of Trout Beck which would be retained. The magnitude of impact is subsequently assessed as no change.</p>		

Viewpoint 4.11: Stevens Gate at Long Marton Primary School, looking south-west
<p><b>Significance of effect</b></p> <p>The combination of low sensitivity with no change magnitude of impact would result in neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>Similarly, to year 1 of operation, there would be no visual change for receptors at this location as a result of the scheme. This results in a magnitude of impact of no change.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity with no change magnitude of impact would result in neutral (not significant) effect.</p>

Table 36: Assessment of effects on Viewpoint 4.12 PRow (bridleway) 317005 at Crackenthorpe, looking north-east

Viewpoint 4.12: PRow (bridleway) 317005 at Crackenthorpe, looking north-east		
Receptor: Recreational	Viewpoint type: Illustrative	Distance to Order Limits boundary: Adjacent
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The viewpoint image was taken from the PRow at the northern extents of Crackenthorpe. The foreground comprises the PRow with areas of maintained amenity grassland either side, leading north. A number of trees lie within the amenity area and also line the track as it heads out of Crackenthorpe, broadly filtering views beyond towards the middle ground. Where visibility is possible beyond the trees land rises relatively sharply, forming a ridge and precluding views further north. Timber electricity pylons and overhead lines cross the view from east to west through the middle ground. The existing A66 is not visible at this location.</p> <p><b>Summer</b></p> <p>During the summer months, the trees which line the PRow heading north out of Crackenthorpe provide screening of views beyond, whilst trees within the amenity area create a more enclosed character whilst in full leaf.</p>		
<p><b>Value</b></p> <p>The view presents a locally characteristic scene with some nominal scenic qualities. Although the viewpoint marks the starting point of the PRow at this location it is unlikely users visit it specifically for the views. As a result, the value is considered to be low.</p>	<p><b>Susceptibility</b></p> <p>Travellers on the PRow begin their journey at this location, so it is likely they would have some anticipation of the journey and subsequent landscape views ahead. Susceptibility therefore is adjudged as being high for users of this bridleway.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and high susceptibility results in moderate sensitivity of the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location there would be some minor visual disruption as work is undertaken to realign overhead power cables to allow minor changes to the PRow alignment. These works would be minimal and temporary. Land affected would be returned to agriculture. The magnitude of impact during the construction period is assessed as minor.</p>		



Viewpoint 4.12: PRoW (bridleway) 317005 at Crackenthorpe, looking north-east
<p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact would result in a slight adverse (not significant) effect.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation changes brought about by the scheme would not affect views at this location. The mainline would not be visible, giving rise to a no change magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and no change magnitude of impact would result in a neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>Similarly, to year 1 of operation, during year 15 changes brought about by the scheme would not be visible. Magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and no change magnitude of impact would result in neutral (not significant) effect.</p>

Table 37: Assessment of effects on Viewpoint 4.13 PRoW (bridleway) 317012 north-east of Crackenthorpe, looking east

Viewpoint 4.13: Bridleway north of Crackenthorpe, looking east		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 115m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises agricultural land bound to the east and west by timber post and wire fencing supported by informal shrubs and occasional trees. PRoW 317012 follows the western field boundary. Further north in the middle-distance, the field boundary meets PRoW 341001 which forms part of an historical Roman Road, lined on either side by mature tree belts. The Roman Road tree belt partially filters distant views towards the North Pennines AONB and Dufton Pike which form the backdrop. Overall, the view is of rolling agricultural land with relatively robust boundaries and extensive views, and no discernible influence of infrastructure. The existing A66 is not visible within the direction of view.</p> <p><b>Summer</b></p> <p>In the summer the tree lined fringe of the roman road is a notable feature within the rolling agrarian landscape, screening views beyond the ridgeline aside from the distant peaks of the North Pennines. Field boundary vegetation appears more distinct in full leaf, accentuating the field patterns and rolling character.</p>		
<p><b>Value</b></p> <p>The view at this location offers some scenic value including distant vistas towards the hilltops of the North Pennines AONB. These views are seen as part of an ongoing journey</p>	<p><b>Susceptibility</b></p> <p>Susceptibility of receptors utilising the bridleway at this location has been judged as moderate given that there may be some anticipation of enjoyment regarding the landscape on their</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>

Viewpoint 4.13: Bridleway north of Crackenthorpe, looking east		
however, and not a destination. Although views are likely to be appreciated by receptors during their onward journey, the value is considered to be moderate overall.	journey, it would not be their primary focus.	
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location the implementation works would result in major visual change. Construction work and site traffic would be visible from this direction as the mainline passes south of the Roman Road on sections of embankment and cutting. The PRow would be redirected to pass under the mainline north of the viewpoint. Construction activity would be visible for the full duration of the construction phase for receptors. It should be noted that trees which line the Roman Road would be protected and preserved to industry standards during works to retain their historical integrity.</p> <p>These works represent the magnitude of impact at construction to be assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the notable overall visual change predicted as a result of the scheme and the introduction of major infrastructure within the view.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would remain an obvious change to baseline conditions, introducing infrastructure into the view on embankment and cutting east to west. Mitigation planting is proposed to be minimal at this location given the historical status of the existing Roman Road trees, and would be restricted to hedgerows with hedgerow trees supported by post and rail fencing along the southern edge of the mainline. Magnitude of impact therefore remains large during year 1.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the notable overall visual change predicted as a result of the scheme and the introduction of major infrastructure within the view.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>At year 15, the trees and hedgerows along the southern carriageway of the scheme would provide a level of filtering in views towards moving traffic along the new road. Given the elevated nature of the viewpoint however, the scheme would remain a notable new feature within the landscape for users of the realigned PRow. Magnitude of impact would reduce to moderate following successful integration of the mitigation proposals.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with moderate magnitude of impact would result in a moderate adverse and significant effect.</p>		

Table 38: Assessment of effects on Viewpoint 4.14 PRoW (footpath) 317004 nr. Roman Road (High Street), looking south-west

<b>Viewpoint 4.14: PRoW (Footpath) 317008 nr Roman Road (High Street), looking south-west</b>		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground and middle ground of the view comprises locally characteristic rolling agricultural land delineated by a mix of timber post and wire fencing and hedging with occasional hedgerow trees. The relatively low-lying land allows distant views towards the Lake District National Park which provides the distant backdrop within the view. There is limited distant visibility of the existing A66 to the south-west of the view.</p> <p><b>Summer</b></p> <p>During the summer months trees along field boundaries become a more significant element within the rolling agrarian landscape and the tree cover increases as the elevation decreases. There is no discernible influence of infrastructure.</p>		
<p><b>Value</b></p> <p>The view at this location offers some scenic value including distant vistas towards the Lake District National Park. These views are seen as part of an ongoing journey however, and not the destination. Views are likely to be appreciated by receptors during their onward journey however, therefore the value is considered to be moderate overall.</p>	<p><b>Susceptibility</b></p> <p>Susceptibility of receptors utilising the footpath at this location has been judged as high given that there would be a heightened sense of their surroundings having followed, or about to follow the Roman Road.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>At this location the construction works would incur an obvious visual change at close range. Construction of the mainline would occur at a distance of approximately 85m south-west. Earthworks associated with the realigned accommodation track and associated overbridge would be undertaken at close range. There would be some loss of field boundary vegetation and notable loss of agricultural land. The magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with major magnitude of impact would result in a very large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be very large rather than large given the proximity and nature of the works within the view.</p>		

Viewpoint 4.14: PRoW (Footpath) 317008 nr Roman Road (High Street), looking south-west
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would remain an obvious element at close range. Mitigation planting including hedgerows along the northern carriageway edge and hedgerow with trees along the southern carriageway edge would not have matured to the point where views towards moving traffic would be screened. As a result, the magnitude of impact at this location would remain major.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with major magnitude of impact would result in a very large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be very large rather than large given the proximity and nature of the works within the view.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation the mitigation proposals would have matured, and would provide a moderate level of screening towards moving traffic at this location. The scheme would remain a notable element within the view given its proximity, particularly the accommodation track overbridge which lies to the south, although the proposed mitigation woodland on embankments would provide partial screening. Consequently, the magnitude of impact would reduce to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with moderate magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate as although the scheme would have integrated within its surroundings to a degree, it would remain a notable change to baseline conditions.</p>

Table 39: Assessment of effects on Viewpoint 4.15: PRoW (Footpath) 341003 at Castrigg Lane, looking south-west

Viewpoint 4.15: PRoW (Footpath) 341003 at Castrigg Lane, looking south-west		
Receptor category: Recreational	Viewpoint type: Illustrative	Distance to Order Limits boundary: 435m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a field gate entrance and track which doubles as the PRoW, lined on both sides by timber post and wire fencing. The fence is supported in places by hedgerow, hedgerow trees and informal shrubs/ young trees. To either side of the fencing, agricultural land rises steadily to form a crest which in turn forms the skyline. Further field boundary hedgerows lie atop the ridge in the central view and to the west. The existing A66 is not visible at this location as the intervening rising landform precludes views beyond to the south.</p> <p><b>Summer</b></p> <p>During the summer months views remain broadly similar to winter. Field boundary vegetation appears more verdant in full leaf.</p>		
<p><b>Value</b></p> <p>The view presents minimal scenic qualities given the screening afforded by intervening landform and is</p>	<p><b>Susceptibility</b></p> <p>Users of the footpath are considered to be of moderate susceptibility to the changes proposed as although their focus</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>

Viewpoint 4.15: PRoW (Footpath) 341003 at Castrigg Lane, looking south-west		
likely to be incidental to users of the PRoW. As a result, the value is considered to be low.	may not be entirely on the landscape at this location, they would still anticipate a level of enjoyment as part of their journey.	
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b>            At this location the implementation works would result in no change. The construction work and site traffic would not be visible for the full duration of the construction phase.            The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b>            During construction, the combination of the moderate sensitivity of the receptor with the no change magnitude of impact would result in a neutral (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b>            During year 1 of operation the scheme would not be visible at this location. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b>            The combination of moderate sensitivity with no change magnitude of impact would result in a neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b>            During year 15 of operation the scheme would not be visible at this location. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b>            The combination of moderate sensitivity with no change magnitude of impact would result in a neutral (not significant) effect.</p>		

Table 40: Assessment of effects on Viewpoint 4.16 PRoW (bridleway) 311002 at Slate Hill, south-east

Viewpoint 4.16: PRoW (bridleway) 311002 at Slate Hill, looking south-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.9km
Baseline conditions		
<p><b>Viewpoint description</b>  <b>Winter</b>            From this viewpoint location west of the River Eden expansive views are afforded eastward. The foreground view comprises undulating agricultural land which falls steadily towards the valley floor. Oglebird Plantation is a notable component within the view from left to centre, providing partial screening whilst still allowing distant views towards the North Pennines AONB. Views towards the middle-ground comprise the valley floor displaying a broadly agricultural outlook. The River Eden, A66 Temple Sowerby bypass, Temple Sowerby, Kirkby Thore and the British Gypsum works are all components within the view to a lesser or greater degree, set within agricultural land, riparian and field boundary trees and other woodlands.</p>		

#### Viewpoint 4.16: PRoW (bridleway) 311002 at Slate Hill, looking south-east

##### Summer

In the summer the deciduous trees of the plantations in middle distance and the Eden valley contribute to the overall tree cover of the valley and are a screening element for the A66. The hedgerows and trees in the valley emphasise the environmental contrast between the more distant upland environment and the verdant Eden Valley.

##### Value

It is likely that views at this location hold some value locally for users of the bridleway as although it may be incidental to the journey it provides expansive views towards the North Pennines AONB set within rolling farmland, albeit with some evidence of man-made structures including the A66 also visible. Overall, therefore the value is considered to be moderate at this location.

##### Susceptibility

Users of the bridleway would likely expect a level of enjoyment regarding landscape and views as part of their ongoing journey, although they may not be entirely focussed on the landscape at all times. Consequently, users of PRoW 311002 are considered to be of moderate susceptibility to changes as a result of the options.

##### Sensitivity

Combined moderate value and moderate susceptibility results in moderate sensitivity to the scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

At this location the construction works would be visible in middle distance views south-east of Temple Sowerby. Construction of the roundabout north of Skygarth Farm, widening of the road and construction of the underpass at Spittals Farm would incur visual change, albeit at relatively small scale within the view. These works would incur a distraction across the wider panorama, but would not be the main focus of views. Some wider views of construction towards the Kirkby Thore bypass may also be visible. The magnitude of impact during the construction phase is therefore assessed as minor.

##### Significance of effect

The combination of moderate sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect.

#### Year 1 Operational phase impacts and effects (winter)

##### Magnitude of impact

During year 1 of operation, visual change incurred by the scheme would appear less obvious than during construction, although there would be noticeable areas of landworks and new mitigation planting which would appear incongruous. The scale of these changes would however not detract from the overall view given its panoramic properties, and therefore the magnitude of impact is assessed as negligible.

##### Significance of effect

The combination of moderate sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral given that although the magnitude of impact has reduced, the change would still appear a relatively obvious one from baseline conditions.



Viewpoint 4.16: PRoW (bridleway) 311002 at Slate Hill, looking south-east
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation following successful mitigation proposals, including woodland, mixed scrub, hedgerows and reinstatement of grassland, the scheme would appear broadly integrated into the existing infrastructure of the A66. Although this would still represent a change from baseline conditions, it would not detract from the wider view, and would not appear an anomalous addition to the landscape setting. The magnitude of impact remains assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact results in a neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as the mitigation proposals would provide an appropriate landscape setting within what would be a small scale change overall.</p>

Table 41: Assessment of effects on Viewpoint 4.17 PRoW (footpath) 314007 at Howgate House, looking east

Viewpoint 4.17: PRoW (Footpath) 314007 at Howgate House, looking east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 2.3km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The elevated foreground view shows agricultural land split by timber post and wire fencing supported by hedgerow and occasional mature hedgerow trees. Across the middle ground on the valley floor a mix of agricultural land, farm buildings, settlement, infrastructure, woodland and field boundary vegetation form a composition typical of rural landscape. The existing A66 is difficult to discern but its route can be broadly perceived by the regular occurrence of HGVs. The North Pennines AONB provides a distinctive distant skyline.</p> <p><b>Summer</b></p> <p>In the summer the single deciduous trees and the occasional deciduous plantations have a visual influence on an otherwise more open semi-upland environment. The distant verdant Eden Valley offers a clear contrast to the uplands of both the Pennine Fells and just beyond the northern reaches of the Yorkshire Dales National Park.</p>		
<p><b>Value</b></p> <p>The location of this viewpoint offers some extensive views north towards the North Pennines AONB. The view is however transient as users travel onwards, and therefore unlikely to be visited specifically for the views themselves. Consequently the value is considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Susceptibility has been evaluated as high for users of the footpath. At this location users are more likely to be focussed on their surroundings given the relatively extensive views available.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location views towards construction activity would be available but would appear as a minor distraction within the overall view. There would be some limited visibility of tall plant at the western</p>		

Viewpoint 4.17: PRoW (Footpath) 314007 at Howgate House, looking east
<p>section of the Kirkby Thore bypass during construction of overpasses. Construction activity would also be seen in the context of the British Gypsum Works where movement of HGVs and similar is not unusual. There would be no change to the wider landscape context, including views towards the North Pennines AONB. The magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the minimal visual change as a result of the construction phase.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of the operational phase there would be very limited or no discernible change in views at this location as a result of the scheme. While the scheme would be discernible in views as it passes Kirkby Thore and the British Gypsum Works, it would be viewed in the context of built form and would therefore not appear incongruous overall. The introduction of the scheme within the view would not detract from the wider panorama and therefore magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact would result in slight adverse (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>At year 15 of operation, the scheme would have assimilated within the landscape within these distant views, and would not appear inconsistent with its surroundings. The scheme would not be a distraction within the wider panoramic views; therefore the magnitude of impact would remain negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>

Table 42: Assessment of effects on Viewpoint 4.18 PRoW (footpath) 308012 near Peatgate Farm, looking north-east

Viewpoint 4.18: PRoW (footpath) 308012 nr Peatgate Farm, looking north-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.7km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a large agricultural field bound by clipped hedgerow and hedgerow trees and a farm track which follows the eastern field boundary. The field stretches north towards the River Eden and associated riparian tree belts. Further woodland associated with a disused railway line creates a wooded feel within middle ground views. The settlement of Kirkby Thore, British Gypsum works, and Low Moor caravan park are discernible features within the view in addition to the backdrop of the North Pennines AONB in the distance. Short stretches of the existing A66 are visible, however these are noticeable only by the presence of moving HGVs.</p> <p><b>Summer</b></p> <p>In the summer the deciduous trees of the Eden Valley contribute the verdant agrarian vista which provides additional visual screening to winter conditions. The fertile river valley provides an open pastoral foreground to the uplands of the Pennine Fells.</p>		



Viewpoint 4.18: PRoW (footpath) 308012 nr Peatgate Farm, looking north-east		
<p><b>Value</b></p> <p>Users of the footpath at this location enjoy extensive views across the valley towards the AONB. The view is likely to be locally valued given its scenic qualities, resulting in a moderate level of value.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW are considered to be of high susceptibility to change as a result of the proposals given their likely appreciation of their surroundings and the extensive nature of views at this location.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location views of construction activity would generally be limited to short sections east and west of Kirkby Thore as a result of intervening landform and vegetation. At this distance only a small part of the works would be discernible and would not therefore detract from the wider view towards the distant North Pennines and the surrounding landscape. As a result, the magnitude of impact is considered to be negligible.</p>		
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact results in slight adverse (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Following construction, the scheme would be barely perceptible within the view from this location. Occasional glimpses of traffic movement, in particular HGVs would be possible, but would not detract from overall views. Magnitude of impact is therefore assessed as negligible.</p>		
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation the scheme would have assimilated within its surroundings, and mitigation planting including mixed scrub and hedgerow planting would provide relief from limited views towards the mainline and overbridges. The magnitude of impact is therefore assessed as negligible.</p>		
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>		

Table 43: Assessment of effects on Viewpoint 4.19 PRow (bridleway) 317011 at Bridge End Farm, looking north-east

Viewpoint 4.19: PRow (Bridleway 317011 at Bridge End Farm, looking north-east)		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 300m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises an agricultural field which also serves the PRow stretching north towards a fenced off area containing livestock. To either side of the field large agricultural sheds focus views north beyond the livestock towards the existing A66. A small number of mature trees lie adjacent to the southern carriageway of the A66, providing limited filtering of views towards traffic and beyond. To the north of the A66 in middle ground views, riparian woodland associated with Trout Beck provides a wooded backdrop to the road, resulting in heavy filtering or screening of views, whilst the North Pennines AONB including Dufton Pike provides the distant skyline. The National Air Traffic Services radar station which provides views for Viewpoint 4.27 of the ES can be seen atop Great Dun Fell.</p> <p><b>Summer</b></p> <p>In the summer the deciduous trees adjacent to the River Eden and Trout Beck contribute a strong vegetative vertical element, resulting in screening towards much of the land between the A66 and the North Pennines with only glimpsed views of higher ground available.</p>		
<p><b>Value</b></p> <p>Users of the bridleway experience distant views of the AONB at this location as they travel north towards the A66. The view is transient however, and it is unlikely to be the receptor's primary reason for travel. Value is therefore considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRow are considered to be of moderate susceptibility to the changes as a result of the scheme given the existing influence of the A66 and nearby commercial properties.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value with moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location views towards construction activity would be heavily filtered by the existing roadside trees and woodland to the north of the A66. Glimpses towards the works would be possible around Sleastonhow Lane, but these would not provide any notable distraction for receptors. Magnitude of impact is therefore considered to be minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At year 1 of operation views towards the scheme would be limited, although glimpses of moving traffic would be possible. Generally, however any views are screened by intervening vegetation and built form including the storage sheds of Bridge End Farm. Magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104,</p>		

Viewpoint 4.19: PRow (Bridleway 317011 at Bridge End Farm, looking north-east)
professional judgement has assessed the effect to be slight rather than neutral given that the scheme would result in some limited change to views at this location.
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>During the summer months screening of views towards the scheme afforded by existing roadside trees and riparian woodland would result in a negligible change overall.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and negligible magnitude of impact results in a neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight as the scheme would not result in any noticeable change to baseline views.</p>

Table 44: Assessment of effects on Viewpoint 4.20 PRow 308006 north of Bolton, looking north

Viewpoint 4.20: PRow 308006 North of Bolton, looking north		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.2km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view shows a large agricultural field bound by timber post and wire fencing supported by occasional mature trees. Landform falls away sharply to a woodland belt which provides some filtering of views towards Kirkby Thore and the British Gypsum works in the middle ground. Beyond the British Gypsum works the high ground on which the coniferous Black Plantation lies provides a natural ridge, whilst in the distance the North Pennines AONB marks the skyline. The existing A66 is difficult to discern at this location and screened for long sections by intervening vegetation and built form. In short sections however, particularly to the west, HGVs provide an indication of the route.</p> <p><b>Summer</b></p> <p>In the summer the A66 at this location is difficult to discern. The adjacent tree belt and the deciduous trees of the Eden Valley contribute to a more verdant vista, effectively screening views towards moving traffic.</p>		
<p><b>Value</b></p> <p>Users of the footpath experience locally valued views towards the AONB as they traverse the PRow. The views are unlikely to be the main reason for the receptor being there however, resulting in a moderate value view.</p>	<p><b>Susceptibility</b></p> <p>It is likely that users focus would be on the landscape at this particular section of the route as they make their way north towards the River Eden. Susceptibility therefore is considered to be high to changes resulting from the options.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction there would be distant views towards moving vehicles and tall plant to the west of Kirkby Thore, although individual elements would be difficult to discern. Any visibility would be in the context of scattered built form around Bridge End Farm and within Kirkby Thore. The limited presence of the works across the wider view would result in a negligible magnitude of impact.</p>		

Viewpoint 4.20: PRoW 308006 North of Bolton, looking north
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact results in a slight adverse (not significant) effect.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would not result in any notable change in views north towards the North Pennines AONB. Any traffic movement would be seen in the context of existing built form and the existing A66. The magnitude of impact is therefore considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact results in slight adverse (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>Following maturity of the proposed mitigation planting in addition to the screening afforded by nearby woodland and verdant Eden Valley, views towards the scheme would be either screened or heavily filtered. This would result in a magnitude of impact of no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact would result in a neutral (not significant) effect.</p>

Table 45: Assessment of effects on Viewpoint 4.21 PRoW (footpath) 336013 east of Low Abbey Farm, looking south-west

Viewpoint 4.21: PRoW (Footpath) 336013 east of Low Abbey Farm, looking south-west		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint provides an expansive view across Eden valley which encompasses the distant fells within both the Lake District National Park and Yorkshire Dales National Park. The foreground view comprises rolling agricultural land generally bound by timber post and wire fencing often supported by informal hedgerow and occasional hedgerow trees. Within the central view the British Gypsum works dominates, appearing anomalous within the otherwise broadly rural landscape. Within middle ground views moving traffic along the existing A66 is readily apparent although distant. Beyond the A66 the landscape returns to characteristically rolling agricultural land, although the higher ground on which Whinfell Forest lies is a notable deviation in landform.</p> <p><b>Summer</b></p> <p>In the summer months woodland across the vista appears in full leaf, providing additional screening of views towards the A66. In general, however the view remains broadly similar to winter conditions.</p>		
<p><b>Value</b></p> <p>This viewpoint is likely valued locally for its extensive views across the Eden Valley, although it is unlikely to be the user's main reason for being</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are likely to enjoy the surroundings and composition of views at this location, although the form of the British Gypsum</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>

Viewpoint 4.21: PRoW (Footpath) 336013 east of Low Abbey Farm, looking south-west		
there. The value of the viewpoint is therefore considered to be moderate.	works is relatively dominant within the view. Susceptibility of changes proposed by the scheme is therefore considered to be moderate.	
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location construction of the Kirkby Thore bypass would appear evident given the elevated location and panoramic nature of the view. Works would be viewed entirely in context with the British Gypsum Works and would provide middle distance views of large moving vehicles, tall plant and groundworks over a large scale.</p> <p>The relative dominance of the British Gypsum Works within the view and overall distance to the works however would result in a moderate magnitude of impact for receptors.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with moderate magnitude of impact results in a moderate adverse and significant effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would appear as a notable change in the landscape albeit in context with the Gypsum plant. Infrastructure within the view was previously experienced as moving traffic along the existing A66. The scheme would result in additional views of moving traffic in addition to the infrastructure itself. Mitigation planting would not yet have taken effect, resulting in the magnitude of impact remaining moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with moderate magnitude of impact results in a moderate adverse and significant effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting by year 15 of operation would go some way to providing screening of views towards the scheme. Woodland edge, woodland block and restoration planting would provide additional softening of views towards the new roads, which would provide some visual integration with the surrounding landscape character. Magnitude of impact at year 15 is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate as the scheme would be viewed in the context of the British Gypsum Works which currently dominates an extensive portion of the view.</p>		

Table 46: Assessment of effects on Viewpoint 4.22 View from PRoW (footpath) 336013 at Redlands Bank Farm

Viewpoint 4.22: View from PRoW (footpath) 336013 at Redlands Bank Farm		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 515m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The overall view comprises expansive gently undulating agricultural land bound by a combination of hedgerows and timber post and wire fencing with the backdrop of the North Pennines AONB. Tree lines along roadsides and field boundaries form a distinct layering effect. The land falls gently away at this location towards the existing A66 and beyond that Trout Beck. Moving traffic is prominent within the view.</p> <p><b>Summer</b></p> <p>During the summer months with the trees in leaf the view appears more verdant overall, emphasising the blocks and lines of mature trees. Vehicles on the existing A66 stand out against the greenery as an obvious feature and the eye is drawn across towards the distant fells, acting as a skyline backdrop to the flatter valley floor. Dufton Pike stands out as a distinctive domed landform on the fore slopes of the fells.</p>		
<p><b>Value</b></p> <p>This viewpoint has some value for the distant view of the fells, but this is diluted by the impact of the traffic, and it is unlikely to be the user's main reason for being there. The value of the viewpoint is therefore considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are likely to enjoy the surroundings and composition of views at this location, although the passing traffic is dominant within the view. Susceptibility of changes proposed by the scheme is therefore considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location construction of the Trout Beck crossing might appear evident given the elevated location and panoramic nature of the view, especially in winter. Works would be largely screened by intervening mature trees and would provide intermittent middle-distance views of large moving vehicles, tall plant and groundworks.</p> <p>The overall magnitude of impact would be mitigated by the existing planting and views of moving traffic in the relative foreground leading to a minor magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact results in a slight adverse and not significant effect.</p>		
Year 1 Operational impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would appear as a barely discernible change in the landscape albeit in context the view was previously experienced with moving traffic along the existing A66. The scheme would result in more distant views of moving traffic in addition to the infrastructure itself. Mitigation planting would not yet have taken effect, resulting in the minor magnitude of impact.</p>		



Viewpoint 4.22: View from PRoW (footpath) 336013 at Redlands Bank Farm
<p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact results in a slight adverse and not significant effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting by year 15 of operation would go some way to providing screening of views towards the scheme. Woodland edge, woodland block and restoration planting would provide additional softening of views towards the new roads, which would provide some visual integration with the surrounding landscape character. Magnitude of impact at year 15 is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact would result in slight adverse (not significant) effect. It is still classed as adverse, despite most of the traffic becoming more distant as traffic would still be able to access the de-trunked section at certain times.</p>

Table 47: Assessment of effects on Viewpoint 4.23 Minor road east of Knock Cross Farm, looking south-west

Viewpoint 4.23: Minor Road east of Knock Cross Farm, looking south-west		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 2.4km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The overall view comprises expansive undulating agricultural land bound by a combination of drystone walls, timber post and wire fencing and hedgerows with the backdrop of the Lake District National Park. In general land falls away at this location towards the Carlisle to Settle railway line and Trout Beck, before gradually rising to meet the A66 in middle ground views. As a result, moving traffic is discernible at distance from this location, although not prominent within the view.</p> <p><b>Summer</b></p> <p>During the summer months the view appears more verdant overall, emphasising the often rural nature of the Eden Valley. Vehicles and built form become less obvious, whilst the eye is drawn across the valley floor towards the distant fells.</p>		
<p><b>Value</b></p> <p>It is likely that the view holds some value locally, but it has no strong cultural associations and is unlikely to be the primary reason for the receptors visit. The value is therefore considered moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the minor road at Knock Cross Farm may anticipate enjoyment of their surroundings as part of their journey, however given the nature of the route it is likely their focus would be on the road ahead. Susceptibility is considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Construction activity would be difficult to discern from this location given the overall distance and intervening vegetation. Visibility would be restricted to the movement of large vehicles including tall</p>		



<b>Viewpoint 4.23: Minor Road east of Knock Cross Farm, looking south-west</b>		
<p>plant. This would provide some distraction but would not be notable overall within the wider view. The magnitude of impact is subsequently considered to be minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact results in a slight adverse (not significant) temporary effect.</p>		
<b>Year 1 Operational impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>Following construction, minor elements of the scheme would be visible at this location over distance. As much of the route mainline lies within cutting to the east of Kirkby Thore it would be elements such as the overbridge at Sleastonhow Lane and/or the Trout Beck crossing which would provide glimpses of infrastructure. These distant glimpses would not detract from the overall view however, and would be seen in context with traffic along the existing A66 and scattered built form around Long Marton. The magnitude of impact is therefore considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact results in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral given that although the change would be slight it would still be a noticeable change from baseline conditions.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>Following the establishment of mitigation planting by year 15 including woodland edge planting at Sleastonhow Lane in combination with the more verdant nature of summer foliage, the scheme would not be a noticeable feature within the view. The magnitude of impact at year 15 is therefore considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact results in a neutral (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be neutral rather than slight given that the scheme would be barely noticeable if at all during the summer months.</p>		

Table 48: Assessment of effects on Viewpoint 4.24 PRoW (footpath) 308002 south of Luz Beck, looking north-east

<b>Viewpoint 4.24: PRoW (footpath) 308002 south of Luz Beck, looking north-east</b>		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.5km
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view illustrates an area of arable land bound by post and wire fencing. Field boundary treatments such as shrubs and individual trees filter views in places, including middle ground views towards Bolton and the River Eden, however distant views towards the North Pennines including Dufton Pike are still available. The A66 has no discernible influence on the overall scale of view.</p> <p><b>Summer</b></p> <p>In the summer the deciduous trees which line the field boundaries in foreground views provide additional visual screening in views towards the valley floor.</p>		

Viewpoint 4.24: PRoW (footpath) 308002 south of Luz Beck, looking north-east		
<p><b>Value</b></p> <p>It is likely that the view holds some value locally, but it has no strong cultural associations and is unlikely to be the primary reason for the receptors visit. The value is therefore considered moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location would likely 'take stock' of the view as they pass this point as it is next to a stile, and walkers would be moving slowly. On the approach to the stile views north are often screened by landform, as a result this view offers the first glimpse of the Eden Valley for some time. Susceptibility therefore is considered to be high.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction there would be no discernible change in views at this location. The influence of intervening landform and vegetation precludes clear views. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 1 Operational impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>There would be no discernible change in view at this location following construction. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>There would be no discernible change in view at year 15 of operation. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		

Table 49: Assessment of effects on Viewpoint 4.25 Dufton Pike, looking south-west

Viewpoint 4.25: Dufton Pike, looking south-west		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 4.6km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The elevated nature of the viewpoint affords extensive views across the Eden Valley, providing evidence of the sparsely populated agricultural character of the landscape. At this location, Dufton stands out as a settlement in the middle-distance, whilst other settlements such as Brampton and Long</p>		

Viewpoint 4.25: Dufton Pike, looking south-west		
<p>Marion are difficult to discern. Similarly, the A66 is difficult to identify within the mosaic of land and woodland given the distance involved, and as a result the movement of traffic provides the only visual qualifier. In distant views, a combination of the fells within the Lake District National Park and the Yorkshire Dales National Park provides the backdrop.</p> <p><b>Summer</b></p> <p>In the summer the overall view appears more verdant as vegetation across the valley floor is in full leaf. This provides further screening towards traffic along the A66, making it more difficult to discern.</p>		
<p><b>Value</b></p> <p>Dufton Pike is a well utilised destination for scenic views across Eden Valley and as such has value within the local and wider community. As a result, the value of the viewpoint is considered to be high.</p>	<p><b>Susceptibility</b></p> <p>Receptors are considered to be of high susceptibility to changes as a result of the scheme given that views across the valley are likely to be the primary reason for their visit.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location the works would have little effect overall on the expansive views across the valley. Receptors would not experience any notable change in visual amenity as a result of the works given the distance and panoramic nature of the view. Overall, the works would form a barely noticeable feature within the view, therefore the magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would not comprise a notable change in existing conditions given the scale of view and overall distance to the scheme. The resulting magnitude of impact is considered to be no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>Following establishment of the scheme and its mitigation planting by year 15, there would be little discernible change in view for receptors. The scheme would not appear incongruous within the prevailing landscape, resulting in a no change magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		

Table 50: Assessment of effects on Viewpoint 4.26 Great Dun Fell, looking south-west

<b>Viewpoint 4.26: Great Dun Fell, looking south-west</b>		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 8.6km
<b>Baseline conditions.</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>From the access track which leads to the NATS radar station, views south are expansive. Given the elevation – some 848m AOD and distance of views available, individual features are difficult to distinguish. In the middle ground, the British Gypsum works are one of the few discernible features on the ground given its anomalous nature compared to its agricultural surroundings. Settlements such as Kirkby Thore and Temple Sowerby can be identified with some difficulty, but otherwise individual features such as the A66 blend into their surroundings. The Lake District National Park backcloths the panorama, solidifying the valley nature of the view.</p>		
<b>Summer</b>		
<p>In the summer the deciduous trees, hedge lines and shelter belt tree blocks of the verdant Eden Valley emphasise the contrasting landscape character to that of the receptors exposed windswept upland location. This results in additional visual screening of individual features, particularly when summer haze falls across the valley floor (see Viewpoint 4.26 summer).</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
<p>Although the viewpoint does not lie on the Pennine Way specifically, similar views can be accessed and therefore the viewpoint is deemed as being representative of recreational receptors. Given its association with the Pennine Way therefore and the views available from within the AONB, the value is considered high.</p>	<p>Users of the Pennine Way are considered highly susceptible to notable changes in visual amenity at this location as their attention is likely to be focussed on views. This results in high susceptibility overall to changes as a result of the proposed options.</p>	<p>The combination of high value and high susceptibility results in high sensitivity to the scheme.</p>
<b>Construction phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>At this location the implementation works would result in no notable change in visual amenity for receptors. The construction work and site traffic would not be discernible from this location. Magnitude of impact is therefore assessed as negligible.</p>		
<b>Significance of effect</b>		
<p>The combination of high sensitivity and negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>Following completion of works, the scheme would be barely discernible at this location and elevation. Individual features are difficult to determine. The magnitude of impact is therefore considered to be no change.</p>		

Viewpoint 4.26: Great Dun Fell, looking south-west
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation, within these distant views, the scheme would have assimilated within the surrounding landscape and would not form a noticeable change to baseline conditions. The magnitude of impact is therefore assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>

Table 51: Assessment of effects on Viewpoint 4.27A PRoW (bridleway) 336018 south of Hale Grange, looking south

Viewpoint 4.27A: PRoW (bridleway) 336018 south of Hale Grange, looking south		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 260m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>During the winter months this viewpoint looks south-east across rolling agricultural land bound by a combination of dry-stone walls, timber post and wire fencing and hedgerows with occasional hedgerow trees. The foreground view shows the PRoW lined by a dry-stone wall as it travels south-east towards Kirkby Thore Primary School and Priest Lane. The middle ground shows open, gently rising agricultural land, and the western settlement edge is just visible along the skyline. To the right of the view there is some distant visibility of the Lake District Fells.</p> <p><b>Summer</b></p> <p>In the summer, views remain broadly similar given their open, agricultural nature. Trees in full leaf provide additional screening of views towards the settlement edge of Kirkby Thore however, adding to the rural character of the surroundings.</p>		
<p><b>Value</b></p> <p>For users of the PRoW this viewpoint represents a fairly typical view of the surrounding area; a broadly rural landscape influenced slightly by built form, man-made structures and field boundary vegetation. The value is therefore considered to be medium.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are considered to be of moderate susceptibility to changes brought about by the scheme. Infrastructure is notably absent within the view; therefore, users would find the scheme and/or similar introductions a marked change.</p>	<p><b>Sensitivity</b></p> <p>The combination of medium value and high susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location during construction the introduction of the scheme would incur notable visual change given the scale and proximity of the works, some 275m south-west and 370m south. There will be clear views of construction of the mainline to the south including cutting landworks for the mainline,</p>		

Viewpoint 4.27A: PRoW (bridleway) 336018 south of Hale Grange, looking south
<p>introduction of a large balancing pond, and the overbridge at Cross Street. Magnitude of impact is therefore assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the overall scale of change within the view, and the transition in character which the scheme would give rise to.</p>
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>Following completion of works, the scheme would remain a notable feature within views at this location. The mainline, although in cutting would appear in middle ground views across a rolling landscape west of Kirkby Thore, whilst the overbridge/realigned road at Cross Street would also appear obvious. Woodland planting would not have matured, but would provide some filtering of views towards the completed scheme to the south and south-west. As a result, the magnitude of impact at year 1 would reduce to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and moderate magnitude of impact results in a moderate and significant effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation, the scheme would have assimilated within its surroundings to a large degree as the proposed woodland and woodland edge planting provides summer screening in views to the south and south-west. The scheme would retain an influence over baseline conditions, however visible traffic movement would be limited, land would be returned to agriculture where possible resulting in a return to a more rural outlook. Magnitude of impact is therefore assessed as minor by summer year 15.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect.</p>

Table 52: Assessment of effects on Viewpoint 4.28A Road east of Powis Cottages, looking south-east

Viewpoint 4.28A: Long Marton Road east of Powis Cottages, looking south-east		
Receptor category: Road/Residential	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>From this location looking south east from Long Marton Road, the view is of rolling agricultural land divided neatly by timber post and wire fencing aside from the dry stone wall boundary which marks the tree lined Roman Road within the central view. The foreground view comprises a timber post and wire fence which leads onto a large rolling agricultural field, with Roman Vale Farm visible to the left. Middle ground and distant views are broadly similar; that of rolling agricultural land bound to the south by the Roman Road. The existing A66 which lies to the south of the viewpoint has no visual influence at this location.</p> <p><b>Summer</b></p> <p>In the summer the view remains broadly similar, although the mixed woodland avenue which lines the Roman Road appears more verdant.</p>		



Viewpoint 4.28A: Long Marton Road east of Powis Cottages, looking south-east		
<p><b>Value</b></p> <p>The view presents a largely rural outlook, not uncommon to the area, with a minor influence of built form. The rolling landform in the direction of the view ensures there is little or no influence of moving traffic along the A66. The value is therefore considered to be medium.</p>	<p><b>Susceptibility</b></p> <p>Users of the road to Long Marton are not considered to be particularly susceptible to the scheme given its nature. The road at this location is however rural in nature, and not under the influence of the A66. Susceptibility is therefore considered to be moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of medium value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location construction works would incur a prominent visual change as a result of tree and dry stone wall loss along the Roman Road to accommodate features of the scheme including the realigned PRow on embankment and realigned Long Marton Road in cutting, connecting with the existing A66. Works would be undertaken at close distance, including to the rear of the viewpoint which would include landworks to form a large balancing pond. Vegetation along the Roman Road would be retained where possible, and these views would be experienced by transient road receptors. Magnitude of impact during construction is considered to be major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the proximity of the works and loss of prominent features within the view.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Following completion of works, the scheme would remain a prominent feature within the view given its proximity and scale. Mitigation planting would not have matured but would provide some limited filtering of views towards traffic along the mainline of the scheme. Magnitude of impact is therefore considered to reduce to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and moderate magnitude of impact results in a moderate adverse and significant effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation, the visual change from baseline conditions would have reduced through mitigation planting along the Roman Road which would provide a broadly similar outlook to current conditions. The realigned Long Marton Road would remain a noticeable change, however much of the moving traffic would be screened by woodland edge planting to the north of Roman Vale Farm. The magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect.</p>		



## 10.6.8 Appleby to Brough (Warcop)

Table 53: Assessment of effects on Viewpoint 6.1 Near PRoW 372028 north of Café Sixty Six, looking south-west

Viewpoint 6.1: Near PRoW (footpath) 372028 north of Café Sixty Six, looking south-west		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
<b>Baseline conditions.</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a large agricultural field bound to the west by dry-stone wall falling sharply south to meet Café Sixty Six and the A66. The field is bound to the south by gappy, informal hedgerow. Beyond the A66 gently rolling agricultural land punctuated by field boundary trees and riparian tree belts associated with the River Eden stretches south to meet the small settlements of Little Ormside and Great Ormside before rising to higher ground at the Howgill Fells. Given the elevated location of the viewpoint and proximity to the existing A66 moving traffic is a notable and distracting element within views.</p> <p><b>Summer</b></p> <p>In the summer months views at this location remain broadly similar to winter, although the various woodland blocks, individual trees and hedgerows appear more verdant. Traffic along the A66 remains clearly visible and provides a distracting element.</p>		
<p><b>Value</b></p> <p>The viewpoint lies adjacent to a PRoW and offers an elevated panoramic view across the Eden Valley towards the Howgill Fells. The existing A66 provides a notable influence. Consequently the value is considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>As noted, baseline views are influenced by the existing A66. Recreational users of the PRoW are consequently already influenced by infrastructure. As a result, susceptibility towards the scheme for these receptors is moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>At this location the implementation works would be an obvious element within the view at relatively close range (approximately 95m) and lower elevation. Earthworks in deep cutting and the new road providing safer access north of the café would influence views. The resulting magnitude of impact is considered to be major.</p> <p><b>Significance of effect</b></p> <p>During construction, the combination of the moderate sensitivity of the receptor with the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the proximity of works and lower elevation resulting in an obvious change to the existing visual baseline.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the scheme would remain a relatively obvious element, however it would have a limited effect on the overall balance of features and elements that comprise the existing view given its panoramic nature. The additional movement of traffic along the new road to the north of the</p>		

Viewpoint 6.1: Near PRow (footpath) 372028 north of Café Sixty Six, looking south-west
<p>café would increase visual distraction, and mitigation planting would contribute little to visual integration. The scheme would therefore be perceptible; resulting in a moderate magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the moderate sensitivity of the receptor with moderate magnitude of impact would result in moderate and significant effects.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting in the form of native hedgerows atop the cutting would provide a reasonable level of screening towards the new road, and as a result conditions would be restored to near baseline levels with regards to views.</p> <p>The magnitude of impact at year 15 of operation summer is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the moderate sensitivity of the receptor with the negligible effect would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as there would be a nominal increase in traffic visibility as a result of the offline nature of the access road, rather than none.</p>

Table 54: Assessment of effects on Viewpoint 6.2 PRow (bridleway) 354010 near Trickle Banks Wood, looking north-east

Viewpoint 6.2: PRow (bridleway) 354010 near Trickle Banks Wood, looking north-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.3km
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground comprises an area of agricultural land which falls relatively sharply at its northern boundary before flattening out to meet the River Eden which is below the view. North of the river land remains relatively flat across some 850m before rising to meet the Eden Valley Railway line. From there agricultural land stretches north again to meet the A66 before finally rolling towards the foothills of the North Pennines AONB which form the distant skyline. At this location the A66 lies within the middle-ground view and the movement of traffic is discernible, particularly high-sided vehicles. Given the fairly expansive and 'big sky' nature of the view however, the influence of traffic along the existing A66 is not overbearing.</p> <p><b>Summer</b></p> <p>In the summer months views remain broadly similar to those experienced during winter. Woodland blocks, belts and individual trees in full leaf provide additional filtering or screening of views towards the existing A66, however levels of visible traffic remain broadly similar.</p>		
<p><b>Value</b></p> <p>The viewpoint lies along a PRow and offers extensive views north towards the North Pennines AONB from a slightly elevated location. The A66 is a minor influence on the view overall. The value therefore is considered to be high.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRow at this location are considered to be of moderate susceptibility to the changes brought about by the scheme. This is as a result of the transient nature of PRow users and the overall distance towards the scheme.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and moderate susceptibility results in high sensitivity to the scheme.</p>

Viewpoint 6.2: PRoW (bridleway) 354010 near Trickle Banks Wood, looking north-east	
<b>Construction phase impacts and effects (winter)</b>	
<p><b>Magnitude of impact</b></p> <p>At this location there would be visibility of construction activity within the middle ground, albeit at distance. Earthworks would be visible to the east of Café Sixty Six as cuttings are made along the northern carriageway to accommodate the scheme. This activity would not however detract notably from the existing distant views towards the North Pennines, resulting in a minor magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with the minor magnitude of impact would result in a slight adverse effect (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the modest change in view over distance and temporary nature of the impact.</p>	
<b>Year 1 Operational phase impacts and effects (winter)</b>	
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, mitigation planting such as woodland and woodland edge planting would not have matured, therefore earthworks would still appear as a change to baseline conditions. Given that the scheme is broadly online at this location however, moving traffic would not provide an unusual element within the view, and the wider view would remain unaffected. The magnitude of impact is subsequently considered to be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>	
<b>Year 15 Operational phase impacts and effects (summer)</b>	
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation mitigation planting would have established along the northern carriageway of the scheme, providing a suitable backdrop in views towards the North Pennines. Users of the PRoW would not experience any notable change in views, and although the dualling section has the potential to incur a slight increase in visible traffic, this would not appear unusual or detract from the overall view. The magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect.</p>	

Table 55: Assessment of Viewpoint 6.3 Sandford Fold, looking north

Viewpoint 6.3: Sandford Fold, looking north		
Receptor category: Residential	Viewpoint type: Representative	Distance to Order Limits boundary: 610m
<b>Baseline conditions.</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a number of elements including: drystone walls supported by timber post and wire fencing either side of the minor road leading north to the B6259; a large pastoral field to the west; arable land to the east; and occasional field boundary trees. Further north of the view, moving traffic along the A66 is visible, mainly to the west, backclothed by a coniferous tree belt. Views of the North Pennines AONB are possible through the nearby field boundary trees during winter months, although at times they are shrouded in low lying mist typical of the season.</p>		

Viewpoint 6.3: Sandford Fold, looking north		
<p><b>Summer</b></p> <p>In the summer months glimpses of moving traffic remain available, although less so than the winter months as a result of roadside vegetation being in full leaf. Views of the North Pennines AONB become clearer, although screened by foreground trees along the B6259 in part.</p>		
<p><b>Value</b></p> <p>The viewpoint lies on the outskirts of Sandford Fold and looks north across locally characteristic agricultural land towards the A66. The North Pennines AONB are partially visible in the distance. The value is assessed as low.</p>	<p><b>Susceptibility</b></p> <p>Residents at Sandford Fold are considered to be of moderate susceptibility to changes as a result of the scheme as existing road infrastructure is visible, including the adjacent B6259.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction works including earthworks, moving of large vehicles and tree removal would be visible at middle distance from this location. These works would not constitute a notable change in wider views towards the AONB however, and tree removal would be minimised in order to retain localised character. Magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given that construction would be undertaken at distance and would not impact notably on wider views.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation sections of the scheme and associated groundworks including balancing ponds would be visible. Mitigation planting would not have taken effect but would appear broadly similar to baseline conditions as grass is gradually restored. Visible sections of the scheme are broadly online and would therefore not appear incongruous within the view. Wider aspects of the view, including distant views towards the North Pennines, remain intact. Magnitude of impact is therefore assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as there would be some limited views of works during construction.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>The establishment of mitigation planting such as woodland, woodland edge and reinstatement of grassland would return the view to broadly baseline conditions given that the scheme is online at this location. Although dualling of the route may give rise to increased visibility of traffic, there would not be a noticeable difference overall, resulting in a negligible magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with negligible magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104,</p>		

### Viewpoint 6.3: Sandford Fold, looking north

professional judgement has assessed the effect to be slight rather than neutral given that there would be a limited increase in visibility of traffic during operation.

Table 56: Assessment of Viewpoint 6.4 B6259 south of the Eden Valley Railway bridge, looking north-east

### Viewpoint 6.4: B6259 south of the Eden Valley Railway bridge, looking north-east

Receptor category: Road

Viewpoint type: Representative

Distance to Order Limits boundary: Adjacent

#### Baseline conditions.

#### Viewpoint description

##### Winter

The foreground view comprises the B6259 as it passes under the Eden Valley Railway Bridge, with wide grass verges either side stretching north to meet the A66. Either side of the grass verges, field boundaries are marked by hedgerow and occasional hedgerow trees which provide some filtering of views towards the A66. The A66 is backclothed by a coniferous woodland belt which precludes views beyond. The Eden Valley Railway Bridge dominates the view as it crosses the B6259, effectively providing a visual frame in views to the north. Traffic along the A66 is glimpsed for a brief period as it passes in front of the woodland belt within the bridge frame, therefore its influence on the view is limited.

##### Summer

During the summer months views at this location would not alter notably. Vegetation adjacent to the railway bridge and field boundary hedgerows beyond the bridge would appear fuller, however views towards the existing A66 would not change.

#### Value

The viewpoint lies adjacent to conjoining roads leading to the A66. Value associated with this viewpoint is considered to be low given its lack of distinctiveness.

#### Susceptibility

Road users at this location are considered to be of low susceptibility to changes as a result of the scheme given the existing infrastructure within the composition of views.

#### Sensitivity

The combination of low value and low susceptibility results in low sensitivity to the scheme.

### Construction phase impacts and effects (winter)

#### Magnitude of impact

At this location construction works such as road realignment of the B6259, tree removal, earthworks and widening of the existing A66 would incur a notable change in views for road users. The view would be focussed within a small area, i.e. between the rail bridge pillars, but given the nature of visual change at close distance, the magnitude of impact is assessed as major.

#### Significance of effect

The combination of low sensitivity and major magnitude of impact results in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight given the proximity of works.

### Year 1 Operational phase impacts and effects (winter)

#### Magnitude of impact

At year 1 of operation mitigation planting such as hedgerows and woodland would not provide sufficient screening of earthworks, and views would remain broadly open where woodland was lost during construction. While this would remain an impact on visual amenity, views towards infrastructure would not be a notable change from baseline conditions, resulting in a reduced magnitude of impact to moderate.

Viewpoint 6.4: B6259 south of the Eden Valley Railway bridge, looking north-east
<p><b>Significance of effect</b></p> <p>The combination of low sensitivity and moderate magnitude of impact would result in slight adverse (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>Following maturity of the mitigation proposals such as hedgerows and woodland with woodland edge and reinstatement of grassland, views from this location would appear remain changed but with a large degree of assimilation within its surroundings. Magnitude of impact as a result is considered to be minor.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity with minor magnitude of impact results in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as although by year 15 the scheme would no longer appear incongruous given the nature of the receptor, it would still appear a notable change from baseline conditions.</p>

Table 57: Assessment of Viewpoint 6.5 Minor road leading to Moor House Farm, looking south

Viewpoint 6.5: Minor road leading to Moor House Farm, looking south		
Receptor category: Road	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises the minor road leading south-east to meet the A66 flanked by grass verge and informal hedgerow/ shrubs and occasional trees. Within the right of the view adjacent land is relatively level and characterised by the presence of marsh grass. Further south however land rises relatively quickly, ultimately screening views of traffic along the A66 to the south-west in the middleground. Timber electricity pylons with overhead lines pass through the fields broadly parallel with the minor road. To the left, roadside vegetation foreshortens views south-east. Traffic along the A66 in the middleground therefore is visible for short periods as it passes the road junction with the minor road to the south. Beyond the A66 agricultural land rises gently to meet a belt of field boundary trees which form a partial skyline.</p> <p><b>Summer</b></p> <p>In the summer months views towards the A66 are restricted further by roadside vegetation along the minor road. Field boundary trees which form the partial skyline are fuller, screening views beyond.</p>		
<p><b>Value</b></p> <p>The view at this location is considered to be of low value given its lack of distinctiveness and presence of locally characteristic landscape.</p>	<p><b>Susceptibility</b></p> <p>Users of the minor road towards the A66 are regarded as being of low susceptibility given the presence of existing infrastructure and movement of traffic within the composition of views.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value and low susceptibility results in low sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction there would be obvious changes to baseline conditions as the mainline passes some 265m south of the viewpoint. The scheme would be offline at this location, passing to the south</p>		



<b>Viewpoint 6.5: Minor road leading to Moor House Farm, looking south</b>		
<p>of the existing A66 in cutting and embankment. As a result, loss of agricultural land, field boundary vegetation including sections of woodland belt to accommodate the scheme would incur a visual impact of major magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity and major magnitude of impact results in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than slight given the level of noticeable change for receptors at mid-distance.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, the scheme would remain a notable visual change for receptors at this location. Mitigation planting such as woodland and woodland edge on embankment and hedgerows with post and rail fencing would provide little filtering of views towards moving traffic. The absence of construction would however reduce the magnitude of impact to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity and moderate magnitude of impact results in slight adverse (not significant) effect.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>The establishment of the mitigation measures by year 15 would allow the scheme to assimilate within its surroundings to a large degree. Woodland and woodland edge planting on the embankment sections would have matured providing screening of moving traffic, and hedgerows would also provide a good level of screening for those sections within cutting. The magnitude of impact therefore would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>The combination of low sensitivity and minor magnitude of impact would result in slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than neutral as overall receptors would experience a slight visual change from baseline conditions, given the section is offline at this location.</p>		

Table 58: Assessment of Viewpoint 6.6 PRoW (bridleway) 372008 south of Langford Farm, looking north-east

<b>Viewpoint 6.6: PRoW (bridleway) 372008 south of Langford Farm, looking north-east</b>		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1km
<b>Baseline conditions.</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This location offers extensive views north towards the North Pennines AONB across rolling agricultural land with little evidence of settlement or infrastructure aside from a small cluster of buildings to the western extents of Warcop. The foreground view comprises agricultural land which dips away sharply for some 20m before meeting the River Eden and its associated riparian woodland. Beyond the banks of the river, land rises sharply again to form Vicarage Bank in the middleground to the west of Warcop before meeting the Eden Valley Railway line (not visible). Land at and around Vicarage Bank precludes views towards the A66; only the distant hills of the North Pennines AONB are visible beyond the ridge.</p>		



Viewpoint 6.6: PRoW (bridleway) 372008 south of Langford Farm, looking north-east		
<p><b>Summer</b></p> <p>In the summer the increase in foliage, particularly in the middle-distance, provides additional visual screening in views towards the North Pennines AONB. This screening does not however preclude the extensive views of the AONB, and overall views remain broadly similar in nature.</p>		
<p><b>Value</b></p> <p>Users of the PRoW at this location experience panoramic views across the verdant Eden Valley, with little influence of built form or infrastructure. The value is therefore assessed as high.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW at this location are considered to be of high susceptibility to the scheme given the limited influence of detracting elements within the composition of the view.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction changes in view would be imperceptible as a result of overall distance to the scheme in addition to intervening landform. As a result, the magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation there would be no view of the scheme at this location. Consequently, the magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation there would be no view of the scheme at this location. Consequently, the magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with no change magnitude of impact results in a neutral (not significant) effect.</p>		

Table 59: Assessment of Viewpoint 6.7 PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east

Viewpoint 6.7: PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view at this location comprises an area of unmanaged grassland which contains the PRoW. Within the right of the view an agricultural field bound by timber post and wire fencing and occasional field boundary trees stretches north east to meet Moor Beck before eventually meeting roadside vegetation which lines this section of the A66. North of the A66, a tree belt partially filters</p>		

#### Viewpoint 6.7: PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east

views beyond to rising ground in the middle-distance which marks the southern extents of MOD land and also lies within the North Pennines AONB. This summit of rising land is marked by tree belts and areas of woodland such as the Toddygill Plantation. Distant glimpses of the elevated North Pennines AONB are possible above the middleground. Moving traffic along the A66 is filtered to a degree by roadside vegetation along the southern carriageway, however in general the A66 incurs a notable influence on the view given its proximity and lack of intervening features.

##### Summer

During the summer months the A66 becomes a less notable feature due to roadside vegetation in full leaf providing effective screening in views towards moving traffic. Foreground trees also provide additional filtering/screening of views north.

##### Value

Users of the PRoW at this location experience views towards the North Pennines AONB, although at times views are limited by existing vegetation. The proximity of the A66 is a factor in the experience however, resulting in view of moderate value.

##### Susceptibility

Recreational users of the PRoW are considered to be of moderate susceptibility to change as a result of the scheme given the influence of the existing A66 on views.

##### Sensitivity

The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

During construction in winter year 1, there would be close views towards the scheme mainline, incurring loss of agricultural land, and loss of roadside vegetation and woodland for A66 route realignment in deep cutting to the north of the exiting road within the North Pennines AONB. This would result in notable visual change for users of the PRoW including realignment of the route and opening of views due to woodland loss. Views would be filtered somewhat by foreground trees, but construction for receptors at this location would result in major magnitude of impact overall.

##### Significance of effect

The combination of moderate sensitivity and major magnitude of impact would result in large adverse (significant) effect.

#### Year 1 Operational phase impacts and effects (winter)

##### Magnitude of impact

By year 1 of operation mitigation such as hedgerows with post and rail fencing would not effectively screen views towards traffic along the scheme mainline. Species rich grassland would have developed but would not form a continuous sward, resulting in some residual visibility of earthworks, particularly within the AONB. Magnitude of impact is assessed as moderate.

##### Significance of effect

The combination of moderate sensitivity and moderate magnitude of impact would result in moderate adverse (significant) effect.

#### Year 15 Operational phase impacts and effects (summer)

##### Magnitude of impact

By year 15 of operation, mitigation planting would have become established, providing a level of screening towards moving traffic along the scheme mainline. Species rich grassland would have become established, and views towards the scheme would be filtered by exiting foreground trees and vegetation. Overall, the scheme would remain a visual change from baseline conditions, however views

#### Viewpoint 6.7: PRoW (footpath) 372021 north of Warcop Training Centre, looking north-east

towards traffic is not unusual from this location given the proximity of the existing A66, resulting in a minor magnitude of impact.

##### Significance of effect

The combination of moderate sensitivity and minor magnitude of impact would result in a slight adverse (not significant) effect.

Table 60: Assessment of Viewpoint 6.8: Adjacent to Warcop Railway Station entrance, looking north

Viewpoint 6.8: Adjacent to Warcop Railway Station entrance, looking north		
Receptor category: Recreational/Residential	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises an area of agricultural land bound to the north by timber post-and-wire fencing. Beyond the field boundary the U-road utilised by the MOD to turn large vehicles gives way to an area of unmanaged grassland lined to its northern edge by informal shrubs and trees, marking the southern carriageway of the A66. North of the A66, land rises steadily towards Middle Fell, Long Fell and Musgrave Scar within the North Pennines AONB. Traffic utilising the A66 has a moderate influence on the view during winter months given the roads proximity in the middleground, frequency of vehicles and their resulting visibility.</p> <p><b>Summer</b></p> <p>In the summer months visibility, and consequently the influence of moving traffic along the A66 reduces slightly as a result of roadside vegetation in full leaf. Distant views of the AONB and intervening woodland in middle ground views retain a notable visual presence.</p>		
<p><b>Value</b></p> <p>Although views towards the North Pennines AONB are a notable influence overall, moving traffic along the A66 is a notable distraction. This results in a view of moderate value.</p>	<p><b>Susceptibility</b></p> <p>Users at this location include visitors to the Warcop Railway Station on a minor road and residents of the nearby property. The influence of the existing A66 on users results in high susceptibility to changes as a result of the scheme.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in high sensitivity to the scheme overall.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction there would be notable changes to visual amenity at this location. The construction of an access track and hardstanding for the large balancing pond would be evident at close range, whilst widening and realignment of the A66 would be at middle distance. Removal of roadside vegetation would be evident, opening up views beyond. Earthworks for the mainline would be minimal at this point, with the scheme proposed on slight embankment as it passes the receptor. Although the scheme would be largely online at this location, given the visual disruption in close proximity to receptors the magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with major magnitude of impact results in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given that the scheme would be constructed broadly online with minimal earthworks. It is recognised that for residents at Dacre House there would be a notable change in views to the north-west, however requested access to the rear of</p>		

Viewpoint 6.8: Adjacent to Warcop Railway Station entrance, looking north
the property to undertake viewpoint photography was denied, therefore appropriate assessment was not possible.
Year 1 Operational phase impacts and effects (winter)
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, notable changes in view would remain given the proximity of the changes for highly sensitive receptors. Mitigation planting such as hedgerows would provide minimal screening of the access track, hardstanding and scheme mainline, whilst the proposed woodland planting north-east of the viewpoint would not yet be established. Magnitude of impact would remain major at this point.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large given that the scheme would be constructed broadly online with minimal earthworks.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation mitigation planting would have become established, screening views of the adjacent access track and hardstanding, whilst the woodland block would screen views of traffic to the north-east along the mainline. Traffic to the north-west is currently screened by the adjacent properties, which would result in a relatively narrow window of view to the north for receptors. Wet grassland planting around the balancing pond would also provide some filtering of views. The magnitude of impact is therefore considered to reduce to moderate at this time.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and moderate magnitude of impact would result in moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large given the reduction of visual effects as a result of the maturity of the proposed mitigation which would reduce overall visibility of the scheme.</p>

Table 61: Assessment of Viewpoint 6.9 PRoW (bridleway) 350017 south of Lowgill Beck, looking north

Viewpoint 6.9: PRoW (bridleway) 350017 south of Lowgill Beck, looking north		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 60m
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The majority of the view comprises gently rising agricultural land sparsely populated with low-level shrubs and scrub vegetation delineated by timber post-and-wire fencing. Lowgill Beck passes between fields in the foreground east to west. The rising land eventually forms a ridgeline along which the A66 passes within the middleground view. Behind the A66, a dense mixed woodland belt forms part of the skyline with only the highest peaks of the North Pennines AONB visible in distant views. Given the lack of roadside vegetation along the southern carriageway of the A66 at this location, moving traffic is visible as it passes in either direction resulting in a distraction within this otherwise tranquil view.</p>		

Viewpoint 6.9: PRoW (bridleway) 350017 south of Lowgill Beck, looking north		
<p><b>Summer</b></p> <p>In the summer months views would not vary greatly from those during the winter. The mixed woodland belt along the northern carriageway of the A66 in the middle distance appears fuller in leaf, but moving traffic remains visible along the carriageway.</p>		
<p><b>Value</b></p> <p>For users of the PRoW the view broadly consists of locally typical landscape characteristics backclothed by the AONB. Traffic along the A66 provides a distraction however, particularly given its elevated position, resulting in an assessment of moderate value.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW are of moderate susceptibility to changes as a result of the scheme given that road infrastructure is visible within the view, but it is not the focus.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and moderate susceptibility results in moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>For recreational users of the PRoW there would be significant visual change as they traverse the route in views north. Extensive groundworks would be undertaken including the mainline being taken offline on embankment, slip roads in cutting and on embankment, and large balancing pools in relatively close proximity. Access tracks and hardstanding for the balancing ponds would be constructed to the north-east of the viewpoint location. Some tree loss is predicted along the northern carriageway of the existing A66 during realignment works which should not incur open views as it is part of a larger woodland block. General construction activity across a wide area of the view would give rise to major magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the scale of change within the view overall.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the absence of construction would reduce activity within the view. Although mitigation planting such as mixed woodland to the north of the balancing pond and access road would provide some initial filtering of views towards the mainline, changes would still appear notable from baseline conditions. Magnitude of impact is therefore predicted to remain major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the scale of change would remain notable until mitigation planting matures.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation, mitigation planting including woodland north of the balancing pond and woodland north of the access road would have matured to provide screening of views towards moving traffic along the mainline and the access road. Wider views towards the North Pennines would still be available. Mitigation would ensure moving traffic is less visible than current baseline conditions which offer clear views towards the A66. Magnitude of impact is therefore assessed as minor.</p>		

Viewpoint 6.9: PRoW (bridleway) 350017 south of Lowgill Beck, looking north
<p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect.</p>

Table 62: Assessment of Viewpoint 6.10 PRoW (bridleway) 309003 west of Low Garth Farm, looking north-east

Viewpoint 6.10: PRoW (bridleway) 309003 west of Low Garth Farm, looking north-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 600m
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view illustrates an agricultural field partially bound by timber post-and-wire fencing supported by informal hedgerow and occasional deciduous hedgerow trees. Beyond this agricultural land continues north and north-east in a gently undulating manner, generally bound in a similar fashion before reaching Lowgill Beck and the existing A66 – neither of which are visible at this location due to the undulating landform. Within the view in the middle distance, outbuildings associated with nearby farms such as West View appear incongruous as one of the few man-made structures visible. Beyond the middle ground in the foothills of the North Pennines AONB Helbeck Hall can be seen nestled within Helbeck Wood, whilst Fox Tower sits atop a rocky outcrop within the same woodland. The North Pennines AONB provides a craggy backdrop.</p> <p><b>Summer</b></p> <p>During the summer months views remain broadly similar to that of winter with some additional screening provided by individual trees in full leaf within the foreground and middle ground. Views towards the North Pennines AONB are retained.</p>		
<p><b>Value</b></p> <p>Views at this location are likely to be valued locally given the extensive views towards the AONB. They are considered to be part of the users journey however and not a destination. Consequently the value is considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRoW are considered to be of high susceptibility to changes as a result of the scheme at this location given their likely interest in the surroundings and relatively slow pace.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity for users of this PRoW travelling north towards Lowgill Farm.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During the construction phase there would be no view towards the scheme as a result of intervening landform. Glimpses of tall plant may be available during construction of the overbridge east of Foxtower View, but these would not detract from the overall view which provides wide scale views of the North Pennines. Magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation there would be no view towards the scheme as a result of intervening landform. Magnitude of impact is assessed as no change.</p>		



Viewpoint 6.10: PRow (bridleway) 309003 west of Low Garth Farm, looking north-east
<p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation there would be no view towards the scheme as a result of intervening landform. Magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>

Table 63: Assessment of Viewpoint 6.11 Adjacent to PRow 309003 (bridleway) and PRow (footpath) 309033, looking north

Viewpoint 6.11A: Adjacent to PRow 309003 (bridleway) and PRow (footpath) 309033, looking north		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>This viewpoint location lies at the junction of two PRow, looking north-west with the existing A66 prominent within the central foreground and middleground view. Woodland belts along the northern carriageway of the A66 filter views of the distant North Pennines to the north-west. To the left of the view farm buildings associated with West View Farm are visible beyond the intervening landform. A large tarmac parking area which serves the A66 is visible within the central view, separated from the A66 carriageway by a wide grass verge. Vertical elements such as road signs and electricity pylons are also prominent across the view.</p> <p><b>Summer</b></p> <p>In the summer months views remain broadly similar given the influence of the A66. Screening of views towards the North Pennines becomes more evident with trees in full leaf, but in general elsewhere there is little change overall.</p>		
<p><b>Value</b></p> <p>This viewpoint presents a relatively ordinary view with no widely recognised scenic quality. Receptors may have a sense of anticipation regarding the landscape they are entering onto, but at this location the value is regarded as low.</p>	<p><b>Susceptibility</b></p> <p>Users of these PRow at this location are considered to be of moderate susceptibility to changes as a result of the scheme. The proximity of the existing A66 at this location ensures that an additional road would not be an unusual or surprising addition to the composition of the view.</p>	<p><b>Sensitivity</b></p> <p>The combination of low value with moderate susceptibility results in moderate sensitivity for users of the PRow.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>At this location receptors would experience a substantial change in view as a result of construction activity. Realignment of the adjacent junction, creation of a new access track for West View Farm on</p>		



<b>Viewpoint 6.11A: Adjacent to PRoW 309003 (bridleway) and PRoW (footpath) 309033, looking north</b>		
<p>embankment, widening of the road in cutting, realignment of the existing A66 and creation of an overbridge to provide safe connection of the PRoW would incur notable visual disruption over a wide portion of the view at short distance. Tree belts which currently screen views towards the North Pennines would be lost, effectively opening up views to the north-west. Part of the works would lie within the North Pennines AONB. Magnitude of impact is therefore predicted to be major.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity and major magnitude of impact results in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than moderate given the overall scale of change for receptors at this location.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation the proposed mitigation planting such as compensation woodland planting to the northern carriageway and additional woodland planting to the southern carriageway would not have matured. As a result, moving traffic would remain visible, with raised volumes of traffic likely given the additional lanes within view. Views towards traffic are however not unusual at this location given the baseline conditions. This results in a reduction in magnitude of impact to moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with moderate magnitude of impact results in a moderate adverse and significant effect.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>Following maturity of the mitigation proposals such as woodland either side of the mainline and realigned A66 the scheme would have a reduced influence overall within the view. Although moving traffic would remain an obvious element, the compensation woodland would return views to those similar to baseline, whilst the additional woodland planting would foreshorten views towards the built form associated with West View Farm and would enhance views overall. The magnitude of impact therefore would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>The combination of moderate sensitivity with minor magnitude of impact results in a slight adverse (not significant) effect.</p>		

Table 64: Assessment of Viewpoint 6.12 PRoW (footpath) 329001 between A66 and Helbeck Road, looking south-west

<b>Viewpoint 6.12: PRoW (footpath) 329001 between A66 and Helbeck Road, looking south-west</b>		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: Adjacent
<b>Baseline conditions.</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground view comprises a single track road which doubles as the PRoW bound to the left by a timber post and wire fence. Left of the fence a minor tributary courses north to south, marking the edge of a small area of agricultural land which stretches eastward. To the right of the road lies open farmland. In middle ground views traffic along the existing A66 is clearly visible for a short section of the road as it passes the junction with the PRoW; either side of this however visibility is curtailed by intervening landform. Roadside tree belts filter visibility of traffic and views south of the A66, including</p>		

### Viewpoint 6.12: PRow (footpath) 329001 between A66 and Helbeck Road, looking south-west

towards farm outbuildings associated with West View Farm. Rolling farmland and field boundary trees are visible further south, with views towards the Yorkshire Dales National Park available in the distance.

#### Summer

Roadside tree belts in full leaf provide some additional middle ground screening towards moving traffic along the A66 during the summer months. Although traffic remains visible it reduces to a relatively minor distraction overall in the composition of views at this location.

Value	Susceptibility	Sensitivity
Although the viewpoint lies within the AONB, views at this location are considered to be ordinary but not without some scenic qualities. The proximity of the existing A66 has a notable influence on the overall view. Consequently the value is considered moderate at this location.	Susceptibility for users of the PRow at this location is considered to be high given that although they may not be entirely focussed on the landscape there would be some anticipation of the journey ahead as they move south beyond the existing A66. In addition, the viewpoint lies within the nationally designated AONB.	The combination of moderate sensitivity and high susceptibility results in high sensitivity to the scheme.

### Construction phase impacts and effects (winter)

#### Magnitude of impact

At this location impacts of construction would be notable over a wide area, including removal of roadside trees and vegetation, loss of agricultural land, adjacent construction of a balancing pond access track, construction of an overbridge to provide alternative PRow access, realignment of the A66 and dualling construction. Parts of this construction activity would be undertaken within the North Pennines AONB. Overall, for users of the PRow there would be evident visual change during construction, resulting in major magnitude of impact.

#### Significance of effect

The combination of high sensitivity and major magnitude of impact results in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be large rather than very large as although the viewpoint lies within the North Pennines AONB, the existing A66 exerts a modicum of influence over the location, and as such the introduction of the scheme would not result in an unusual element within the view.

### Year 1 Operational phase impacts and effects (winter)

#### Magnitude of impact

During year 1 of operation, changes in view at this location would remain notable given the extent and proximity of works, and an increase in volume of moving traffic from baseline conditions is predicted. Mitigation planting including woodland along the northern carriageway would provide some level of filtering, and the embankment associated with the overbridge would provide screening by landform with the realigned A66 and dualling section in cutting. Magnitude of impact is consequently assessed to reduce to moderate.

#### Significance of effect

The combination of high sensitivity and moderate magnitude of impact results in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be moderate rather than large given the reduction in visual influence of the scheme following the construction stage.

Viewpoint 6.12: PRow (footpath) 329001 between A66 and Helbeck Road, looking south-west
Year 15 Operational phase impacts and effects (summer)
<p><b>Magnitude of impact</b></p> <p>By year 15 of operation mitigation planting along with embankment associated with the overbridge would provide suitable screening of limited views towards moving traffic along the realigned A66 and dualling sections of the scheme. Glimpses of moving traffic would still be available as traffic passes the woodland, but in general the influence of the road would be similar to baseline conditions. Magnitude of impact during year 15 is therefore assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the level of screening afforded by mitigation and landform and the restoration of traffic visibility levels similar to baseline.</p>

Table 65: Assessment of Viewpoint 6.13 PRow (footpath) 354011 between Little Ormside and Great Ormside, looking north-east

Viewpoint 6.13: PRow (footpath) 354011 between Little Ormside and Great Ormside, looking north-east		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.2km
Baseline conditions.		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The viewpoint presents an expanse of mainly arable, relatively flat farmland stretching north towards the A66. Arable land in the foreground is bound by a timber post-and-wire fence supported by maintained hedgerow which in turn bounds the minor road between Little Ormside and Great Ormside. Beyond this, fields are generally bound by timber post-and-wire fencing supported by informal hedgerow and occasional hedgerow trees. In the central middleground of the view, farm outbuildings associated with New Hall Farm some 1.4km north-east of the viewpoint are visible, while beyond this traffic along the A66 is discernible between stretches of roadside vegetation. Beyond the A66, relatively wooded land rises gently to form a notable crest. Distant views comprise a backdrop of the North Pennines AONB fells. Given the distance between the viewpoint and the A66 it is considered to have minimal influence on the composition of views overall.</p> <p><b>Summer</b></p> <p>In the summer months views remain similar to those experienced during winter, with views towards moving traffic along the A66 possible between gaps in roadside vegetation. Trees and other vegetation appear fuller; however the North Pennines AONB remains a particularly notable feature within the view.</p>		
<p><b>Value</b></p> <p>The view from this location is likely to be valued locally given the extensive rural panoramas available to users of the PRow. It is not a promoted viewpoint however and there are no cultural associations, therefore the value is considered to be moderate.</p>	<p><b>Susceptibility</b></p> <p>Users of the PRow at this location would be highly susceptible to changes as a result of the scheme in this broadly rural view given their relatively slow speed of travel and the likelihood they would pause their journey at this location to enjoy the surroundings.</p>	<p><b>Sensitivity</b></p> <p>The combination of moderate value and high susceptibility results in high sensitivity overall for users of the PRow at this location to the scheme.</p>

Viewpoint 6.13: PRoW (footpath) 354011 between Little Ormside and Great Ormside, looking north-east		
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During the construction phase, views towards construction activity would be available for receptors but would be of limited consequence overall given the distance and relative scale. Movement of large vehicles and creation of new access roads with associated earthworks would incur a visual distraction, but overall this would not become the focus of views. Magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and minor magnitude of impact results in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, professional judgement has assessed the effect to be slight rather than moderate given the relatively minor scale of works within the wider view.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, views towards the scheme would not be dissimilar to baseline conditions. Whilst there would be additional infrastructure within the view, for instance at Café Sixty Six, given the overall distance and broadly online nature of the section in views to the east, magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact results in a slight adverse (not significant) effect in this instance.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation, views towards the scheme at this location would remain broadly similar to those in year 1 given the limited mitigation measures proposed. In the summer months however views towards the scheme would be glimpsed given the existing intervening tree cover to the south. Overall, there would be limited changes in view from baseline, resulting in a negligible magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact results in a slight adverse (not significant) effect.</p>		

Table 66: Assessment of Viewpoint 6.14 Murton Pike Triangulation Pillar, looking south-west

Viewpoint 6.14: Murton Pike Triangulation Pillar, looking south-west		
Receptor category: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 5km
<b>Baseline conditions.</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>Murton Pike offers an expansive panorama across the Eden Valley, providing distant views towards the fells of both National Parks; Yorkshire Dales and the Lake District. At this elevation and distance land within the valley floor is revealed as a mosaic of agricultural land, punctuated with small settlements, woodland blocks, numerous tree belts and individual properties. Steam from the chimney of the British Gypsum works identifies its location north of Kirkby Thore, providing clues as to the location of the A66. Otherwise, the A66 is difficult to discern with the barely noticeable movement of traffic the main indicator. As a result, the A66 has little or no influence over the composition of views at this location.</p>		

Viewpoint 6.14: Murton Pike Triangulation Pillar, looking south-west		
<p><b>Summer</b></p> <p>In the summer months views remain broadly similar to winter aside from the increase in greening across the valley floor. As a result, the A66 becomes more difficult to discern at this distance.</p>		
<p><b>Value</b></p> <p>Views available from the triangulation pillar atop Murton Pike is very likely to be the primary reason for receptors being there, and although not officially recognised as a viewpoint its location within the AONB adds to its value. As a result the value of this viewpoint is considered to be high.</p>	<p><b>Susceptibility</b></p> <p>Visitors to the triangulation pillar at this location are of high susceptibility to changes as a result of the scheme given their focus on the landscape and the overall experience of views.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity overall to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During construction views of the works at this location would be difficult to discern given the overall distance and panoramic scale of the view. Construction activity would have little or no effect on receptors enjoyment of overall views; therefore, the magnitude of impact is assessed as negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity and negligible magnitude of impact results in slight adverse (not significant) effect.</p>		
Year 1 Operational phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>During year 1 of operation, changes as a result of the scheme would not be discernible at this viewpoint. Magnitude of impact is assessed therefore as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with no change magnitude of impact results in neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effects (summer)		
<p><b>Magnitude of impact</b></p> <p>During year 15 of operation, changes as a result of the scheme would not be discernible at this viewpoint. Magnitude of impact is assessed therefore as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of high sensitivity with no change magnitude of impact results in neutral (not significant) effect.</p>		

Table 67: Assessment of Viewpoint 6.15 Leagarth Lane south-east of Hilton, looking south-west

Viewpoint 6.15: Leagarth Lane south-east of Hilton, looking south-west		
Receptor category: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: 2.5km
<b>Baseline conditions.</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>The foreground view comprises agricultural fields bound by intact mid-height dry stone walling which flanks the minor road leading to Brackenber. In the middle-distance beyond a mixed woodland copse which filters views south, an intervening hillock curtails further views aside from long-distance views towards the fells of the Lake District National Park. As a result, the existing A66 is not visible at this location and therefore it has no influence on the composition of the view.</p>		
<b>Summer</b>		
<p>Views at this location remain broadly similar to those in winter, with some additional screening of views afforded by the woodland copse and other vegetation in the middle distance.</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
Views at this location are not widely recognised for scenic quality but are likely locally valued, particularly by nearby residents at Hilton. Overall the value is assessed as moderate.	Road users of Leagarth Lane are generally regarded as being of moderate susceptibility to changes as a result of the scheme. They may anticipate some enjoyment of the landscape over their journey however their attention would not be focussed on it.	Moderate value views combined with moderate susceptibility results in moderate sensitivity overall for road users travelling in either direction along Leagarth Lane.
<b>Construction phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>The construction work and site traffic would not be visible at this location. Intervening landform and vegetation give rise to a magnitude of impact of no change.</p>		
<b>Significance of effect</b>		
<p>The combination of moderate sensitivity and no change magnitude of impact results in neutral a (not significant) effect.</p>		
<b>Year 1 Operational phase impacts and effects (winter)</b>		
<b>Magnitude of impact</b>		
<p>The scheme would not be visible at this location given the level of intervening landform and vegetation. Magnitude of impact is therefore assessed as no change.</p>		
<b>Significance of effect</b>		
<p>The combination of moderate sensitivity and no change magnitude of impact results in neutral (not significant) effect.</p>		
<b>Year 15 Operational phase impacts and effects (summer)</b>		
<b>Magnitude of impact</b>		
<p>The scheme would not be visible at this location given the level of intervening landform and vegetation. Magnitude of impact is therefore assessed as no change.</p>		
<b>Significance of effect</b>		
<p>The combination of moderate sensitivity and no change magnitude of impact results in neutral (not significant) effect.</p>		



## 10.6.9 Bowes Bypass

Table 68: Assessment of Viewpoint 7.1 View from Sleightholme Road (part of the NCN Route 70), looking north-east

Viewpoint 7.1: View from Sleightholme Road (part of National Cycle Network (NCN) Route 70), looking north-east		
Receptor/s: Recreational users of the NCN and motorists	Viewpoint type: Representative	Distance to draft Order Limits: 1.1km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view is characterised by large scale arable fields divided by low stone walls, situated across falling landform, as part of the southern side of the mid Greta valley and North Pennines AONB. The course of the River Greta is demarcated across the valley floor by intermittent vegetation.</p> <p>The middle ground of the view consists of geometric pattern of fields, divided by established tress and low stone walls, situated across rising landform as part of the northern side of the mid Greta Valley. The middle ground of the view also consists of land within of the North Pennines AONB. The rising landform culminates in the Deep Dale ridgeline which extends west to east across the composition of the view. The Order Limits is situated within the middle ground of the view, with the existing A66 crossing the rising landform broadly equidistant between the valley floor and ridgeline. Vehicles on the existing A66 result in notable movement across the landscape. The composition of the view also includes intermittent residential properties adjacent to the A66, along with the upper parts of taller building within Bowes, including Bowes Castle. Bowes and the castle are within an Area of High Landscape Value, as defined by the Durham Plan. The Order Limits is therefore seen as part of a valley side which is already characterised by road infrastructure and settlement patterns.</p> <p>The background of the view consists of the elevated land across Middleton Common, fields and woodland, resulting in a rural character to the composition of the view.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter, due to the arable land use across the foreground and middle ground of the view, and the intermittent extent of vegetation cover. The main change is the increased softening of views of buildings within Bowes, due to the vegetation being in leaf. The visibility of the existing A66 and the Site also remains similar to that in winter.</p>		
<p><b>Value</b></p> <p>As the view is predominantly across part of the North Pennines AONB, which is a designated landscape of national importance, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor covers motorists and recreational users, both of whom are transient. The NCN is part of a long distance route, which in combination with the transient nature of the receptor results in a moderate susceptibility.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and moderate susceptibility results in high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The construction activity to implement the attenuation basin in the south-west part of the Order Limits would be visible, due to the elevated position of the receptor. The construction activity would be seen in the context of residential properties adjacent to the existing A66 and the overall scale of</p>		



### Viewpoint 7.1: View from Sleightholme Road (part of National Cycle Network (NCN) Route 70), looking north-east

the visual change would be small, with the construction localised to within one of the fields, such that views would remain across the valley and to the landmarks of Bowes Castle.

Construction machinery and activity would also be visible to the north of Bowes, associated with the vegetation removal and regrading of land; however, the majority of the construction activity would not be visible, due to being within the existing cutting.

Parts of the construction activity to the east of Bowes would also be visible, including the machinery within the fields to the south of the existing A66, the demolition of the large barn between the existing A66 and the A67 and the upper parts of cranes and tall lifting equipment associated with the overbridge at the eastern part of the DCO scheme boundary.

The construction phase would therefore result in additional machinery, movement and structures within the composition of the view, along with the visible change in colour to fields within the parts of the Order Limits from the excavation and construction activity. As the construction activity would be seen in the context of Bowes, vehicles on the existing A66 and at distance from the receptor, the overall balance of features within the composition of the view would remain, such that the magnitude of impact is assessed as minor.

#### Significance of Effect

The combination of the high sensitivity of the receptor with the minor magnitude of impact would result in a slight adverse and not significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate adverse, as the construction activity would not result in an obvious deterioration to the view, due to its distance from the receptor and that views would remain along the valley.

### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of impact

At year 1 the regraded earthworks around the attenuation basin in the south-west part of the Order Limits would be visible due to the change to the profile of the landform and that the proposed soft landscape design would not have established fully. However, this would form a very small part of the composition of the view and seen in the context of residential land uses. The reduction in vegetation to the north of Bowes would also be visible, but the vehicles on this part of the A66 would not be visible, due to being in cutting.

The removal of the large barn between the existing A66 and A67 is assessed as being beneficial to the composition of the view, due to the removal of the large massing from the skyline. The vehicles on the eastern approach to Bowes would be visible to a greater degree than those on the existing A66 due to the re-alignment of the road, but would be seen in the context of Bowes and not alter the overall composition of the view. Views towards Bowes Castle would remain as existing. The magnitude of impact is assessed as minor.

#### Significance of effect

The combination of the high sensitivity and the minor impact would result in a slight adverse (not significant) effect at year 1. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be slight rather than moderate given the overall distance and consequently limited visibility of the works.

### Year 15 Operational phase impacts and effect (summer)

#### Magnitude of impact

Compared to the year 1 assessment the proposed planting around the attenuation pond in the south-west part of the Site would have established, along with the new tree planting at the edge of the Order Limits. This would screen views of the attenuation basin and the associated earthworks. The proposed planting would also have established across the cutting to reflect the vegetated

### Viewpoint 7.1: View from Sleightholme Road (part of National Cycle Network (NCN) Route 70), looking north-east

composition of existing views and reduce the visibility of vehicles and highways signage on the eastern approach to Bowes, such that the magnitude of impact would reduce to negligible.

#### Significance of effect

The combination of the high sensitivity and the negligible impact would result in a slight adverse and not significant effect at year 1.

Table 69: Assessment of Viewpoint 7.1A View from lane, west of The Street, looking east

### Viewpoint 7.1A: View from lane, west of The Street, looking east

Receptor/s: Recreational users/Residents	Viewpoint type: Representative	Distance to draft Order Limits: 0.01km
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#### Baseline conditions

#### Viewpoint description

##### Winter

The foreground of the view consists of fields divided by hedgerows, low stone walls and woodland, situated across sloping land, with the existing A66 visible in an elevated position in relation to the receptor.

The middle ground similarly consists of a rural landscape adjacent to Bowes, across the valley side and with woodland across the valley floor.

The background of the view consists of elevated valley sides of moorland and fields, as part of the rural context to the Greta Valley.

##### Summer

Compared to winter, with the foreground vegetation in leaf, the extent of visibility across the valley is truncated.

Value	Susceptibility	Sensitivity
As the view is across an Area of Higher Landscape Value, the value is assessed as high.	The receptor includes residents and recreational users, such that the susceptibility is assessed as high.	The combination of the high value and high susceptibility results in high sensitivity to the Scheme.

#### Construction phase impacts and effects (winter)

#### Magnitude of impact

The construction of the attenuation basin, reduction in vegetation and access track, along with implementation of proposed areas of new planting would be visible across the foreground of the view. The activity would be an apparent change in comparison to the rural composition of the view. The impact is assessed as moderate.

#### Significance of Effect

The combination of the high sensitivity and the moderate impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be moderate rather than large given the presence of intervening vegetation and landform.

#### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of impact

The reduction in vegetation would enable increased views of buildings adjacent to The Street for recreational users. The alterations to the landform would be largely filtered by the retained intervening vegetation and the low lying position of the attenuation basin. The impact is assessed as minor.

#### Viewpoint 7.1A: View from lane, west of The Street, looking east

##### Significance of effect

The combination of the high sensitivity and the minor impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the significance is considered to be slight rather than moderate given the limited visibility towards the works.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of impact

With the retained intervening vegetation in leaf and the establishment of the proposed species rich grassland around the attenuation basin, the changes to the surface landform across the field and the alignment of the access tract would be screened. The species rich grassland would increase the colour tone and texture within the view, such that when balanced with a retained reduction in vegetation, the magnitude of impact is negligible.

##### Significance of effect

The combination of the high sensitivity and the negligible impact would result in a slight adverse and not significant effect.

Table 70: Assessment of Viewpoint 7.2 View from Clint Lane (part of Pennine Way national trail), looking south

#### Viewpoint 7.2: View from Clint Lane (part of Pennine Way national trail), looking south

Receptor/s: Road/Recreational	Viewpoint type: Representative	Distance to draft Order Limits: 0.25km
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#### Baseline conditions

##### Viewpoint description

###### Winter

The foreground of the view consists of a geometric pattern of small scale fields, divided by established trees and low stone walls, situated across falling landform, as part of the north side of the mid Greta Valley and part of the North Pennines AONB. The existing dualled A66 crosses the foreground of the view, extending across the composition of the view in a west to east direction. The movement of vehicles is notable across the composition of the view, although set below the receptor, such that views extend beyond the road, to fields and established vegetation, which demarcates the course of the River Greta, on the valley floor. The foreground of the view also consists of intermittent properties adjacent to the A66 and taller buildings within Bowes, including the upper parts of Bowes Castle, which are part of an Area of High Landscape Value, as defined by the Durham Plan. The Order Limits is within the foreground of the view.

The middle ground of the view consists of large scale fields divided by low stone walls and plantations, situated across rising ground, as part of the south side of the mid Greta Valley. Like the foreground of the view, the middle ground of the view covers parts of the North Pennines AONB and parts of Gilmonby Moor.

The background of the view consists of rising landform across the remainder of Gilmonby Moor, parts of Scargill High Moor and Faggergill Moor, the latter of which is within the Yorkshire Dales National Park.

###### Summer

The composition of the view remains similar to that in winter, due to the relatively elevated position of the receptor and the extent of arable land use across the composition of the view. There is some reduction in the visibility of vehicles on the existing A66 and building in Bowes, due to the intervening field boundary vegetation being in leaf, but the movement of vehicles remains noticeable, like in winter.

Viewpoint 7.2: View from Clint Lane (part of Pennine Way national trail), looking south		
<p><b>Value</b></p> <p>Whilst the view extends to parts of the Yorkshire Dales National Park, this in the background of the view and at distance from the receptor, such that the focus of the view is across the foreground and middle ground, which are within the North Pennines AONB and feature the Pennine Way national trail. As the view is therefore mainly across a designated landscape of national importance, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor includes motorists and pedestrians, both of whom are transient. However, as pedestrians on a national trail the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and high susceptibility results in high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Due to the elevated position of the receptor the construction of the attenuation basin in the south-west part of the Order Limits would be visible, with the excavation and machinery contrasting with the settled pattern of fields but seen in the context of the existing A66. The construction of the access road off Clint Lane would also be visible. The removal of vegetation along the existing cutting and construction activity across the top of the cutting, including the demolition of the large barn between the existing A66 and A67 and the formation of the new junction with the A67 would also be visible. The construction activity would therefore be at close range and across most of the foreground composition of the view, such that the construction activity would become a focal point of the view and the magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity of the receptor and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from very large adverse as views would still extend across the valley.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of impact</b></p> <p>At year 1 the attenuation basin with associated access in the south-west part of the Order Limits and the two proposed access roads off of Clint Lane would be visible but would form a very small part of the composition and would be seen in the context of the dualled A66 and the movement of vehicles. The reduction in vegetation adjacent to Bowes would also be visible, resulting in an increased visual presence of buildings in Bowes. The removal of the large barn between the existing A66 and A67 is assessed as beneficial due to removing this massing, but views of the engineered earthworks and vehicles at the proposed junction with the A67 would be visible, in contrast to the rural pattern of fields. Whilst visible, the scheme would not alter the overall balance of features within the view as the scheme is located within the same visual context as the existing A66 and magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of high sensitivity of the receptor and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as being reduced from large as the</p>		

Viewpoint 7.2: View from Clint Lane (part of Pennine Way national trail), looking south
context of the A66 is already within views, such that the scheme would not result in a major deterioration to the view.
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>Compared to the year 1 assessment, the attenuation basin and the access track would not be visible, due to the combination of the establishment of the proposed planting, and that it would be in leaf, like the existing vegetation. The establishment of the proposed planting across the cutting would reflect the existing composition of views and reduce the visibility of Bowes overbridge, such that the impact would reduce to minor due to the slight reduction in the density of the vegetation and additional access roads within the foreground of the view.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of high sensitivity of the receptor and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as being reduced from moderate as the context of the A66 is already within views, such that the scheme would not result in a deterioration to the view.</p>

Table 71: Assessment of Viewpoint 7.2A View from Clint Lane, looking south

Viewpoint 7.2A: View from Clint Lane, looking south		
Receptor/s: Residents/Recreational	Viewpoint type: Representative	Distance to draft Order Limits: 365m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of very gently undulating fields divided by low stone walls, situated across falling landform. The fields culminate in established trees adjacent to the existing A66. The density of these trees is varied, such that vehicles on the existing A66, buildings in Bowes and the large barn between the existing A66 and the A67 are also visible.</p> <p>The middle ground of the view consists of the rising valley sides across the mid Greta Valley, consisting of a generally geometric pattern of fields divided by either low stone walls or vegetation. Small woodlands and plantations are also visible across the valley sides.</p> <p>The background of the view consists of elevated moorland.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter as the elevated position of the receptor and open character of the fields in the foreground of the view enables views to extend across to the background of the view. With the vegetation in leaf there is a reduced visibility of vehicles and buildings in Bowes, although these features are still noticeable.</p>		
<p><b>Value</b></p> <p>As the middle ground and background of the view are extensive tracts of parts of the AONB the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is representative of residents and recreational users the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and high susceptibility results in a high sensitivity to the scheme.</p>

### Viewpoint 7.2A: View from Clint Lane, looking south

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

During the construction phase, the excavation and vegetation removal adjacent to the existing A66, along with the demolition of the large barn and the formation of the proposed junction with the A67 would be visible across the foreground of the view. The upper parts of tall lifting equipment associated with the overbridge to the east of The Street would also be visible, although forming a very small change to the composition of the view,

Due to the changes across the foreground of the view and the construction activity being a dominant feature in the view, the magnitude of impact is assessed as major.

##### Significance of Effect

The combination of the high sensitivity of the receptor and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from very large as views would still extend across the valley sides and to the background of the view.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of impact

At year 1 of operation, the reduction in existing vegetation adjacent to the A66 would result in an increased visibility of buildings in Bowes. The earthworks and proposed junction with the A67 would also be visible at the location of the existing large barn, such that there would be an increased visibility of highways infrastructure within the view, which would form a noticeable element, such that the magnitude of impact is assessed as moderate.

##### Significance of effect

The combination of the high sensitivity and the moderate impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as being reduced from large as the context of the A66 is already within views, such that the scheme would not result in a major deterioration to the view.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of impact

Compared to the year 1 assessment, the proposed planting would have established to reflect the existing composition of vegetation adjacent to the A66 and varying visibility of buildings in Bowes. The proposed junction with the A67 (at the location of the existing large barn) would not be visible due to the establishment of the proposed woodland. The additional access roads in the foreground of the view and the small reduction in the overall density of vegetation across the foreground of the view would result in a minor magnitude of impact.

##### Significance of effect

The combination of high sensitivity of the receptor and minor magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as being reduced from moderate as the context of the A66 is already within views, such that the scheme would not result in a deterioration to the view.



Table 72: Assessment of Viewpoint 7.3 View from The Street, Bowes, looking north

Viewpoint 7.3: View from The Street, Bowes, looking north		
Receptor/s: Residents	Viewpoint type: Representative	Distance to draft Order Limits: 170m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of a road with a footway and narrow grass verge, bordered by a 1.5m stone wall. Tall lighting columns are situated between the road and the stone wall. Fields extend to the east of the stone wall, whilst buildings and a several buildings are to the west of the stone wall.</p> <p>The middle ground of the view also consists of a bend in the road, with associated signage. To the east of the stone wall, the field continues to extend across rising landform.</p> <p>The background of the view consists of the field extending to a ridgeline to the east of the stone wall. The ridgeline is crossed by the existing A66, which is situated on a low embankment. Roadside barriers and overhead signage adjacent to the road are also visible, in addition to vehicles. A large-scale barn is also visible on the ridgeline. To the west of the stone wall, part of the parapet of the existing A66 overbridge is visible, due to a break in the roadside trees. The existing A66 is therefore in an elevated position in relation to the receptor.</p> <p>The Order Limits is situated across parts of the foreground, middle ground and background of the view. The view also extends across an Area of High Landscape Value, as defined by the Durham Plan</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter, due to the extent of views along the road and across the fields to the east of the stone wall. Additionally, where the existing A66 is on embankment, there is limited vegetation cover between the road and the receptor. The main change in summer is from the roadside trees in the background of the view being in leaf, which softens views of the existing A66 overhead signage and most of the existing overbridge.</p>		
<p><b>Value</b></p> <p>Whilst the view extends across an Area of High Landscape Value, as defined by the Durham Plan, the features within the view are considered to reduce the value from high to low.</p>	<p><b>Susceptibility</b></p> <p>Taking account of the residents within the receptor group, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and low susceptibility results in moderate sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>There would be close range but oblique views of the construction of the attenuation basin and access tracks to the east of The Street, along with the regrading of land to form the approach embankments to the junction with the A67 and the proposed slip road, to connect with The Street. The removal of vegetation from adjacent to the existing A66 and A67 junction and general construction activity would also be visible, due to it being located at a slightly higher position in the landscape in relation to the receptors. The construction activity would therefore be visible at close range to the north of receptors, whilst views to the south of the receptors would remain as existing. The magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>The combination of the moderate sensitivity and the major impact would result in a large adverse and significant effect during the construction phase. In relation to the significance categories set out</p>		



Viewpoint 7.3: View from The Street, Bowes, looking north
in DMRB LA 104, the significance is considered to be large rather than moderate given the proximity of visual change for receptors.
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of impact</b></p> <p>At year 1, the reduction in the existing vegetation would result in an increased visibility of Bowes overbridge and vehicles on the eastern approach to Bowes. The changes to the surface landform and engineered gradients around the proposed A66 alignment and attenuation basin would be a notable change from the existing land use and landform. The removal of the large barn between the existing A66 and the A67 is assessed as beneficial due to removing the massing from the skyline. There would be an increased visibility of vehicles on the A66 via the slip road connection to The Street and therefore the magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of moderate sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect at year 1 of operation.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of impact</b></p> <p>Compared to the year 1 assessment the mixed scrub, species rich grassland and woodland would have established within the Order Limits to reduce the visibility of the Bowes overbridge, vehicles on the A66 and soften views of the re-profiled earthworks. There would be an increased visibility of vehicles and highways infrastructure in comparison to the existing view, but as the scheme would be in a similar part of the composition as the existing A66 the magnitude of impact would reduce from the year 1 moderate to minor.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of the moderate sensitivity and the minor impact would result in a slight adverse and not significant effect.</p>

Table 73: Assessment of Viewpoint 7.4 View from PRoW (footpath) no. 10, looking north

Viewpoint 7.4: View from PRoW (footpath) no.10, looking north		
Receptor/s: Recreational	Viewpoint type: Representative	Distance to draft Order Limits: 1km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of undulating arable fields, which are divided by low stone walls and trees. The landform then falls to form a gently undulating and low lying plain. Buildings within the small scale village of Gilmonby are visible, including Greta Farm. Views extend to established trees which demarcate the course of the River Greta. Land across the foreground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The middle ground of the view consists of rising landform of geometric fields divided by trees, extending from the River Greta and across Bowes, to culminate at the Deep Dale ridgeline. Buildings across Bowes are visible, including parts of the existing A66 to the east of Bowes, which is on a low embankment. The DOC boundary is also in the middle ground of the view. Land across the middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The background of the view consists of the view consists of the elevated land across Middleton Common, fields and woodland, resulting in a rural character to the composition of the view.</p>		

#### Viewpoint 7.4: View from PRow (footpath) no.10, looking north

##### Summer

Compared to winter views, with the vegetation dividing the fields and adjacent to the River Greta within the foreground of the view in leaf, the overall extent of visibility across the landscape is reduced. Views of vehicles on the existing A66 to the east of Bowes remain visible, due to the elevated position of the receptor and that the existing road is on a low embankment, with the existing road seen in the context of Bowes.

##### Value

As the view is across an Area of Higher Landscape Value, the value is assessed as high.

##### Susceptibility

As the receptor is representative of recreational users, where the view is considered to be for the enjoyment of the countryside, the susceptibility is assessed as high.

##### Sensitivity

The combination of the high value and high susceptibility results in a high sensitivity to the Scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of impact

Due to the elevated position of the receptor, most of the construction activity at Bowes would be visible, although situated at distance and seen in the context of the village and the existing A66. The regrading of land around the junction with the A67, along with the removal of vegetation and the large barn would be the more noticeable features of the construction phase in comparison to the settled context and colour tones of the rural landscape. The upper parts of tall machinery implementing the overbridge to the east of The Street would also be visible. Whist vehicles on the existing A66 already provide movement within the view, the construction activity and compounds would be a noticeable feature and the magnitude of impact is assessed as moderate.

##### Significance of Effect

The combination of the high sensitivity of the receptor and the moderate impact would result in a moderate adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the significance is considered to be moderate rather than large given the overall distance from the works.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of impact

At year 1, the reduction in vegetation to the north of Bowes would result in increased visibility of the Bowes overbridge and vehicles on the eastern approach to the village. The elevated position of the receptor would enable the proposed slip road and connection to The Street to be visible, along with associated vehicles. The removal of the large barn from between the existing A66 and the A67 is assessed as beneficial due to removing the large scale massing, with the proposed junction being lower in height within the landscape in comparison to the height of the barn. In combination with the distance from the receptor and that views would remain beyond the Order Limits and that the scheme would reflect the existing composition of the road corridor across the composition of the view, the magnitude of impact is assessed as moderate.

##### Significance of effect

At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the significance is considered to be moderate rather than large given the overall distance between the viewpoint and the scheme.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of impact

By year 15, the proposed planting adjacent to the re-aligned A66 and the slip road to The Street would have established. The proposed woodland planting around the Bowes overbridge and within

#### Viewpoint 7.4: View from PRow (footpath) no.10, looking north

the cutting would also have established to reflect the existing vegetation patterns within the view. The scheme would result in additional road infrastructure within the view due to the staggered alignment of the A66 and slip roads, but with the reduced visibility from the planting and that the context of the view already includes the movement of vehicles, the magnitude impact would reduce to minor adverse.

#### Significance of effect

The combination of the high sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect at year 15. In relation to the significance categories set out in DMRB LA 104, the significance is considered to be slight rather than moderate given the overall distance between the viewpoint and the scheme.

Table 74: Assessment of Viewpoint 7.4A View from lane south-west of Whorlands, looking north

Viewpoint 7.4A: View from lane, south-west of Whorlands, looking north		
Receptor/s: Recreational Users	Viewpoint type: Representative	Distance to draft Order Limits: 1km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view comprises falling landform, consisting of a rural landscape of fields divided by stone walls, intermittent properties and vegetation. Land across the foreground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The middle ground of the view consists of rising landform of geometric fields divided by trees, extending from the River Greta and across Bowes, to culminate at the Deep Dale ridgeline. Buildings across Bowes are visible, including parts of the existing A66 to the east of Bowes, including the Bowes overbridge, the barn between the A67 and A66, The Street and the location of the proposed overbridge. The DOC boundary is also in the middle ground of the view. Land across the middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The background of the view consists of the elevated land across Middleton Common, fields and woodland, resulting in a rural character to the composition of the view.</p> <p><b>Summer</b></p> <p>Compared to winter views, with the vegetation dividing the fields and adjacent to the River Greta within the foreground of the view in leaf, the overall extent of visibility across the landscape is reduced. Views of vehicles on the existing A66 to the east of Bowes remain visible, due to the elevated position of the receptor and that the existing road is on a low embankment, with the existing road seen in the context of Bowes.</p>		
<p><b>Value</b></p> <p>As the view is across an Area of Higher Landscape Value, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is representative of recreational users, where the view is considered to be for the enjoyment of the countryside, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and high susceptibility results in a high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>Due to the elevated position of the receptor, most of the construction activity at Bowes would be visible, although situated at distance and seen in the context of the village and the existing A66. The regrading of land around the junction with the A67, along with the removal of vegetation and</p>		

#### Viewpoint 7.4A: View from lane, south-west of Whorlands, looking north

the large barn would be the more noticeable features of the construction phase in comparison to the settled context and colour tones of the rural landscape. The upper parts of tall machinery implementing the overbridge to the east of The Street would also be visible. Whist vehicles on the existing A66 already provide movement within the view, the construction activity and compounds would be a noticeable feature and the magnitude of impact is assessed as moderate.

##### Significance of Effect

The combination of the high sensitivity of the receptor and the moderate impact would result in a moderate adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large adverse given the existing visual context and overall distance to the scheme.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of Impact

At year 1, the reduction in vegetation to the north of Bowes would result in increased visibility of the Bowes overbridge and vehicles on the eastern approach to the village. The elevated position of the receptor would enable the proposed slip road and connection to The Street to be visible, along with associated vehicles. The removal of the large barn from between the existing A66 and the A67 is assessed as beneficial due to removing the large scale massing, with the proposed junction being lower in height within the landscape in comparison to the height of the barn. In combination with the distance from the receptor and that views would remain beyond the Order Limits and that the scheme would reflect the existing composition of the road corridor across the composition of the view, the magnitude of impact is assessed as moderate.

##### Significance of effect

At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large adverse given the existing visual context and overall distance to the scheme.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of impact

By year 15, the proposed planting adjacent to the re-aligned A66 and the slip road to The Street would have established. The proposed woodland planting around the Bowes overbridge and within the cutting would also have established to reflect the existing vegetation patterns within the view. The scheme would result in additional road infrastructure within the view due to the staggered alignment of the A66 and slip roads, but with the reduced visibility from the planting and that the context of the view already includes the movement of vehicles, the magnitude of impact would reduce to minor adverse.

##### Significance of effect

The combination of the high sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect at year 15. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate adverse given the existing visual context and overall distance to the scheme.

Table 75: Assessment of Viewpoint 7.5 View from the A67 adjacent to Black Lodge Farm, looking south-west

<b>Viewpoint 7.5: View from the A67 adjacent to Black Lodge Farm, looking south-west</b>		
Receptor/s: Road	Viewpoint type: Representative	Distance to draft Order Limits: 300m
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>The foreground of the view consists of a large-scale field, bordered in part by stone wall and which is situated across a plateau. The upper sections of a large barn and the upper canopies of trees beyond the field are also visible. The field, barn and trees are within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The middle ground of the view is characterised by consistently rising landform across the south side of the mid Greta Valley, consisting of large-scale fields divided by stone walls and trees. Whilst not visible, the existing A66 and Bowles are also within the middle ground of the view, being situated beyond the foreground plateau, across sloping land forming the north side of the mid Greta Valley. The DCO Scheme is located across the middle ground of the view. The middle ground of the view also covers parts of the North Pennines AONB.</p> <p>The background of the view consists of rising landform across Gilmonby Moor, parts of Scargill High Moor and Fagnergill Moor, the latter of which is within the Yorkshire Dales National Park.</p>		
<b>Summer</b>		
<p>The composition of the view remains similar to that of winter, due to the open character of the large-scale field in the foreground of the view. The main change to the composition of the view is from the intervening vegetation being in leaf, which filters parts of the middle ground and background of the view.</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
As the view is across an Area of Higher Landscape Value, the value is assessed as high.	As the receptors are motorists who are transient and on a main route, the susceptibility is assessed as low.	The combination of the high value and low susceptibility results in a moderate sensitivity to the Scheme.
<b>Construction phase impacts and effects (winter)</b>		
<b>Magnitude of Impact</b>		
<p>The demolition of the large barn between the existing A66 and A67, along with the regrading of land to construct the slip roads to the A67, movement of construction vehicles and compounds would be visible in the foreground of the view. The alteration to the field in the foreground of the view, due to the implementation of the proposed landscape design would also be visible, but the scale of this activity is considered to reflect general agricultural activity and the intervening stone wall would partially screen views. The magnitude of impact is assessed as moderate.</p>		
<b>Significance of Effect</b>		
<p>The combination of the moderate sensitivity and the moderate impact would result in a moderate adverse and significant effect during the construction phase.</p>		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<b>Magnitude of impact</b>		
<p>At year 1, the proposed species rich grassland across the foreground of the view would reflect views of an arable field in winter. The removal of the large barn is considered to be beneficial to the view, due to the removal of its massing. The upper parts of tall vehicles on the slip road would be visible, resulting in additional movement within the view, but views would continue to extend across to the Greta Valley, such that the magnitude of impact is assessed as minor.</p>		

Viewpoint 7.5: View from the A67 adjacent to Black Lodge Farm, looking south-west
<p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of moderate sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment the proposed scrub and woodland adjacent to the slip road and access road would have established to screen vehicles. The species rich grassland would also have established across the foreground of the view to provide a more varied texture and colour to the composition of the view in comparison to the arable field. This is assessed as beneficial, balanced with the truncation of views across part of the composition due to the new planting. The magnitude of impact is negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of the moderate sensitivity and the negligible magnitude of impact would result in a slight adverse (not significant) effect. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be slight rather than neutral as there would still be some visual change for receptors.</p>

Table 76: Assessment of Viewpoint 7.6 View from PRoW (footpath) no. 6 (east of Bowes), looking north-west

Viewpoint 7.6: View from PRoW (footpath) no. 6 (east of Bowes), looking north-west		
Receptor/s: Recreational Users	Viewpoint type: Representative	Distance to draft Order Limits: 120m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of fields, which are geometric in form and divided by low stone walls and timber posts. The fields are situated across gently rising land, due to being situated on the north side of the mid Greta Valley.</p> <p>The middle ground of the view consists of vehicles on the existing A66, road barriers, signage and part of the existing A66 overbridge at the northern edge of Bowes. The remainder of the middle ground consists of tall vegetation and buildings across Bowes and the upper parts of a large barn to the north of the existing A66. The DCO Scheme is situated across the middle ground of the view.</p> <p>The background of the view consists of a rural landscape of fields divided by stone walls with occasional properties, situated across rising land, which culminates at the Deep Dale ridgeline. All parts of the composition of the view are across an Area of High Landscape Value, as defined by the Durham Plan.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that of winter, due to the open character of the fields across the foreground of the view. The main change to the composition of the view is from the vegetation across the middle ground of the view being in leaf. With this vegetation in leaf, the visibility of the existing A66 overbridge is reduced.</p>		
<p><b>Value</b></p> <p>As the view is across an Area of Higher Landscape Value, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor is representative of recreational user such that the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and high susceptibility results in a high sensitivity to the Scheme.</p>



### Viewpoint 7.6: View from PRow (footpath) no. 6 (east of Bowes), looking north-west

#### Construction phase impacts and effects (winter)

##### **Magnitude of Impact**

There would be close range views of the re-grading of landform to construct the approach embankments to Bowes overbridge, as well as the excavation for the attenuation basin and construction of the slip road and connection with The Street. The removal of the vegetation across the cutting to the north of Bowes and the demolition and removal of the large barn between the existing A66 and A67 would also be visible. The construction activity would be a dominant feature within the view and the magnitude impact is assessed as major.

##### **Significance of Effect**

The combination of the high sensitivity and the major impact would result in a large adverse and significant effect during construction. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from very large adverse given the context of baseline views and that there would not be a total loss of views towards the AONB.

#### Year 1 Operational phase impacts and effect (winter)

##### **Magnitude of impact**

At year 1, the eastern part of the re-aligned junction of the A66 and A67 would be visible, with additional road infrastructure and movement of vehicles via the A66 on embankment and the adjacent slip road connecting with The Street. The attenuation basin and access roads would also be visible due to the slightly elevated position of the receptor in relation to that part of the DCO scheme boundary, although these features would be a small part of the view. The reduction in the density of vegetation to the north of Bowes would result in the Bowes overbridge and vehicles being more visible in comparison to the existing view. The removal of the large barn is considered to be beneficial to the view, by reducing the massing on the skyline. The magnitude of impact is assessed as moderate.

##### **Significance of effect**

At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect at year 1. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large adverse given the existing presence of infrastructure within the view.

#### Year 15 Operational phase impacts and effect (summer)

##### **Magnitude of Impact**

Compared to the year 1 assessment the proposed planting would have established across the foreground of the view to soften the changes to surface landform and integrate the attenuation basin and proposed road alignments within the view to a greater degree than at year 1. The more varied textures and colour tones to these fields are assessed as beneficial to the view in comparison to the arable land use. The establishment of the proposed planting to the north of Bowes would also reflect the existing vegetated composition and reduce the visibility of vehicles and Bowes overbridge. The additional road infrastructure and movement of vehicles would remain with the context of the existing view of the A66, such that the magnitude of impact would reduce to minor.

##### **Significance of effect**

The combination of the high sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect at year 15. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate adverse given the existing visual context.



Table 77: Assessment of Viewpoint 7.7 View from The Street, looking north-west

Viewpoint 7.7: View from The Street, looking north-west		
Receptor/s: Road/Residential	Viewpoint type: Representative	Distance to draft Order Limits: 700m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of a large field, bound by a timber fence and a grass verge between the field and The Street. These features are situated across consistently rising landform. The middled ground of the view also consists of the same large field, along with highways signage and a road junction providing access to a property.</p> <p>The background of the view consists of the existing A66, with associated vehicles and the upper parts of tree canopies adjacent to the road. The existing A66 is situated across the ridgeline, which in combination with the roadside vegetation truncates any longer distance views across the landscape. The DCO Scheme is situated across the background of the view.</p> <p>All foreground, middle ground and background parts of the view are across an Area of High Landscape Value, as defined by the Durham Plan.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter due to the open character of the field across the foreground and middle ground of the view. Due to this, vehicles on the existing A66 remain visible.</p>		
<p><b>Value</b></p> <p>Whilst the view extends across an Area of High Landscape Value, as defined by the Durham Plan, the features within the view are considered to reduce the value from high to moderate.</p>	<p><b>Susceptibility</b></p> <p>For the motorists, who are transient and on a main route through Bowes, their susceptibility is assessed as low. However, as the receptor includes residents, their susceptibility is high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and high susceptibility results in a moderate sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>For motorists there would be close range views of the construction of the attenuation basin and the access track between The Street and the A66. For both residents and motorists, there would also be views of the construction of the new access road, the removal of vegetation and the stopping up of the existing junction between The Street and the A66. The construction of the additional road carriageway along the A66 would be visible for residents, along with the construction of the attenuation basin and earthworks to form the overbridge to the east of the property. Due to the proximity to the residential receptors, the magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>In relation to the moderate sensitivity of the receptor, the major magnitude of impact would result in a large adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as large rather than moderate given the proximity of the scheme within the view for residents.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>For motorists, the attenuation basin and the access track would be a very small change to the view. The reduction of vegetation to the north of Stone Bridge Farm would increase the visibility of vehicles on the A66.</p>		

### Viewpoint 7.7: View from The Street, looking north-west

Similarly, for residents at Stone Bridge Farm, there would be increased visibility of vehicles on the A66 due to the removal of the existing intervening vegetation and via the slip road to the north of the property. The overbridge would also be visible to the east of the receptor, with views of vehicles in a higher position within the composition of the view than existing views of the A66. The magnitude of impact is therefore assessed as major.

#### Significance of effect

At year 1 of operation, the combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as large rather than moderate given the proximity of the scheme within the view for residents.

### Year 15 Operational phase impacts and effect (summer)

#### Magnitude of Impact

Compared to the year 1 assessment, the establishment of the proposed woodland would soften views of vehicles on part of the slip road and A66, but there would be an increased visibility of the vehicles in comparison to the existing view. Similarly, views of the overbridge would also remain. The magnitude of impact is assessed as moderate.

#### Significance of effect

The combination of the moderate sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect at year 15.

Table 78: Assessment of Viewpoint 7.7A View from PRoW (footpath) no. 8 adjacent to Mid Low Field Farm, looking north-west

Viewpoint 7.7A: View from PRoW (footpath) no.8, adjacent to Mid Low Field Farm, looking north-west		
Receptor/s: Recreational Users/Residents	Viewpoint type: Representative	Distance to draft Order Limits: 1.5km
Baseline conditions		
<b>Viewpoint description</b> <b>Winter</b> The foreground of the view consists of large scale fields, divided by low stone walls or intermittent hedgerows and trees. These fields are situated across very gently undulating landform. The middle ground of the view consists of similar fields and stone walls, along with several large farm properties (Low Broats) and the existing A66. Compared to the foreground, these features are situated across gently rising landform, such that vehicles on the existing A66 are visible in a slightly elevated position in relation to the receptor. The background of the view consists of a generally vegetated skyline, with occasional farms (High Broats) forming the ridgeline line across the north side of the valley. Views also extend eastwards along the valley, to elevated landform around Kilmond quarry, including the existing A66, and westwards to properties adjacent to Clint Lane.		
<b>Summer</b> The composition of the view remains similar in summer due to the generally open character of the fields across the view. There is reduction in the visibility of vehicles travelling on the existing A66 due to the individual trees being in leaf, particularly in views towards Low Broats.		
<b>Value</b> As the view across part of an Area of Higher Landscape Value, with representative	<b>Susceptibility</b> As the receptor covers recreational users and residents in less populated	<b>Sensitivity</b> The combination of high value and moderate susceptibility

Viewpoint 7.7A: View from PRoW (footpath) no.8, adjacent to Mid Low Field Farm, looking north-west		
features of stone walls, the value is assessed as high.	areas, where the existing A66 is visible, the susceptibility is assessed as moderate.	results in high sensitivity to the Scheme.
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>During the construction phase, the construction of the overbridge would be visible, consisting of machinery and re-profiling of landform, tall construction equipment and the demolition of Low Broats. The excavation and construction of the attenuation basins and implementation of the proposed landscape design would also be visible across the middle ground of the view, although the scale of this activity is reflective of agricultural activity. The construction activity would therefore result in a major magnitude of impact.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity of the receptor and the major magnitude of impact would result in a large adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as large rather than very large given that views towards the AONB would not be lost.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>At year 1 of operation, the areas of proposed landscape design would reflect views of an agricultural landscape in winter, although with less grass cover, such that there would be a change in the colour tone within the view. The main change to the view would be via the embankments of the overbridge and vehicles in a more elevated position within the middle ground of the view. The overbridge would result in a noticeable engineered feature within the view, which along with Low Broats no longer being present would result in a moderate magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect would reduce from large given that visible activity would have reduced from the construction phase.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment, with the existing intervening vegetation in leaf, the visibility of the overbridge and associated vehicles would be reduced. The establishment of the proposed planting would also soften the engineered slopes of the embankment, such that the magnitude of impact would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity of the receptor and the minor magnitude of impact would result in a slight adverse and not significant effect at year 15. In relation to the significance categories set out in DMRB LA 104, the effect would reduce from moderate given the presence of mitigation proposals.</p>		

Table 79: Assessment of Viewpoint 7.7B View from PRow (footpath) no.6, looking south

Viewpoint 7.7B: View from PRow (footpath) no.6, looking south		
Receptor: Recreational Users	Viewpoint type: Representative	Distance to draft Order Limits: 1.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of large-scale rectangular fields divided by stone walls or intermittent hedgerows and trees. The landform across the foreground of the view falls very gradually away from the receptor.</p> <p>The fields extend into the middle ground of the view, along with established trees along the alignment of a localised ridgeline, beyond which the landform falls away from the receptor, such that the existing A66 and vehicles are not visible. The upper parts of Low Broats farm is visible. The Order Limits is located across the middle ground of the view.</p> <p>The background of the view consists of elevated moorland.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter.</p>		
<p><b>Value</b></p> <p>As the view is across an Area of Higher Landscape Value with representative features, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The demolition of Low Broats Farm and the construction of the overbridge would be visible. This would include tall lifting machinery and equipment in an elevated position in relation to the receptor. The overall extent of the construction activity within the view would be small, but due to the elevated position it would be noticeable, such that the magnitude of impact is assessed as moderate.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity and moderate magnitude of impact would result in a large adverse and significant effect during the construction phase.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>At year 1, the scheme would remain below the ridgelines in the background of the view, but the overbridge would extend above the middle ground ridgeline, introducing vehicles in an elevated position in relation to the receptor. The magnitude of impact is assessed as moderate due to the new infrastructure and vehicles within the view.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from large given the existence of intervening vegetation between the viewpoint and the scheme.</p>		

Viewpoint 7.7B: View from PRow (footpath) no.6, looking south
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment, the intervening existing trees would be in leaf to slightly soften views of the overbridge. The grassland would also have established to soften the engineered embankments, reducing the magnitude of impact to minor.</p> <p><b>Significance of effect</b></p> <p>In relation to the high sensitivity of the receptor, the minor magnitude of impact would retain a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect would remain moderate given the visual influence of the overbridge in relation to the AHLV.</p>

Table 80: Assessment of Viewpoint 7.8 View from PRow (bridleway) no.7 at Gilmonby Moor, looking north

Viewpoint 7.8: View from PRow (bridleway) no.7, at Gilmonby Moor, looking north		
Receptor: Recreational Users	Viewpoint type: Representative	Distance to draft Order Limits: 1.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of large scale fields, which are open in character, divided by low stone walls and bordered by intermittent tall trees. The fields are situated across falling landform, as part of the upper slopes of the mid Greta Valley and land within the North Pennines AONB.</p> <p>The middle ground of the view consists of the lower lying plains of the River Greta and the rising landform across the northern side of the mid Greta Valley. The middle ground of the view is characterised by a rural landscape of fields of varying scales, divided by stone walls and trees, along with intermittent farms and Bowes. The existing A66 is visible on the eastern approach to Bowes, along with part of the overbridge at the northern edge of Bowes. To the west of Bowes, the intervening vegetation largely screens views of the existing A66. The DCO scheme is located in the middle ground of the view, which covers land within the North Pennines AONB and Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The background of the view consists of a rural landscape, extending to elevated land across Woodland Fell.</p> <p><b>Summer</b></p> <p>The elevated position of the receptor enables views to extend across the composition of the view, reflecting views in winter. With the existing vegetation in leaf there is a greater degree of screening to buildings in Bowes and the existing A66 overbridge, whilst vehicles on the existing A66 eastern approach to Bowes remain visible.</p>		
<p><b>Value</b></p> <p>As the view is predominantly across part of the North Pennines AONB, which is a designated landscape of national importance, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of high value and high susceptibility results in high sensitivity to the Scheme.</p>

### Viewpoint 7.8: View from PRow (bridleway) no.7, at Gilmonby Moor, looking north

#### Construction phase impacts and effects (winter)

##### **Magnitude of Impact**

The demolition of the large barn between the existing A66 and the A67 and the construction of proposed slip roads to the east of Bowes would be visible due to the elevated position of the receptor. The construction activity along the eastern part of the Order Limits would also be visible, including the upper parts of tall lifting equipment constructing the overbridge and the demolition of Low Broats Farm. The removal of vegetation to the north of Bowes and the construction activity atop of the existing cutting would also be visible. This activity would be at distance from the receptor, situated across the middle ground of the view and seen in the context of Bowes and the existing movement of vehicles on the A66 such that the magnitude impact is assessed as minor.

##### **Significance of Effect**

In relation to the high sensitivity of the receptor, the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate as the distance from the construction activity and its relatively small scale within the view would avoid the construction activity resulting in perceptible damage to the view.

#### Year 1 Operational phase impacts and effect (winter)

##### **Magnitude of impact**

At year 1, the slip roads to the east of Bowes and the reduction in vegetation to the north of Bowes would be visible. The movement of vehicles and the additional road infrastructure, including the overbridge would not alter the overall balance of features within the view, such that the magnitude of impact is assessed as minor.

##### **Significance of effect**

In relation to the high sensitivity of the receptor, the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate as the distance from the construction activity and its relatively small scale within the view would avoid the construction activity resulting in perceptible damage to the view.

#### Year 15 Operational phase impacts and effect (summer)

##### **Magnitude of impact**

Compared to the year 1 assessment, with the intervening vegetation in leaf and the establishment of the proposed planting, the visibility of the scheme would reduce, as well as reflecting the vegetated context to Bowes, such that the magnitude of impact would reduce from minor to negligible.

##### **Significance of effect**

The combination of the high sensitivity and the negligible impact would result in a slight adverse and not significant effect at year 15.



## 10.6.10 Cross Lanes to Rokeby

Table 81: Assessment of Viewpoint 8.1 View from PRow (footpath) no.8, looking south

Viewpoint 8.1: View from PRow (footpath) no.8, looking south		
Receptor: Recreational Users	Viewpoint type: Representative	Distance to Order Limits boundary: 100m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of a large field, bordered by hedgerows and establishes trees, with the existing A66 situated immediately beyond the southern field boundary. The field is situated across landform which falls gently away from the receptor, whereas the existing A66 is situated on a low embankment, such vehicles and road signage are visible, although in part softened by the intervening trees. The Order Limits is located in the foreground of the view.</p> <p>The middle ground of the view consists of a rural landscape of large-scale fields divided by hedgerows and trees, along with several small woodlands and Dent House Farm. These features are situated across landform which rises from the existing A66 to form a localised ridgeline, truncating any longer distance views across the middle ground of the composition.</p> <p>The land within the foreground and middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The background of the view consists of the upper parts of elevated land within the Yorkshire Dales, which is visible above the intervening ridgeline in the middle ground of the view.</p> <p><b>Summer</b></p> <p>Compared to winter, the visibility of the existing A66 and features across the middle ground of the view is reduced due to the field boundary vegetation being in leaf, such that the overall extent of the view is truncated.</p>		
<p><b>Value</b></p> <p>Whilst the National Park is in the background of the view, its distance from the receptor and that only a relatively very small part of the National Park is visible, reduces the potential value from being very high. As the view is across an Area of Higher Landscape Value, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>The receptor is representative of recreational users, where the existing A66 is considered to reduce the susceptibility from high to moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and moderate susceptibility results in a moderate sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>There would be close range views of the construction activity across the field in the foreground of the view, consisting of the hedgerow and tree removal, topsoil stripping, excavation and construction of the proposed Cross Lanes road junction. The formation of the overbridge embankments and the tall construction machinery required to implement the overbridge would also be visible in the adjoining field. The construction activity would be seen beyond fencing demarcating access to the DCO scheme boundary, along with the movement of construction machinery and compounds. The close proximity of this activity to the receptor would truncate views across the landscape and result in the construction activity being the dominant feature within the view. The magnitude of impact is assessed as major.</p>		



### Viewpoint 8.1: View from PRow (footpath) no.8, looking south

#### Significance of Effect

The combination of the moderate sensitivity and major impact would result in a large adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect would be large rather than moderate given the proximity of the scheme to the viewpoint.

#### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of impact

Vehicles on the proposed Cross Lanes junction would be visible in closer proximity to the receptor than vehicles on the existing A66. In addition, the movement of vehicles would be towards the receptor, as opposed to across the composition of the view, as per the alignment of the existing A66. The proposed planting in the foreground of the view would not have established.

The overbridge and associated vehicles would also be visible on the overbridge, in an elevated position within the composition of the view in comparison to the existing views of the A66. Whilst the extent of views across the wider landscape is already truncated by the ridgelines, the scale and mass of the overbridge would reduce views across part of the landscape. The magnitude of impact is assessed as major.

#### Significance of effect

The combination of the moderate sensitivity and major impact would result in a large adverse and significant effect at year 1. In relation to the significance categories set out in DMRB LA 104, the effect would be large rather than moderate given the proximity of the scheme to the viewpoint.

#### Year 15 Operational phase impacts and effect (summer)

#### Magnitude of impact

Compared to the year 1 assessment, the proposed scrub and woodland planting across the foreground of the view would have established, to be taller in height and in leaf. This would screen views of the scheme. The planting would also truncate views across the landscape to the south of the receptor, thereby visually enclosing this part of the route, such that the change would be readily apparent to the receptor and the magnitude of impact is moderate.

#### Significance of effect

The combination of the moderate sensitivity and moderate impact would result in a moderate adverse and significant effect at year 15.

Table 82: Assessment of Viewpoint 8.1A View from PRow (footpath) no.14, looking east

### Viewpoint 8.1A: View from PRow (footpath) no.14, looking east

Receptor/s: Recreational/Residents	Viewpoint type: Representative	Distance to Order Limits boundary: 500m
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#### Baseline conditions

#### Viewpoint description

##### Winter

The foreground of the view consists of a large scale, very gently undulating field and two storey residential properties at the eastern edge of Boldron.

The middle ground of the view consists of rural landscape, consisting of field boundary vegetation and trees, several barns, the western edge of Princess Charlotte Wood, along with rising landform towards the alignment of the existing A66. The Order Limits is situated across the middle ground of the view.

The background of the view consists of wooded skyline.

Viewpoint 8.1A: View from PRoW (footpath) no.14, looking east		
<b>Summer</b>		
Compared to winter, views across the middle ground are reduced by the intervening vegetation being in leaf.		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
As the view is across an Area of Higher Landscape Value, the value is assessed as high.	As the receptor is representative of recreational users, the susceptibility is high.	The combination of the high value and high susceptibility results in a high sensitivity.
Construction phase impacts and effects (winter)		
<b>Magnitude of Impact</b>		
Most of the construction activity along the existing A66 would be screened by the density of the intervening vegetation. There would be filtered views of the construction activity and machinery constructing the northern part of the Cross Lanes junction and adjacent to Princess Charlotte Wood. The tall lifting equipment constructing the overbridge would be visible above the intervening vegetation. Compared to the rural landscape the magnitude of impact would be moderate.		
<b>Significance of Effect</b>		
In relation to the high sensitivity of the receptor and the moderate impact, the significance of effect would be moderate adverse and significant. In relation to the significance categories set out in DMRB LA 104, the effect would be moderate rather than large given the overall distance and presence of intervening vegetation.		
Year 1 Operational phase impacts and effect (winter)		
<b>Magnitude of impact</b>		
The intervening vegetation would largely soften views of vehicles on the northern part of the Cross Lanes junction and crossing the overbridge in an elevated position within the composition of the view, in contrast to the rural landscape, but not sufficient to alter the overall balance of features within the view, such that the magnitude of impact is assessed as minor.		
<b>Significance of effect</b>		
In relation to the high sensitivity of the receptor and the minor impact, the significance of effect would be slight adverse and not significant. In relation to the significance categories set out in DMRB LA 104, the effect would be slight rather than moderate given the overall distance and presence of intervening vegetation.		
Year 15 Operational phase impacts and effect (summer)		
<b>Magnitude of impact</b>		
With the intervening vegetation in leaf and the establishment of the proposed planting, the scheme would be screened, and the magnitude of impact would be no change.		
<b>Significance of effect</b>		
In relation to the high sensitivity of the receptor the no change impact would result in a neutral (not significant) effect.		

Table 83: Assessment of Viewpoint 8.2 View from PRow (footpath) no.5 on the access to Dent House Farm, looking north

Viewpoint 8.2: View from PRow (footpath) no. 5, on the access road to Dent House Farm, looking north		
Receptor: Recreational Users	Viewpoint type: Representative	Distance to Order Limits boundary: 350m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of several large scale fields, which are divided by post and rail fencing and intermittent hedgerows and trees. The fields are situated across gently falling landform, which falls from the receptor to vegetation demarcating the meandering course of the Tutta Beck, on the valley floor. The landform rises northwards from the Tutta Beck to form a localised ridgeline and is similarly characterised by large scale fields but divided by a greater density of boundary vegetation, along with several woodlands. The existing A66 is visible across this rising landform, as it extends west to east across the composition of the view. Part of the B6277 is also visible, leading to a residential property. Other buildings within the view include Cross Lanes Farm Shop (including an extensive external carpark), situated between the Tutta Beck and the existing A66 Cross Lanes junction. The Order Limits is situated across the foreground of the view.</p> <p>The middle ground of the view consists of a rural landscape along with several buildings in Barnards Castle.</p> <p>The land within the foreground and middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p>The background of the view consists of a rural landscape situated across elevated land forming parts of the North Pennines AONB.</p> <p><b>Summer</b></p> <p>Compared to winter, the visibility of the existing A66 (and associated vehicles) is reduced due to the roadside vegetation being in leaf. The visibility of Cross Lanes Farm Shop is also reduced by tall trees within the foreground of the view being in leaf and there is a greater density of vegetation across the ridgeline in the foreground of the view, which softens and filters longer distance views across the remainder of the view.</p>		
<p><b>Value</b></p> <p>Whilst the North Pennines AONB is in the background of the view, its distance from the receptor reduces the potential value from being very high. As the view is mainly across an Area of Higher Landscape Value, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is representative of recreational users, where the existing A66 is visible, the susceptibility is reduced from high to moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and moderate susceptibility results in a moderate sensitivity to the DCO scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of impact</b></p> <p>The excavation for the attenuation basins and the construction of the re-alignment of Rutherford Lane, the overbridge embankments and the southern part of the Cross Lanes junction would be visible across the foreground and middle ground of the view. The removal of vegetation, tall machinery implementing the overbridge, the movement of construction vehicles and compounds would also be visible. The magnitude of impact is assessed as major.</p>		

<b>Viewpoint 8.2: View from PRow (footpath) no. 5, on the access road to Dent House Farm, looking north</b>		
<b>Significance of Effect</b>		
The combination of the moderate sensitivity and the major impact results in a large adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effect would be large rather than moderate given the proximity and overall visibility of the scheme from the viewpoint.		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<b>Magnitude of Impact</b>		
At year 1, vehicles along Rutherford Lane would be visible in closer proximity to the receptor than vehicles on the existing A66 and in more elevated position within the composition of the view, due to being on embankment. Similarly, the overbridge and associated vehicles would be visible in an elevated position and would form part of the skyline, being readily apparent to the receptor, such that the magnitude of impact is assessed as major.		
<b>Significance of effect</b>		
At year 1 of operation, the combination of moderate sensitivity and the major magnitude of impact results in a large adverse and significant effect at year 1. In relation to the significance categories set out in DMRB LA 104, the effect would remain large given the overall visual influence of the proposals for receptors.		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<b>Magnitude of Impact</b>		
Compared to the year 1 assessment, the proposed woodland would have established across the overbridge embankments and adjacent to Rutherford Lane. This would reduce the visibility of vehicles on these roads, as well as aid in softening the form of the overbridge and reflect the woodland across the ridgeline in the middle ground of the view.		
In relation to the undulating landform across the foreground and middle ground of the view, the wooded embankments would be an apparent change to the underlying pattern of landform within the view and the magnitude of impact is assessed as moderate.		
<b>Significance of effect</b>		
At year 15, the combination of the moderate sensitivity and moderate magnitude of impact would result in a moderate and significant effect.		

Table 84: Assessment of Viewpoint 8.3: View from PRow (footpath) no.10 adjacent to Dowson's Gill woodland, looking south

<b>Viewpoint 8.3: View from PRow (footpath) no. 10, adjacent to Dowson's Gill woodland, looking south</b>		
Receptor: Recreational Users	Viewpoint type: Representative	Distance to Order Limits boundary: 270m
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
The foreground of the view consists of large scale fields which are open in character and situated across rising landform and divided by intermittent trees and hedgerows.		
The middle ground of the view consists of the same field, similarly across rising land which is steeper in comparison to that in the foreground of the view.		
The background of the view consists of a ridgeline, which is crossed by the existing A66, such that vehicles on the road are visible and softened slightly by the roadside vegetation. The DOC boundary is located across the background of the view.		

### Viewpoint 8.3: View from PRow (footpath) no. 10, adjacent to Dowson's Gill woodland, looking south

All the land across the composition of the view is within an Area of Higher Landscape Value, as defined by the Durham Plan.

#### Summer

Compared to the winter view, the visibility of vehicles of the existing A66 is reduced due to the roadside vegetation in the background of the view being in leaf. However, vehicles remain visible due to the low height of roadside hedgerows.

Value	Susceptibility	Sensitivity
As the view is across an Area of High Landscape Value, which is a landscape of regional importance, the value is assessed as moderate.	As the existing A66 is in an elevated position in relation to the receptor, such that it is a notable feature of the view, across the ridgeline, the susceptibility is reduced from high to moderate.	The combination of the moderate value and moderate susceptibility results in a moderate sensitivity to the DCO scheme.

### Construction phase impacts and effects (winter)

#### Magnitude of Impact

The construction activity would be located along and in proximity to the alignment of the existing A66 and primarily beyond the ridgeline. Views of the construction activity would therefore reflect views of vehicles on the existing A66 overall, with a slight increase in the number of vehicles. The excavation and removal of vegetation in proximity to the existing A66 would result in a minor magnitude of impact.

#### Significance of Effect

The combination of the moderate sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect during construction.

### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of Impact

At year 1, views of vehicles on the A66 would reflect existing views of vehicles across the ridgeline, with the slight additional increase in visibility of vehicles due to the reduction in vegetation resulting in a negligible magnitude of impact.

#### Significance of effect

At year 1 of operation, the combination of moderate sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect would be slight rather than neutral given that a level of visual change would remain in the form of additional vehicles.

### Year 15 Operational phase impacts and effect (summer)

#### Magnitude of Impact

The magnitude of impact would remain negligible, due to the addition of vehicles within the view.

#### Significance of effect

The combination of the moderate sensitivity and the negligible impact would result in a neutral and not significant effect. In relation to the significance categories set out in DMRB LA 104, significance would reduce to neutral as a result of successful mitigation measures.

Table 85: Assessment of Viewpoint 8.4A View from PRoW (footpath) no.5 within the Church of St. Mary churchyard, looking south

<b>Viewpoint 8.4A: View from PRoW (footpath) no.5, within the Church of St Mary churchyard, looking south</b>		
Receptor/s: Recreational Users and visitors to the Church of St Mary Residents at the Old Rectory	Viewpoint type: Representative	Distance to Order Limits boundary: 110m
<b>Baseline conditions</b>		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of the vehicles on the existing A66 and roadside trees, evergreen vegetation and fields. Fields divided by hedgerows and bordered by woodland extend across the middle ground of the view. The background of the view consists of woodland and distant elevated ridgelines.</p> <p><b>Summer</b></p> <p>In summer, close range views of vehicles on the existing A66 remain. With the roadside trees on the opposite side of the existing A66 in leaf, views across the middle ground are reduced and channelled to a greater extent than in winter across the fields. Background views remain as per winter.</p>		
<b>Value</b> Whilst the view is across an Area of Higher Landscape Value, the proximity of the existing A66 is assessed as reducing the value from high to low.	<b>Susceptibility</b> As the view is representative of recreational receptors with views of the existing A66 at close range and residents with views of the road, the susceptibility is assessed as moderate.	<b>Sensitivity</b> The combination of the low value and moderate susceptibility results in a moderate sensitivity.
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of Impact</b></p> <p>There would be close range views of construction activity along the existing A66, associated with the proposed junction. There would also be channelled views of the construction of the proposed A66 dualling across the fields in the middle ground of the view, including the topsoil stripping, formation of low embankments and removal of hedgerows and trees. The construction compounds and movement of vehicles would also be visible, along with oblique views of the construction of the proposed junction, although filtered by retained vegetation. The magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>The combination of the moderate sensitivity and the major magnitude of impact would result in a large adverse and significant effect at construction. In relation to the significance categories set out in DMRB LA 104, the significance is assessed as large given the proximity of construction activity for receptors.</p>		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<p><b>Magnitude of Impact</b></p> <p>The road surface of the existing A66 would remain visible in close range views, but with a reduction in the number of vehicles, which is assessed as beneficial in comparison to existing views. Vehicles on the proposed A66 alignment would be visible in the middle ground of the view, extending from</p>		



#### Viewpoint 8.4A: View from PRoW (footpath) no.5, within the Church of St Mary churchyard, looking south

the south of the Old Rectory across to the proposed junction to the south-west of the receptor, due to the reduction in existing vegetation. The magnitude of impact would be major.

##### Significance of effect

At year 1 of operation, the combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as large rather than moderate given the continuing visual influence of the proposals on receptors.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

Compared to the year 1 assessment, the proposed woodland and scrub adjacent to the alignment of the proposed A66, including around the junction to the south-west of the Church, would be taller in height and in leaf. This would screen vehicles on the proposed A66 to the south of the receptor and reduce the perception of the remainder of the proposed alignment. Close range views of vehicles on the retained A66 would remain, although the smaller number of vehicles is assessed as beneficial and a noticeable change to the receptor such that the magnitude of impact is assessed as minor, with the change to the view from the truncation of views across the adjacent fields.

##### Significance of effect

The combination of the moderate sensitivity and the minor impact would result in a slight adverse and not significant effect at year 15.

Table 86: Assessment of Viewpoint 8.5A View from PRoW (footpath) no.1, looking west

Viewpoint 8.5A: View from PRoW (footpath) no.1, looking west		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 270m
Baseline conditions		
Viewpoint description		
<b>Winter</b>		
The foreground of the view consists of fields divided by hedgerows and blocks of woodland. The middle ground of the view consists of woodland adjacent to the existing A66, with largely filtered views of vehicles crossing the overbridge across the River Greta. The background of view similarly consists of woodland, such that the overall extent of visibility is limited.		
<b>Summer</b>		
The composition of the view is similar to that in winter, but with the vegetation in leaf views of vehicles on the existing A66 are screened.		
Value	Susceptibility	Sensitivity
As the view is across an Area of Higher Landscape Value and includes vegetation in Rokeby Park, the value is assessed as high.	As recreational users, the susceptibility is assessed as high.	The combination of the high value and high susceptibility results in a high sensitivity.
Construction phase impacts and effects (winter)		
Magnitude of Impact		
The construction activity would be screened by the density of the intervening vegetation. The magnitude of impact is assessed as no change.		



Viewpoint 8.5A: View from PRoW (footpath) no.1, looking west
<p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>The scheme would not be visible due to the intervening vegetation. The magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and no change magnitude of impact results in a neutral and not significant effect.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude</b></p> <p>The assessment would reflect that at year 1.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and no change magnitude of impact results in a neutral (not significant) effect.</p>

Table 87: Assessment of Viewpoint 8.6 View from PRoW (footpath) no.3, looking north

Viewpoint 8.6: View from PRoW (footpath) no.3, looking north		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 1.1km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of a large scale field bordered by established trees. The field is situated across gently falling landform, which falls away from the receptor to culminate at established evergreen woodland plantations adjacent to Wellfield Strand stream. The height and density of the plantations screens views of the existing A66. The Order Limits is located in the foreground of the view.</p> <p>The middle ground of the view consists of a rural landscape, characterised by generally low lying landform, which then rises gradually to form a localised ridgeline, broadly along the alignment of the A67. Properties adjacent to the A67 are also visible.</p> <p>The background of the view consists of a rural landscape situated across elevated land, forming part of the North Pennines AONB.</p> <p>All the land across the foreground and middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.</p> <p><b>Summer</b></p> <p>Compared to the winter view the density of the vegetation within the foreground of the view increases, due to the deciduous vegetation being in leaf. However, the composition of the view remains similar to the winter view, due to the elevated position of the receptor enabling views across the wider landscape and that the existing A66 is screened by the intervening evergreen vegetation.</p>		
<p><b>Value</b></p> <p>As the view is mainly across an Area of High Landscape Value, the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>As the receptor covers recreational users with long distance views across the</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and high</p>

Viewpoint 8.6: View from PRow (footpath) no.3, looking north		
	landscape, the susceptibility is assessed as high.	susceptibility results in a high sensitivity.
Construction phase impacts and effects (winter)		
<b>Magnitude of Impact</b>		
The construction activity would be screened by the density of the intervening vegetation. The magnitude of impact is assessed a no change.		
<b>Significance of Effect</b>		
In relation to the high sensitivity of the receptor, the no change magnitude of impact would result in a neutral (not significant) effect.		
Year 1 Operational phase impacts and effect (winter)		
<b>Magnitude of Impact</b>		
The construction activity would be screened by the density of the intervening vegetation. The magnitude of impact is assessed a no change.		
<b>Significance of effect</b>		
In relation to the high sensitivity of the receptor, the no change magnitude of impact would result in a neutral (not significant) effect.		
Year 15 Operational phase impacts and effect (summer)		
<b>Magnitude of Impact</b>		
The construction activity would be screened by the density of the intervening vegetation. The magnitude of impact is assessed a no change.		
<b>Significance of effect</b>		
In relation to the high sensitivity of the receptor, the no change magnitude of impact would result in a neutral (not significant) effect.		

Table 88: Assessment of Viewpoint 8.7: View from PRow (bridleway) no.13 (Mount Eff Lane), looking south

Viewpoint 8.7: View from PRow (bridleway) no.13 (Mount Eff Lane), looking south		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 2.4km
Baseline conditions		
<b>Viewpoint description</b>		
<b>Winter</b>		
The foreground of the view consists of a rural landscape of fields divided by hedgerows and trees. The fields are situated across undulating landform, which falls away from the receptor.		
The middle ground of the view also consists of a rural landscape characterised by fields of varying sizes divided by hedgerows and trees, along with woodlands. The landform across the middle ground of the view rises to form a localised ridgeline line. The existing A66 is located across this ridgeline, although vehicles are barely visible due to the distance and intervening vegetation.		
Land across the foreground and middle ground of the view is within an Area of High Landscape Value, as defined by the Durham Plan.		
The background of the view consists of elevated land across Barningham Moor and Gayles Moor. Parts of the Yorkshire Dales National Park are also visible in the background of the view.		
<b>Summer</b>		
The composition of the view remains similar to that of winter, due to the relatively elevated position of the receptor, with views across the middle ground and background of the view remaining. The		

Viewpoint 8.7: View from PRoW (bridleway) no.13 (Mount Eff Lane), looking south		
change to the composition of the view is the reduced visibility of fields within the middle ground of the view, due to the vegetation being in leaf.		
<b>Value</b> Whilst the National Park is in the background of the view, its distance from the receptor reduces the potential value from being very high. As the view is mainly across an Area of Higher Landscape Value, the value is assessed as high.	<b>Susceptibility</b> As the receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.	<b>Sensitivity</b> The combination of the high value and high susceptibility results in a high sensitivity to the Scheme.
Construction phase impacts and effects (winter)		
<b>Magnitude of Impact</b> The construction activity would be located primarily beyond the intervening ridgeline, which in combination with the intervening distance would result in a no change magnitude of impact.		
<b>Significance of Effect</b> In relation to the high sensitivity of the receptor, the no change magnitude of impact would result in a neutral (not significant) effect.		
Year 1 Operational phase impacts and effect (winter)		
<b>Magnitude of Impact</b> The scheme would not be visible, being situated beyond the intervening ridgeline. The magnitude of impact is assessed as no change.		
<b>Significance of effect</b> The combination of the high sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.		
Year 15 Operational phase impacts and effect (summer)		
<b>Magnitude of Impact</b> The assessment would reflect that at year 1, with a no change magnitude of impact.		
<b>Significance of effect</b> The assessment would reflect that at year 1, with a neutral (not significant) effect.		

Table 89: Assessment of Viewpoint 8.8: View from PRoW (footpath) no.6, looking north

Viewpoint 8.8: View from PRoW (footpath) no.6, looking north		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 100m
Baseline conditions		
<b>Viewpoint description</b> <b>Winter</b> The foreground of the view consists of a large scale field, bordered by hedgerows and trees, across sloping land. The middle ground of the view reflects the foreground composition, consisting of the same field rising across the view. The DCO scheme is located across the middle ground of the view. The background of the view consists of a ridgeline with several established trees and the existing A66. Vehicles on the road are visible due to their elevated position in relation to the receptor, the		

### Viewpoint 8.8: View from PRow (footpath) no.6, looking north

open character of the intervening field and that parts of the road are on a localised low embankment.

Land across all of the view is within an Area of High Landscape Value, as defined by the Durham Plan.

#### Summer

The composition of the view remains similar to that of winter, due to the open character of the field across the foreground and middle ground of the view. Additionally, whilst the vegetation in the background of the view is in leaf to soften views of vehicles on the existing A66, views of vehicles still remain.

Value	Susceptibility	Sensitivity
Whilst the view is across an Area of High Landscape Value, the short extent of the view reduces the value from high to moderate.	As the existing A66 is in an elevated position in relation to the receptor, such that it is a notable feature of the view, across the ridgeline, the susceptibility is reduced from high to moderate.	The combination of the moderate value and moderate susceptibility results in a moderate sensitivity.

### Construction phase impacts and effects (winter)

#### Magnitude of Impact

There would be close range views of the construction phase, including the hoardings, excavation of the attenuation basin, construction of the access road and dualled section of the A66. The construction activity would be in an elevated position in relation to the receptor such that the magnitude of impact is assessed as major.

#### Significance of Effect

The combination of the moderate sensitivity and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects is assessed as large rather than moderate given the overall influence of the works on views from the viewpoint location.

### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of Impact

The composition of the view would change from fields to road infrastructure, via close range views of access road to Tutta Beck Cottages, the dualled A66 and the junction, such that the magnitude of impact is assessed as major.

#### Significance of effect

At year 1 of operation, the combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects is assessed as large rather than moderate given the overall influence of the works on views from the viewpoint location.

### Year 15 Operational phase impacts and effect (summer)

#### Magnitude of Impact

Close range views of the access road would remain, along with the attenuation basin. There would also be close range views of the species rich grassland, which would provide an increased range of colour and texture within the view, which is assessed as beneficial. Vehicles on the dual carriageway and at the junction would be reduced by the establishment of the proposed woodland and scrub, but the change in the composition would remain readily apparent for the receptor and is assessed as a moderate magnitude of impact.

### Viewpoint 8.8: View from PRow (footpath) no.6, looking north

#### Significance of effect

The combination of the moderate sensitivity and the moderate magnitude of impact would result in a moderate adverse and significant effect.

Table 90: Assessment of Viewpoint 8.9A View from PRow (footpath) no.13, looking south

### Viewpoint 8.9A View from PRow (footpath) no.13, looking south

Receptor: Recreational users

Viewpoint type:  
Representative

Distance to Order Limits  
boundary: 200m

#### Baseline conditions

#### Viewpoint description

##### Winter

The foreground consists of a large scale field, situated across rising landform, along with part of the boundary wall of Rokeby Park and roadside vegetation.

The middle ground of the view consists of the same vegetation and field, situated across rising landform.

The background of the view consists of a vegetated ridgeline, with the existing A66 not visible, due to being situated beyond the ridgeline.

##### Summer

The composition of the view remains similar to that in winter, but with the vegetation in leaf, there is a more vegetated composition to the composition of the view and a reduced visibility of the boundary wall of Rokeby Park.

#### Value

The view consists of fields, vegetation and parts of Rokeby Park, along with being within an Area of Higher Landscape Value, such that the value is assessed as high.

#### Susceptibility

As recreational users, the value is assessed as high.

#### Sensitivity

The combination of the high value and high susceptibility results in a high sensitivity.

### Construction phase impacts and effects (winter)

#### Magnitude of Impact

The construction activity on Abbey Road would be located beyond the intervening vegetation and therefore not visible. The construction activity in relation to the A66 would also not be visible due to being situated beyond the intervening ridgeline. The magnitude of impact is assessed as no change.

#### Significance of Effect

The combination of the high sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.

### Year 1 Operational phase impacts and effect (winter)

#### Magnitude of Impact

The scheme would not be visible due to the intervening vegetation and rising landform. The magnitude of impact is assessed as no change.

#### Significance of effect

The combination of the high sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.

Viewpoint 8.9A View from PRow (footpath) no.13, looking south
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b>            The assessment would reflect that at year 1, such that the magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b>            The combination of the high sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.</p>

Table 91: Assessment of Viewpoint 8.10: View from Rokeby Park House, looking south-west

Viewpoint 8.10: View from Rokeby Park House, looking south-west		
Receptor: Residents	Viewpoint type: Representative	Distance to Order Limits boundary: 500m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b>            The foreground consists of parkland, with established trees, including a linear alignment of trees. The middle ground consists of the same parkland and individual trees, extending across very gently undulating landform.            The background of the view consists of established trees which form a vegetated skyline, along with part of the stone piers and gates and vehicles on the existing A66 and junction with Abbey Road.</p> <p><b>Summer</b>            Compared to winter, with the vegetation in leaf, views of vehicles on the existing A66 and at the junction with Abbey Road are reduced.</p>		
<p><b>Value</b>            As a view across designated parkland which includes a designed vista, the value is assessed as very high.</p>	<p><b>Susceptibility</b>            As residential receptors, where the existing A66 is visible but not prominent, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b>            The combination of the very high value and high susceptibility results in a very high sensitivity.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b>            Parts of the construction activity at the existing Abbey Road junction would be visible in the background of the view. The remainder of the construction activity would not be visible due to being situated beyond the existing A66 and in a lower lying position within the landscape. The scale and extent of the construction of the roundabout and re-configuration of an existing junction would result in a negligible magnitude of impact.</p> <p><b>Significance of Effect</b>            The combination of the very high sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect during the construction phase.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b>            At year 1, views of vehicles travelling along Abbey Road and around the proposed junction, in combination with vehicles on the A66, would reflect the composition of existing views, with a very minor addition of vehicles within the view, such that the magnitude of impact is assessed as negligible.</p>		

<b>Viewpoint 8.10: View from Rokeby Park House, looking south-west</b>		
<b>Significance of effect</b>		
The combination of the very high sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect.		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<b>Magnitude of impact</b>		
With the intervening vegetation in leaf, the magnitude of impact would reduce to no change.		
<b>Significance of effect</b>		
The very high sensitivity in combination with the no change magnitude of impact would result in a neutral (not significant) effect.		

Table 92: Assessment of Viewpoint 8.11: View from Rokeby Park, looking south-west

<b>Viewpoint 8.11: View from Rokeby Park, looking south-west</b>		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 10m
<b>Baseline conditions</b>		
<b>Viewpoint description</b>		
<b>Winter</b>		
The foreground of the view consists of parkland and fencing, along with part of the boundary wall. The middle ground of the view consists of the piers and railings, along with vehicles on Abbey Road and the existing A66, which are situated in an elevated position in relation to the receptor. The background of the view consists of a vegetated skyline, such that the overall extent of views is short range.		
<b>Summer</b>		
The composition of the view remains similar to that in winter due to the parkland across the foreground and middle ground of the view.		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
Whilst the view is across designated parkland, the value of the view is reduced from very high to high due to the vehicles on the existing A66 and Abbey Road.	As recreational users and visitors where the existing A66 is visible but not the focus, the susceptibility is assessed as moderate.	The combination of the high value and moderate susceptibility results in a high sensitivity.
<b>Construction phase impacts and effects (winter)</b>		
<b>Magnitude of Impact</b>		
The construction of the proposed re-configuration of the junction of Abbey Road would be visible at close range, seen beyond the intervening railings, resulting in additional activity and movement within the view in comparison to the existing vehicles. The removal of vegetation in the background of the view would also be visible. The magnitude of impact is assessed as moderate, given the context of existing vehicles and movement within the composition of the view, considered with the proximity of the construction phase.		
<b>Significance of Effect</b>		
The combination of the high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect during construction. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as moderate rather than large given the existing context of the view, including the influence of existing traffic.		



Viewpoint 8.11: View from Rokeby Park, looking south-west
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>Views of vehicles on Abbey Road and across the proposed junction and A66 would reflect the context of existing views. The reduction in the vegetation across the background of the view would result in a minor magnitude of impact.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate adverse as the focus of the view would remain the listed piers and gates and the park across the foreground and the visual relationship with the background vegetation is already reduced by the intervening existing vehicles.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>With the parkland vegetation in leaf, there would be some softening of views of vehicles on Abbey Road and the A66, but the reduction in background vegetation would remain due to the alignment of the proposed scheme, such that the magnitude of impact would be negligible.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from slight adverse as the focus of the view would remain the listed piers and gates and the park across the foreground and the visual relationship with the background vegetation is already reduced by the intervening existing vehicles.</p>

Table 93: Assessment of Viewpoint 8.12: View from Abbey Road, looking south-west

Viewpoint 8.12: View from Abbey Road, looking south-west		
Receptor: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: 0.0km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>Abbey Road, the existing junction with the A66 and vehicles, vegetation and signage on the existing A66 along with the piers and railings forming part of the boundary wall to Rokeby Park are visible in the foreground of the view.</p> <p>Fields form the middle ground of the view, situated in a lower position within the landscape in relation to the receptor and largely filtered by the roadside vegetation.</p> <p>Elevated farmland and moorland form the background of the view, although largely filtered by the foreground roadside vegetation.</p> <p><b>Summer</b></p> <p>Foreground views remain similar to those in winter due to the open character of Abbey Road and the proximity of the boundary wall and vehicles on the existing A66. With the existing A66 roadside vegetation in leaf, middle ground and background views are screened.</p>		
<p><b>Value</b></p> <p>Whilst the view includes part of Rokeby Park and listed features, the value is reduced from high to moderate due to</p>	<p><b>Susceptibility</b></p> <p>As the receptor is a motorist on the approach to a junction with a main road, the susceptibility is low.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and low susceptibility results in a low sensitivity.</p>

### Viewpoint 8.12: View from Abbey Road, looking south-west

the notable road infrastructure within the view.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

The construction activity for the proposed junction would be visible at close range, along with the removal of roadside vegetation and the construction vehicles and activity to implement the re-alignment of the A66. The magnitude of impact is assessed as major.

##### Significance of Effect

In relation to the low sensitivity of the receptor, the major magnitude of impact would result in a moderate adverse and significant effect during the construction phase.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of Impact

The proposed junction and A66 would reflect the composition of existing views of a road junction with associated signage. The reduction in roadside vegetation to the south of the receptor would enable more open views across the middle ground and background of the view, such that the magnitude of impact is assessed as minor.

##### Significance of effect

The combination of the low sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect at year 1. In relation to the significance categories set out in DMRB LA 104, the significance is regarded as slight rather than neutral given that there would still be an element of visual change as a result of the scheme.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

The magnitude of impact would remain minor due to the reduction in roadside vegetation balanced with views across the wider landscape.

##### Significance of effect

The combination of the low sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect at year 1. In relation to the significance categories set out in DMRB LA 104, the significance is regarded as slight rather than neutral given that there would still be an element of visual change as a result of the scheme.

## 10.6.11 Stephen Bank to Carkin Moor

Table 94: Assessment of Viewpoint 9.1: View from Colliers Lane, south of West Layton, looking south

Viewpoint 9.1: View from Colliers Lane, south of West Layton, looking south		
Receptor: Road users	Viewpoint type: Representative	Distance to Order Limits boundary: 150m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of fields either side of Colliers Lane, situated across gently falling landform. The fields to the east of lane are bound by a tall hedgerow, whilst those to the west of the lane are bound by a low stone wall. The lane, field and boundary treatments extend across the foreground of the view, to the existing A66, which crosses the composition of the view on an east to west alignment. Established trees border the existing A66 to varying densities, such that vehicles on the existing A66 are more visible in views to the west of the lane in comparison with views to the east of the lane. The Scheme is situated across the foreground of the view.</p> <p>The middle ground of the view consists of fields and vegetation to the south of the A66; however the foreground vegetation and falling landform truncates views across most of the middle ground. The background of the view consists of a rural landscape, situated across rising land of the Gritstone High Plateau.</p> <p><b>Summer</b></p> <p>Compared to winter, the visibility of the existing A66 reduces due to the foreground vegetation being in leaf. This vegetation also filters longer distance views across the background of the composition.</p>		
<p><b>Value</b></p> <p>Close range views of the stone walls and the elevated rural landscape across the background of the view result in a moderate value.</p>	<p><b>Susceptibility</b></p> <p>As a motorist on a local scenic road network with views of the existing A66, the susceptibility is assessed as moderate</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and moderate susceptibility results in a moderate sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>There would be close range views of the construction activity, including the excavation of the cuttings and implementation of the overbridge. The construction compounds and movement of machinery along with the removal of the vegetation from Ravensworth Copse would also be visible. The construction activity would be a dominant feature within the view and the magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>The combination of the moderate sensitivity and the major magnitude of impact would result in a large adverse and significant effect during the construction phase. In relation to the significance categories set out in DMRB LA 104, the effects are considered to be large given the proximity of the works to the viewpoint location, and resultant change.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>At year 1, the reduction in the roadside hedgerows and stone wall would remove a valued feature from the view, resulting in a greater extent of views across the adjacent fields. The rising alignment of Colliers Lane towards the overbridge would also be a notable change, reducing the extent of views towards the elevated rural background of the view. With the re-aligned A66 in cutting there</p>		

#### Viewpoint 9.1: View from Colliers Lane, south of West Layton, looking south

would be a reduction in the visibility of vehicles in comparison to the existing view. The magnitude impact would be moderate.

##### Significance of effect

At year 1 of operation, the combination of moderate sensitivity and moderate magnitude of impact would result in a moderate and significant effect.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

By year 15 the proposed woodland planting would have established to reduce the perception of the re-aligned A66 across the fields and the reduction in vegetation from Ravensworth Copse. The rising alignment of Colliers Lane would remain as per year 1 along with the removal of the stone wall, but the magnitude of impact would reduce to minor.

##### Significance of effect

At year 15 of operation, the combination of moderate sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect.

Table 95: Assessment of Viewpoint 9.1A: View from PRoW (footpath) no.20.55/1/1 looking north

#### Viewpoint 9.1A: View from PRoW (footpath) no.20.55/1/1 looking north

Receptor: Recreational

Viewpoint type: Representative

Distance to Order Limits boundary: 175m

#### Baseline conditions

##### Viewpoint description

###### Winter

The foreground of the view consists of gently undulating field with a small area of shrubs and trees. The Order Limits extends across the foreground of the view.

The middle ground of the view consists of the same foreground field, the existing A66, falling in height across the composition of the view from west to east. Part of Colliers Lane and the adjacent low stone wall beyond the existing A66, Ravensworth Lodge and parts of Ravensworth Copse are visible. The DCO scheme is located across the middle ground of the view.

The background of the view consists of rising fields, culminating at a generally wooded ridgeline with occasional properties, including agricultural buildings in West Layton and West Layton Farm.

###### Summer

Foreground views remain similar to those in winter due to the generally open character of the field. With the trees and hedgerows adjacent to the existing A66 in leaf, the visibility vehicles on the existing A66 is reduced. Similarly, buildings in West Layton are screened by the intervening vegetation being leaf, such that there is more vegetated character to the composition of the view.

##### Value

The view consists of valued features the value is moderate.

##### Susceptibility

As recreational users with views of the existing A66 the value is moderate.

##### Sensitivity

The combination of the moderate value and moderate susceptibility results in a moderate sensitivity.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

There would be close range views of the excavation for the attenuation basin in the field forming the foreground of the view, along with the movement of machinery, compounds and compound fencing. The removal of vegetation from adjacent to the existing A66 and the machinery excavating the cutting and implementation of the overbridge would also be visible. The magnitude of impact is therefore assessed as major.

Viewpoint 9.1A: View from PRow (footpath) no.20.55/1/1 looking north
<p><b>Significance of Effect</b></p> <p>The combination of the moderate sensitivity and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects are regarded as large rather than moderate given the proximity of the viewpoint to the works.</p>
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>At year, the alignment of the former A66 would be in closer proximity to the receptor than the existing A66, although the number of vehicles within the view would be less, due to the former A66 being a secondary road. The overbridge would also be visible, along with vehicles in a more elevated position in the landscape relation to the receptor's view and forming part of the skyline. Vehicles on the re-aligned A66 would be in cutting and less visible in comparison to the existing view. The magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of moderate sensitivity and major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would remain large given the overall significant change in view for highly sensitive receptors.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment, the establishment of the proposed woodland would reduce the visibility of vehicles on the former A66 (and its associated re-alignment) as well as softening views of the overbridge and associated vehicles, although the mass and height of the structure would still be evident to the receptor. The magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of moderate sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large adverse due to the existing view already being dominated by the movement of vehicles at varying heights across the composition of the view.</p>

Table 96: Assessment of Viewpoint 9.2: View from PRow (bridleway) 20.23/8/1, looking south

Viewpoint 9.2: View from PRow (bridleway) 20.23/8/1, looking south		
Receptor: Recreational users	Viewpoint type: Representative	Distance to Order Limits boundary: 175m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of large scale fields which are open in character and situated across sloping landform, which falls away from the receptor. The Order Limits is situated across the foreground of the view.</p> <p>The middle ground of the view is characterised by a rural landscape in a low lying position, consisting of extensive tree cover amongst the field pattern, along with intermittent buildings.</p> <p>The background of the view also consists of a rural landscape, but situated across rising landform, which rises to form a wooded skyline at High Moor, as part of the Gritstone High Plateau, part of which is within the Yorkshire Dales National Park.</p>		

Viewpoint 9.2: View from PRow (bridleway) 20.23/8/1, looking south		
<p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter due to the open character of the fields across the foreground of the view.</p>		
<p><b>Value</b></p> <p>As a predominantly rural view with characteristics features where the location is likely the value is assessed as high.</p>	<p><b>Susceptibility</b></p> <p>As a recreational user with long distance views and where the existing A66 is not a dominant feature, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the high value and high susceptibility results in a high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>There would be close range views of the construction activity to implement the re-aligned A66 across the foreground fields. Views would include the machinery, topsoil stripping and the formation of the embankments along with the removal of vegetation. The implementation of the proposed landscape would also be visible in the foreground. The magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity and the major magnitude of impact would result in a very large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects are considered very large given the proximity of the works for highly sensitive receptors.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>Vehicles on the realigned A66 would be visible extending across the foreground of the view in comparison to views of fields. The reduction in vegetation from Ravenscroft Copes and field boundaries adjacent to Fox Hall would also be visible. The magnitude of impact is assessed as major.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the overall effect would reduce to large given the reduction in presence of construction activity but retention of views towards the new road.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment, the proposed woodland would have established to screen views of vehicles on the re-aligned A66. The planting would also truncate views across the foreground and middle ground of the view, such that the extent of longer distance views would be reduced. The magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b></p> <p>The combination of the high sensitivity and the moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from large given the screening afforded by the successful implementation of mitigation measures.</p>		

Table 97: Assessment of Viewpoint 9.3: View from Fox Hall Inn, looking north



Viewpoint 9.3: View from Fox Hall Inn, looking north		
Receptor: Road/Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 215m
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of the existing A66, lighting columns and roadside timber post fencing. The existing A66 is single lane in each direction as it crosses west to east across the composition of the view. To the north of the existing A66 is a large scale field, situated across rising landform.</p> <p>The middle ground of the view consists of the same field as per the foreground of the view, which continues to rise away from the receptor and is bordered by tall trees.</p> <p>The background of the view consists of the same field, which culminates in a ridgeline with several tall trees. The overall extent of views is short, due to the steeply rising landform and ridgeline.</p> <p><b>Summer</b></p> <p>The composition of the view is very similar to that in winter due to the proximity of the existing A66, the open character of the field and rising landform. The vegetation bordering the field is in leaf, such that there is a slight increase in the density of the vegetation within the composition of the view.</p>		
<p><b>Value</b></p> <p>As the view is across a landscape of no distinctiveness the value is assessed as negligible.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is representative of both fast moving vehicle users and people for whom views of the landscape are of secondary importance, the susceptibility is assessed as low.</p>	<p><b>Sensitivity</b></p> <p>The combination of the negligible value and low susceptibility results in a low sensitivity.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>There would be close range views of small scale construction activity to implement the access points into the adjacent field. The upper parts of construction machinery and activity on the ridgeline would be visible in the background of the view, along with the removal of vegetation from Ravensworth Copse in contrast to the rural landscape. The magnitude of impact would be moderate.</p> <p><b>Significance of Effect</b></p> <p>The combination of the low sensitivity and the moderate magnitude of impact would result in a slight adverse and not significant effect.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>The access points into the adjoining field would be visible at close range but seen in the context of the retained hard surfacing of the former A66. The upper parts of vehicles on the proposed re-aligned A66 would be visible, being situated in an elevated position in relation to the receptor. The reduction in vehicles on the former A66 is assessed as beneficial and on balance the magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of low sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is assessed as slight given that a visual change would still be incurred as a result of the proposals.</p>		



Viewpoint 9.3: View from Fox Hall Inn, looking north
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>Compared to the year 1 assessment, the proposed woodland would have established across the middle ground of the view, screening views of the re-aligned A66. The reduction in vehicles on the former A66 would remain and is assessed as beneficial and on balance the magnitude of impact is assessed as minor.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of low sensitivity and minor magnitude of impact would result in a slight beneficial and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effects of the scheme would become beneficial as a result of mitigation measures which would screen views towards traffic and reduce levels of traffic along the existing A66.</p>

Table 98: Assessment of Viewpoint 9.4: View from PRoW (bridleway) 20.55/6/4, looking north

Viewpoint 9.4: View from PRoW (bridleway) 20.55/6/4, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 1.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of fields divided by hedgerows, situated across scoping landform, which falls away from the receptor to intermittent trees which demarcate the course of the Home Beck stream.</p> <p>The middle ground of the view is characterised by a rural landscape, consisting of large scale fields with plantations, situated across gently undulating and rising landform with occasional buildings, including Mainsgill Farm Shop. Vehicles on the existing A66 are visible across part of the middle ground of the view. The Order Limits is located in the middle ground of the view.</p> <p>The background of the view consists of a rural landscape situated across rising landform, and a generally wooded ridgeline, with individual buildings, including West Layton Farm and farm buildings. The Order Limits is also located across the background of the view.</p> <p><b>Summer</b></p> <p>The composition of the view remains similar to that in winter due to the open character of the large scale fields in the foreground and middle ground of the view. The visibility of vehicles on the existing A66 is reduced by the intervening vegetation being in leaf.</p>		
<p><b>Value</b></p> <p>As the composition of the view includes fields, woodland and undulating landform the value is assessed as moderate.</p>	<p><b>Susceptibility</b></p> <p>As the receptor is a recreational user with long distance views the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and high susceptibility results in a high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>Tall lifting equipment and cranes constructing the overbridge at West Layton would be visible in the background of the view, whilst the intervening vegetation would screen views of the construction activity to the north of Mainsgill Farm Shop. The construction of the proposed access road to the east of the Farm Shop, extending to Warrener Lane would be visible, along with the associated</p>		

Viewpoint 9.4: View from PRow (bridleway) 20.55/6/4, looking north
<p>changes to surface landform, removal of vegetation, machinery, compounds and stockpiles. The magnitude of impact would be moderate.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity and the moderate magnitude of impact would result in a moderate adverse (significant) effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large adverse and significant due to the distance from the receptor.</p>
Year 1 Operational phase impacts and effect (winter)
<p><b>Magnitude of Impact</b></p> <p>At year 1, vehicles on the proposed access road between Warrener Lane and Mainsgill Farm shop would be visible in addition to vehicles on the A66, along with the alteration to the landform and reduction in the field boundary patterns. The magnitude of impact would be moderate.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of high sensitivity and the moderate magnitude of impact would result in a moderate adverse and significant. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large given the overall distance of visual change from the viewpoint location.</p>
Year 15 Operational phase impacts and effect (summer)
<p><b>Magnitude of Impact</b></p> <p>At year 15, views of the scheme would reduce due to the combination of the intervening vegetation being in leaf and the establishment of the proposed planting, such that the magnitude of impact would reduce to minor.</p> <p><b>Significance of effect</b></p> <p>At year 15 of operation, the combination of high sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate given the overall distance of visual change from the viewpoint location.</p>

Table 99: Assessment of Viewpoint 9.4B: View from PRow (footpath) no. 20.39/3/1, looking north

Viewpoint 9.4B: View from PRow (footpath) no. 20.39/3/1, looking north		
Receptor: Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 2.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>Due to the elevated position of the receptor, views extend across the valley floor in the foreground consisting of large scale arable fields, hedgerows and trees and residential properties in Ravensworth.</p> <p>The middle ground consists of rural landscape situated across rising landform, forming the valley side, culminating in a predominantly vegetated ridgeline with the church at East Layton and residential properties. Across the valley side the existing A66 and most of the Order Limits are visible, including land to the west of West Layton, Fox Well, Mainsgill Farm, Carkin Moor Farm and across to the existing A66 as it rises across Gatherley Moor, via Diddersley Hill.</p> <p>The background of the view consists of a rural landscape situated across rising landform to form a ridgeline above the ridgeline in the middle ground of the view.</p>		

#### Viewpoint 9.4B: View from PRow (footpath) no. 20.39/3/1, looking north

##### Summer

In summer the composition of the view remains similar to that in winter due to the elevated position of the receptor and the open character of the rural landscape. With the roadside vegetation in leaf, views of vehicles on the existing A66 are reduced.

##### Value

As the view covers representative landscape and cultural features, the value is high.

##### Susceptibility

As a recreational user the value is high.

##### Sensitivity

The combination of the high value and high susceptibility results in a high sensitivity.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

Due to the elevated position of the receptor, the construction of the overbridge to the south of West Layton, the junction and re-aligned A66 to the north of Mainsgill Farm and the re-alignment of the existing A66 to form the access road to Warrener Lane would be visible. In addition, the excavation for the access route beneath the dualled section of the proposed A66 and embankments at the eastern end of the Order Limits, including the excavation for the attenuation basins would also be visible. Views of the construction phase would include the removal of vegetation, changes to surface landform, including changes to the tonal colour of the landscape, compounds and the movement of machinery. The construction phase would be noticeable, and the magnitude of impact is assessed as major.

##### Significance of Effect

In relation to the high sensitivity of the receptor, the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from very large given the overall distance of visual change from the viewpoint location.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of Impact

At year 1, the overbridge at West Layton, the junction to the north of Mainsgill and associated vehicles on the proposed road to Warrener Lane would be visible, which would result in additional road infrastructure within the view in comparison to the west to east alignment of the existing A66. The overbridge and junction would remain below the skyline in the middle ground of the view, enabling views of the ridgeline and churches to remain. Vehicles would also be visible on the proposed access road to Warrener Lane, being more apparent to the receptor than views of vehicles on the existing A66, in addition to the reduction in woodland, plantations and roadside vegetation. The magnitude of impact is assessed as moderate.

##### Significance of effect

At year 1 of operation, the combination of high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large given the overall distance of visual change from the viewpoint location.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

Compared to the year 1 assessment, the proposed planting adjacent to the re-alignment of the A66 would be in leaf. This would reduce the visibility of the overbridge, junction to the north of Mainsgill and soften views of vehicles overall. Views of vehicles on the re-aligned A66 at the eastern end of the Order Limits would reflect existing views of vehicles on the dualled section. In the context of

#### Viewpoint 9.4B: View from PRow (footpath) no. 20.39/3/1, looking north

vehicles already forming the composition of the view, the magnitude of impact would reduce to minor.

##### Significance of effect

At year 15 of operation, the combination of high sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate given the overall distance of visual change from the viewpoint location, and the implementation of the proposed mitigation measures.

Table 100: Assessment of Viewpoint 9.5: View from Mainsgill Farm, looking north-east

#### Viewpoint 9.5: View from Mainsgill Farm, looking north-east

Receptor/s: Recreational/Employment	Viewpoint type: Representative	Distance to Order Limits boundary: 190m
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#### Baseline conditions

##### Viewpoint description

##### Winter

The foreground of the view consists of the external carpark and access road within Mainsgill Farm. The middle ground of the view consists of the existing A66, which is in an elevated position above the receptor and truncates views across the wider landscape overall. The Order Limits is located across the middle ground of the view.

The background of the view consists of the upper canopies of roadside vegetation on the north side of the existing A66.

The overall extent of the view is short range.

##### Summer

The composition of the view remains similar to that in winter due to the open character of the foreground features and that the existing A66 is in an elevated position in relation to the receptor.

Value	Susceptibility	Sensitivity
As the composition of the view is assessed as being of no importance, the value is assessed as negligible.	As the receptor includes visitors and indoor workers, the susceptibility is assessed as low.	The combination of the negligible value and low susceptibility results in a low sensitivity to the Scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

The construction activity to the west of the Farm would be visible, associated with the construction of an access track and excavation for an attenuation basin. The upper parts of tall machinery to the north of the farm shop would be visible, but most of the construction activity in this direction would not be visible due to the localised ridgeline of the existing A66 alignment. The construction activity to the east of the receptor, forming the new road to Warrener Lane would be visible. Views would include alterations to landform, removal of vegetation and the construction of the dualled section of the proposed embankment connecting to the alignment of the existing A66. The magnitude of impact would be major.

##### Significance of Effect

In relation to the low sensitivity of the receptor, the major magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the significance is assessed as moderate given the proximity of the works with the receptor over a relatively wide geographical extent of the change within the view.

#### Year 1 Operational phase impacts and effect (winter)

#### Viewpoint 9.5: View from Mainsgill Farm, looking north-east

##### Magnitude of Impact

At year 1, vehicles would be visible on the former A66, reflecting views of vehicles on the existing road. Vehicles on the dualled section of the proposed A66 and underbridge would not be visible due to being situated beyond the foreground ridgeline. Vehicles on the proposed road to Warrener Lane would be visible to the east of the receptor, resulting in additional road infrastructure and vehicles at close range within the view. The magnitude of impact would be moderate.

##### Significance of effect

At year 1 of operation, the combination of low sensitivity of the receptor and moderate magnitude of impact would result in a slight adverse and not significant effect.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

At year 15, the proposed grassland planting adjacent to the proposed road alignments to the east of the receptor would have established, softening the embankments and engineered landform in comparison to the year 1 assessment. With the intervening vegetation in leaf, views of vehicles would also be softened. The magnitude of impact would reduce to minor.

##### Significance of effect

The combination of the low sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be slight given that some visual change will remain in evidence for receptors.

Table 101: Assessment of Viewpoint 9.6: View from PRoW (bridleway) 20.23/5/1, adjacent to Middle Plantation, looking south

#### Viewpoint 9.6: View from PRoW (bridleway) 20.23/5/1, adjacent to Middle Plantation, looking south

Receptor: Recreational

Viewpoint type: Representative

Distance to Order Limits boundary: 410m

#### Baseline conditions

##### Viewpoint description

##### Winter

The foreground of the view consists of several large-scale fields, which are situated across low lying and gently undulating landform. The fields are open in character, divided by hedgerows and bordered in part by plantations. The existing A66 is situated beyond Mainsgill Plantation, with vehicles along part of the road visible, although filtered by the intervening vegetation. The Order Limits is situated in the foreground of the view.

The middle ground of the view consists of a rural landscape, in a similar low-lying position, such that the extent of visibility across the composition of the view is truncated by the density of the intervening vegetation.

The background of the view consists of a rural landscape extending across rising landform, which culminates in a wooded skyline across High Moor.

##### Summer

With the deciduous vegetation in leaf, the visibility of vehicles on the existing A66 is reduced in comparison to winter views. Similarly views across the middle ground of the view are also reduced, whilst the background features of the view remain visible, as per winter.

<b>Viewpoint 9.6: View from PRoW (bridleway) 20.23/5/1, adjacent to Middle Plantation, looking south</b>		
<b>Value</b> The value is assessed as high as the view consists of features which are representative of published landscape character assessments, the value is moderate.	<b>Susceptibility</b> As a recreational user with long distance views, the susceptibility is assessed as high.	<b>Sensitivity</b> The combination of the moderate value and high susceptibility results in a high sensitivity to the Scheme.
<b>Construction phase impacts and effects (winter)</b>		
<p><b>Magnitude of Impact</b> The construction activity for part of the proposed dualling of the A66 and junction to the north of Mainsgill Farm would be visible across the fields to the south-west of the receptor, along with the similar construction activity to the south of the receptor, between Mainsgill Plantation and Street Plantation. Views would include the removal of vegetation, compounds and the movement of construction machinery. The magnitude of impact is assessed as major.</p> <p><b>Significance of Effect</b> The combination of the high sensitivity and major magnitude of impact results in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from very large given the overall distance of visual change from the viewpoint location and related intervening vegetation.</p>		
<b>Year 1 Operational phase impacts and effect (winter)</b>		
<p><b>Magnitude of Impact</b> Vehicles on the proposed dualled section of the A66 would be visible to the south-west of the receptor due to being on embankment and the slightly elevated position of the receptor. Views would be slightly filtered by the retained intervening field boundary vegetation. Vehicles would also be visible in contrast to fields and no views of vehicles on the existing A66. The magnitude of impact is assessed as moderate.</p> <p><b>Significance of effect</b> At year 1 of operation, the combination of the high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from large given the overall distance of visual change from the viewpoint location and related intervening vegetation.</p>		
<b>Year 15 Operational phase impacts and effect (summer)</b>		
<p><b>Magnitude of Impact</b> At year 15, the establishment of the proposed woodland planting across the proposed embankments, in combination with the retained intervening field boundary being in leaf, reduce the visibility of vehicles on the proposed dualled A66. The retained change to the extent of existing woodland within the view and that the proposed planting would truncate views across part of the composition of the view would result in a minor magnitude of impact.</p> <p><b>Significance of effect</b> The high sensitivity of the receptor in relation to the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is reduced from moderate given the overall distance of visual change from the viewpoint location and related intervening vegetation.</p>		



Table 102: Assessment of Viewpoint 9.7: View from the grounds of East Layton Social Club, looking south

Viewpoint 9.7: View from the grounds of East Layton Social Club, looking south		
Receptor/s: Residents/Recreational	Viewpoint type: Representative	Distance to Order Limits boundary: 2.5km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of several large fields divided by hedgerows and bordered by woodland. In relation to residents, views are filtered by intervening roadside and garden trees.</p> <p>The middle ground of the view similarly consists of a rural landscape, situated in a low lying position within the composition of the view. Views across the middle ground are truncated by the density of the intervening woodland. The existing A66 is located across the middle ground of the view, although vehicles are not visible. The Order Limits is situated in the middle ground of the view.</p> <p>The background of the view consists of a rural landscape extending across rising landform, which culminates in a wooded skyline across High Moor.</p> <p><b>Summer</b></p> <p>For residents, views are truncated across the composition of the view due to the garden and roadside trees being in leaf. For visitors to the social club, the composition of the view remains similar to that in winter, due to the open character of the fields in the foreground of the view.</p>		
<p><b>Value</b></p> <p>The value is assessed as high as the view consists of features which are representative of published landscape character assessments, the value is moderate.</p>	<p><b>Susceptibility</b></p> <p>As the receptor includes fixed views, as well as users of the social club, where the view is secondary to the experience, the susceptibility is assessed as moderate.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and moderate susceptibility results in a moderate sensitivity to the scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>The upper parts of tall construction machinery would be visible, but due to the distance from the Order Limits and the intervening vegetation the magnitude of impact would be negligible.</p> <p><b>Significance of Effect</b></p> <p>The combination of the moderate sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the significance is considered to be slight given that there would be some limited visual change for receptors.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>Due to the distance from the Order Limits and the intervening fields and vegetation, views would reflect the existing baseline, such that the magnitude of impact is assessed as no change.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of the moderate sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.</p>		
Year 15 Operational phase impacts and effect (summer)		
<p><b>Magnitude of Impact</b></p> <p>The assessment would reflect that at year 1, at no change.</p>		



#### Viewpoint 9.7: View from the grounds of East Layton Social Club, looking south

##### Significance of effect

The combination of the moderate sensitivity and the no change magnitude of impact would result in a neutral (not significant) effect.

Table 103: Assessment of Viewpoint 9.8: View from PRoW (bridleway) 20.33 17/2 adjacent to Warrener Lane, looking north-west

#### Viewpoint 9.8: View from PRoW (bridleway) 20.33 17/2 adjacent to Warrener Lane, looking north-west

Receptor: Recreational

Viewpoint type: Representative

Distance to Order Limits boundary: 0.0km

#### Baseline conditions

##### Viewpoint description

##### Winter

The foreground of the view consists of the lane and a large scale field, which is open in character and bordered by a timber fence.

The middle ground of the view consists of the same lane, which rises away from the receptor, with the timber fencing changing to hedgerows.

The DCO scheme is located across the foreground and middle ground of the view.

The background of the view consists of the upper parts of woodland and tree canopies.

The overall extent of the view is short.

##### Summer

The composition of the view reflects that of winter due to the open character of the lane and fields across the foreground and middle ground of the view.

##### Value

As the composition of the view includes a lane and fields, which are of limited importance the value is assessed as low.

##### Susceptibility

Whilst recreational receptors, the view from this location is assessed as being of secondary importance and the susceptibility is low.

##### Sensitivity

The combination of the low value and low susceptibility results in a low sensitivity.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

There would be close range views of the re-alignment of Warrener Lane, extending across the fields towards Mainsgill Farm Shop. The construction activity would include the removal of hedgerows and alteration to surface landform, as well as construction machinery and compounds. There would also be close range views of the construction of the attenuation ditch. The magnitude of impact would be major.

##### Significance of Effect

The combination of the low sensitivity and the major magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, effects are considered to be moderate rather than slight given the proximity of the works to the recreational route.

#### Year 1 Operational phase impacts and effect (winter)

##### Magnitude of Impact

At year 1, vehicles on the proposed re-aligned Warrener Lane would be visible, extending across the fields to the south of the existing A66. Whilst an increased visibility of highways infrastructure, it

#### Viewpoint 9.8: View from PRow (bridleway) 20.33 17/2 adjacent to Warrener Lane, looking north-west

would be in the context of the views of the existing A66, such that the magnitude of impact is assessed as minor.

##### Significance of effect

The combination of the low sensitivity and the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be slight rather than neutral given that a visual change would still be incurred.

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

By year 15 the proposed species rich grassland would have established to visually soften the proposed embankments of the re-aligned Warrener Lane and in the context of views of the existing A66 the magnitude of impact would be negligible.

##### Significance of effect

The combination of the low sensitivity and the negligible magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effect is considered to be slight rather than neutral given that a visual change would still be incurred.

Table 104: Assessment of Viewpoint 9.8A: View from PRow (bridleway) 20.30/8/1, looking south

Viewpoint 9.8A: View from PRow (bridleway) 20.30/8/1, looking south		
Receptor/s: Recreational/Residential	Viewpoint type: Representative	Distance to Order Limits boundary: 2.7km
Baseline conditions		
<b>Viewpoint description</b>		
<b>Winter</b>		
<p>The foreground of the view consists of a large field bound by a low stone wall and hedgerows, which fall away from the receptor and the existing A66, also in a lower position in the landscape in relation to the receptor. The density and height of vegetation within Street Plantation truncates views to the west of the receptor beyond the foreground.</p> <p>The middle ground of the view consists of a gently undulating rural landscape, consisting of large scale fields, farm buildings and woodland.</p> <p>The background of the view consists of a rural landscape situated across rising landform as part of the valley side, with several settlements, culminating at a part vegetated ridgeline.</p>		
<b>Summer</b>		
<p>The composition of the view remains similar to that in winter due to the elevated position of the receptor. The main change is that with the intervening foreground vegetation in leaf, specifically the hedgerows bordering the existing A66, views of vehicles are reduced.</p>		
<b>Value</b>	<b>Susceptibility</b>	<b>Sensitivity</b>
The value is assessed as moderate.	As the receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.	The combination of the moderate value and high susceptibility results in a high sensitivity to the Scheme.

### Viewpoint 9.8A: View from PRow (bridleway) 20.30/8/1, looking south

#### Construction phase impacts and effects (winter)

##### **Magnitude of Impact**

There would be close range views of the excavation to form the cutting for the route beneath the proposed A66 alignment, which in turn would be on embankment with the construction of the additional lanes visible. The excavation for the attenuation basin and construction of the re-aligned Warrener Lane in the fields to the south of the existing A66 would also be visible, along with the removal of hedgerows and roadside vegetation. The density of the intervening plantations would screen the remainder of the construction activity. The magnitude of impact would be major.

##### **Significance of Effect**

The combination of the high sensitivity of the receptor and the major magnitude of impact would result in a large adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from very large given the current existence of infrastructure within the view.

#### Year 1 Operational phase impacts and effect (winter)

##### **Magnitude of Impact**

The route beneath the A66 would be visible, being in cutting and within the foreground of the view, forming a notable change in comparison to the existing alignment of the route bordered by hedgerows. Vehicles on the proposed A66, Warrener Lane and re-aligned A66 would also be visible, such that the scheme would be apparent to the receptor, and the magnitude of impact is assessed as moderate.

##### **Significance of effect**

At year 1 of operation, the combination of the high sensitivity and moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from large given the current existence of infrastructure within the view.

#### Year 15 Operational phase impacts and effect (summer)

##### **Magnitude of Impact**

Compared to the year 1 assessment the proposed woodland in the foreground of the view and species rich grassland across the cutting would have established to soften views of the engineered earthworks and reduce the visibility of vehicles on the proposed road alignments. The proposed planting would also slightly truncate views across the wider landscape but views of the elevated background of the view would remain. The magnitude of impact would reduce to minor.

##### **Significance of effect**

At year 15 of operation, the combination of the high sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from moderate given the current existence of infrastructure within the view.

Table 105: Assessment of Viewpoint 9.9: View from PRoW (footpath) 20.32/6/1, looking north-east

Viewpoint 9.9: View from PRoW (footpath) 20.32/6/1, looking north-east		
Receptor/s: Recreational/Residents	Viewpoint type: Representative	Distance to Order Limits boundary: 2.7km
Baseline conditions		
<p><b>Viewpoint description</b></p> <p><b>Winter</b></p> <p>The foreground of the view consists of fields of varying sizes divided by hedgerows and trees, as well as long barn with solar panels. These features are situated across low lying land.</p> <p>The middle ground of the view consists of a rural landscape, situated across rising land, with intermittent properties. The rising landform culminates in a ridgeline.</p> <p>The background of the view consists of the elevated land.</p> <p><b>Summer</b></p> <p>In summer the composition of the view remains similar to winter due to the elevated position of the receptor.</p>		
<p><b>Value</b></p> <p>The value is assessed as moderate as the view is representative of features in the published character assessments.</p>	<p><b>Susceptibility</b></p> <p>As the receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.</p>	<p><b>Sensitivity</b></p> <p>The combination of the moderate value and high susceptibility results in a high sensitivity to the Scheme.</p>
Construction phase impacts and effects (winter)		
<p><b>Magnitude of Impact</b></p> <p>The upper parts of tall machinery constructing the overbridge to the south of West Layton would be visible, along with the excavation for the attenuation basin and access route at the western end of the Order Limits. The remainder of the construction activity would be screened by the intervening landform and vegetation. The scale of the construction activity would be small in relation but in an elevated position in relation to the receptor, such that the magnitude of impact would be moderate.</p> <p><b>Significance of Effect</b></p> <p>The combination of the high sensitivity and the moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from large given overall distance between the receptor and the scheme.</p>		
Year 1 Operational phase impacts and effect (winter)		
<p><b>Magnitude of Impact</b></p> <p>The majority of the scheme would not be visible, with a low number of vehicles on the access tracks, such that the change to the composition of the view would be via the engineered earthworks and reduction in vegetation. The scheme would reflect the composition of the existing view overall, such that the impact would be minor.</p> <p><b>Significance of effect</b></p> <p>At year 1 of operation, the combination of high sensitivity and minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from moderate given overall distance between the receptor and the scheme.</p>		

### Viewpoint 9.9: View from PRow (footpath) 20.32/6/1, looking north-east

#### Year 15 Operational phase impacts and effect (summer)

##### Magnitude of Impact

The impact would reduce to negligible due to the intervening vegetation and proposed planting being in leaf, with a very slight reduction in the existing vegetation on the skyline and occasional views of vehicles on the access tracks, such that the magnitude of impact is reduced to negligible.

##### Significance of effect

In relation to the high sensitivity of the receptor, the negligible magnitude of impact would result in a slight adverse and not significant effect.

Table 106: Assessment of Viewpoint 9.10: View from PRow (footpath) 20.49/10/1, looking north-east

### Viewpoint 9.10: View from PRow (footpath) 20.49/10/1, looking north-east

Receptor: Recreational users

Viewpoint type: Representative

Distance to Order Limits boundary: 1.6km

#### Baseline conditions

##### Viewpoint description

###### Winter

The foreground of the view of a large scale field situated across generally flat and low lying land, along with field boundary vegetation and intermittent groups of trees.

The middle ground of the view consists of similar low lying arable fields.

The background of the view consists of rising landform or fields, hedgerows and trees, culminating in a ridgeline line. The upper parts of vehicles on the existing A66 are visible at the western end of the Order Limits.

###### Summer

The composition of the view remains similar to that in winter, due to the elevated position of the Order Limits in relation to the receptor.

##### Value

The value is assessed as moderate as the features within the view are representative of the published landscape character assessments.

##### Susceptibility

As the receptor covers recreational users with long distance views across the landscape, the susceptibility is assessed as high.

##### Sensitivity

The combination of the moderate value and high susceptibility results in a high sensitivity to the Scheme.

#### Construction phase impacts and effects (winter)

##### Magnitude of Impact

The excavation for the attenuation basin and the access road from the existing A66 would be visible on the ridgeline in the background of the view. The remainder of the construction activity would be screened by the intervening undulating landform and the intervening vegetation. The construction activity would result in a greater movement and presence of machinery and activity within the composition of the view and in an elevated position in relation to the receptor. The magnitude of impact is assessed as moderate.

##### Significance of Effect

The combination of the high sensitivity of the receptor and the moderate magnitude of impact would result in a moderate adverse and significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from large given overall distance between the receptor and the scheme and current existence of infrastructure within the view.

### Viewpoint 9.10: View from PRow (footpath) 20.49/10/1, looking north-east

#### Year 1 Operational phase impacts and effect (winter)

##### **Magnitude of Impact**

At year 1, the alterations to the landform and vehicles on the access road would be visible to a greater extent than vehicles on the existing A66, although seen in this context. In combination with a slight reduction in the vegetation patterns, the impact is minor.

##### **Significance of effect**

At year 1 the high sensitivity of the receptor in relation to the minor magnitude of impact would result in a slight adverse and not significant effect. In relation to the significance categories set out in DMRB LA 104, the effects would reduce from moderate given overall distance between the receptor and the scheme and current existence of infrastructure within the view.

#### Year 15 Operational phase impacts and effect (summer)

##### **Magnitude of Impact**

With the establishment of the proposed planting the visibility of vehicles on the access road and alteration to landform would reduce the impact to negligible.

##### **Significance of effect**

At year 15, the high sensitivity of the receptor in relation to the negligible magnitude of impact would result in a slight adverse and not significant effect.