

# **A46 Newark Bypass**

**TR010065/APP/6.3**

## **6.3 Environmental Statement**

### **Appendix 7.2 Visual Baseline and Impact Schedules**

APFP Regulation 5(2)(a)

Planning Act 2008

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

Volume 6

April 2024

Infrastructure Planning

Planning Act 2008

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

**A46 Newark Bypass**

Development Consent Order 202[x]

---

**ENVIRONMENTAL STATEMENT**

**APPENDIX 7.2 VISUAL BASELINE AND IMPACT SCHEDULES**

---

<b>Regulation Number:</b>	Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010065
<b>Application Document Reference</b>	TR010065/APP/6.3
<b>Author:</b>	A46 Newark Bypass Project Team, National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	April 2024	DCO Application

**Contents**

**1 Visual baseline and impact schedules ..... 1**

# 1 Visual baseline and impact schedules

- 1.1.1 The Landscape and Visual Impact Assessment (LVIA) Visual Baseline and Impact Schedules are contained in Table 1-1 below. These should be read alongside Chapter 7 (Landscape and Visual Effects) of the Environmental Statement (ES) **(TR010065/APP/6.1)** and Figure 7.5 (Visual Effects Plan) of the ES Figures **(TR010065/APP/6.2)**.
- 1.1.2 Table 1-1 provides a baseline description and sensitivity of each visual receptor as well as a description of effects receptors are likely to experience during Construction and Operation (Year 1 and Year 15) of the Scheme inclusive of mitigation. The magnitude and significance of these effects are also set out in this table.

**Table 1-1: Visual baseline and impact schedules**

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
1	View north-east from B6166 Fosse Road (west) representative of views for users of the road and cycleway  Approximate closest point: 0.36km from Order Limits  Sensitivity: Low	Views for travellers passing through Farndon include a mix of single and two-storey houses with front gardens/driveways on both sides of the road and these obstruct long/medium distance views beyond the road corridor. Street lighting lines the road, along with road signs and occasional telegraph poles. Closer to the A46 roundabout, a hedgerow lines the road but in places, where there is no hedgerow, views east from the road look over arable fields in the foreground towards moving traffic on the A46 in the far distance. Pylons, a group of wind turbines and Hawton Church Tower punctuate the skyline.	Construction	As road users approach Farndon Roundabout, the satellite construction compound would be visible within the roundabout, including welfare facilities, vehicle recovery area and material storage; and the vehicle lay down area adjacent to the roundabout would also be clearly visible. Construction activity and machinery would be prominent in the view from a short section of the road. Overall, it is considered that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	The grassland within Farndon Roundabout satellite construction compound and the farmland in the adjacent vehicle lay down area would be restored and by Year 1 views would be similar to the existing baseline view. New traffic signals at the partially signalised Farndon Roundabout would be visible in the background of the view, but in the context of the A46 road corridor, would not be uncharacteristic new structures in the view. In Year 1, it is considered that the magnitude of impact would be Negligible, resulting in a Neutral effect. No planting is proposed in this location, therefore there would be no change in the magnitude of impact in Year 15.	Year 1: Neutral Year 15: Neutral
2	View north-east from Fosse Road (east) representative of views for residents on Fosse Road	Immature intermittent tree planting located to the south of Fosse Road does not currently provide screening, and views are afforded across arable fields backed by the A46 that traverses the view beyond. Closer to	Construction	Residential properties along Fosse Road face south-east, with views towards Farndon Roundabout being oblique and well screened by mature trees and hedges around the property boundaries and by roadside planting at the north-eastern end of Fosse Road. Therefore, it	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Approximate closest point: 0.14km from Order Limits</p> <p>Sensitivity: High</p>	<p>the Farndon Roundabout, a hedgerow lines the road which provides some screening to traffic on approach to the roundabout. The A46 is clearly visible across much of the view, as are additional vertical detracting features in the background of the view, including several electricity pylons and associated power lines crossing the skyline. Wind turbines are also visible on the skyline above intervening vegetation on the northern boundary of the A46. At night, Fosse Road is lit in the foreground and lighting along the A46 and at Farndon Roundabout is visible in the background of the view. Skyglow is evident in the night sky above Newark.</p>	<p>Operation (Year 1 &amp; 15)</p>	<p>is not anticipated that the works at Farndon Roundabout would introduce noticeable changes to the views for residential receptors. Oblique views towards the Farndon Roundabout satellite construction compound, including welfare facilities, vehicle recovery area and material storage would be afforded. At night, temporary lighting associated with traffic management, the satellite compound and night-time working at Farndon Roundabout would be perceptible in the distance, although seen in the context of foreground street lighting on Fosse Road and existing A46 lighting. Overall, it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.</p> <p>Foreground and middle-ground views would remain similar to the baseline view as the compound area grassland would be reinstated. New traffic signals at the partially signalised Farndon Roundabout would be barely perceptible in oblique views along Fosse Road. In summer, vegetation in leaf would further screen views towards the roundabout. There would be no alteration to night-time views as lighting levels would remain as existing. In Year 1, the species rich grassland along the verges and within Farndon Roundabout would have established and it is considered that the magnitude of impact would be Negligible resulting in a Neutral effect. No planting is proposed in this location, therefore there would be no change in the magnitude of impact in Year 15.</p>	<p>Year 1: Neutral Year 15: Neutral</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
3	<p>View south-east from Marsh Lane representative of views from residential properties to the north-east of Farndon and users of Public Rights of Way (PRoW) Farndon FP5 (footpath)</p> <p>Approximate closest point 0.07km from Order Limits</p> <p>Sensitivity: High</p>	<p>The view is of scrub and ruderal vegetation in the immediate foreground of the view on the boundary with the field beyond. The southern boundary of the field is defined by mature tree and shrub planting, restricting long distance views and screens the A46 from this location, albeit upper sections of highway lighting columns are visible, as are electricity pylons. Looking south-east, vehicles signage and lighting can be seen at the existing Farndon Roundabout, backed by mature vegetation that limits more distant views beyond. Electricity pylons and associated overhead lines are clearly visible crossing the skyline. The roofline of properties on Crees Lane can also be seen amongst mature vegetation which screens the A46 beyond. In summer months, vegetation in leaf does not considerably alter the view. Night-time views from residential properties are over Marsh Lane and adjacent field which are unlit, however street lighting at Farndon Roundabout and in Newark lights the background. Skyglow is evident in the night sky above Newark.</p>	Construction	<p>A temporary vehicle holding area, located at the far side of the field, would introduce unobstructed views of construction vehicles. Removal of two short stretches of hedgerow, for access from Crees Lane, would open views to construction works and to the satellite construction compound at Farndon Roundabout beyond. Construction plant and machinery would appear at a similar distance and size to HGVs on the existing Farndon Roundabout. To the east, it is likely that a crane would be visible above mature vegetation along Crees Lane where Windmill Viaduct would be constructed. At night, any temporary lighting associated with traffic management, satellite compound lighting, and night works at Farndon Roundabout would be perceptible albeit seen in the context of existing street lighting. Overall, it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.</p>	Slight Adverse
			Operation (Year 1 & 15)	<p>During operation, native hedgerow planting would be reinstated along Crees Lane and the temporary vehicle holding area, and the satellite compound within the roundabout would be returned to grassland. Additional traffic signals at Farndon Roundabout would be visible but seen in the context of the existing lighting columns in this location. At night, additional lighting associated with the partially signalised Farndon Roundabout would be perceptible but would be seen in the context of existing street lighting. In Year 1 replacement planting would not be sufficiently established to reinstate the</p>	<p>Year 1: Slight Adverse  Year 15: Neutral</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				low level screening of traffic on Farndon Roundabout and it is anticipated that there would be a Minor magnitude of impact resulting in a Slight Adverse effect. By Year 15, when replacement vegetation has matured it is expected that there would be a Negligible magnitude of impact, resulting in a Neutral effect.	
4	<p>Representative of views looking north for residents at Farndon Fields</p> <p>Approximate closest point 0.05km from Order Limits</p> <p>Sensitivity: High</p>	<p>Tall hedges around the Farndon Fields property boundary and established hedgerows along the access road dominate the foreground of the view and obscure the majority of views beyond. Vegetation and planting on the A46 embankment obscure lower portions of traffic, lighting and signage on the A46 and the A46 Farndon Roundabout beyond. Powerlines, crossing overhead are prominent in the view. In summer months, vegetation in leaf increases the screening effect of foreground vegetation. Property windows are orientated north-east/south-west away from the roundabout and tall garden boundary vegetation encloses views from the ground floor.</p> <p>At night lighting columns are clearly visible above the roadside vegetation and skyglow is evident in the night sky above Newark.</p>	Construction	<p>During construction tall foreground vegetation would obscure the lower portions of works and the satellite construction compound at Farndon Roundabout, albeit more open views would be afforded during winter months. Construction traffic would be of a similar distance and size in the view to existing Heavy Goods Vehicle (HGV) traffic on the A46 Farndon Roundabout. At night, any temporary lighting associated with traffic management, satellite compound lighting, and night works at Farndon Roundabout would be perceptible, but would be seen in the context of existing lighting. Overall, it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.</p>	Slight Adverse
			Operation (Year 1 & 15)	<p>In operation it is anticipated that the view would remain similar to the baseline view. The upper portion of new traffic signals at Farndon Roundabout would be visible in the context of existing lighting columns on Farndon Roundabout. In summer months, vegetation in leaf would screen views of changes at Farndon Roundabout. At night, traffic signals associated with Farndon Roundabout would be perceptible but would be seen in the context of existing</p>	<p>Year 1: Neutral  Year 15: Neutral</p>



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				street lighting on this well lit junction. It is anticipated that the magnitude of impact would be Negligible, resulting in a Neutral effect at Year 1 and Year 15.	
5	View north-west from Peebles Road representative of views for residents on Riverside Road, Peebles Road and Valley Prospect.  Approximate closest point 0.43km from Order Limits  Sensitivity: High	Properties on the edge of the development have elevated views looking north-west from first storey windows over intervening rear garden vegetation and vegetation lining the River Devon towards the A46 and Staythorpe Power Station in the distance. During summer months leaf cover further screens the view from most properties. Night time views are over unlit gardens and farmland, but street lighting along the A46 and in Newark lights the background. Skyglow is evident in the night sky above Newark.	Construction	During construction it is anticipated that there would be distant views north of construction activity on Farndon Roundabout and the A46 dualling above foreground vegetation from first storey windows on Riverside Road. Vegetation removal north of the A46 would be barely perceptible in the background of the view. A crane would potentially be apparent in the background when Windmill Viaduct is being constructed. At night, temporary lighting associated with works and traffic management at Farndon Roundabout would be difficult to discern in the context of existing street lighting. Overall, it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In operation it is anticipated that the view would remain similar to the baseline view. Viewed at this distance and filtered through garden boundary vegetation, the traffic signals at Farndon Roundabout and vegetation loss along the A46 would be barely perceptible. In summer months, vegetation in leaf in the foreground would further screen views towards the A46. At night, lighting associated with the new traffic signals at Farndon Roundabout would be difficult to discern in the context of existing lighting. In Year 1 and Year 15, it is considered that the magnitude of impact would be	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				Negligible resulting in a Slight Adverse effect at most.	
6	View north-west from Newark Road representative of views for residents in Hawton  Approximate closest point 1.12km from Order Limits  Sensitivity: High	Roadside hedgerows and trees contain views along Newark Road. Garden boundary vegetation limit views from within properties, which are mostly oriented east west.  At night, street lights along Newark Road light the foreground of the view. Skyglow is apparent in the night sky above Newark.	Construction	The Scheme would be too far from the viewpoint for there to be any discernible change in the view during construction. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The Scheme would be too far from the viewpoint for there to be any discernible change in the view during operation. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Year 1:Neutral Year 15:Neutral
7	View west representative of residential properties at the west end of Farndon Road.  Approximate closest point 0km from Order Limits  Sensitivity: High	Tall roadside hedgerows and trees screen most views from properties towards Farndon Road B6166. Oblique views of the A46 Farndon Roundabout are possible from properties through the gap in roadside vegetation at the property driveway and from the western most property where there is limited boundary vegetation. Traffic movements, overhead power lines, pylons and street lights are dominant detracting elements in the view. Where breaks in foreground vegetation allow longer views, woodland belt at the eastern edge of Farndon and along the western embankment of the A46 forms the	Construction	There would be oblique, narrow views of construction activity at Farndon Roundabout and the works dualling the A46 to the north of Farndon, through gaps in the foreground boundary vegetation. The satellite construction compound within the Farndon Roundabout, including welfare facilities, vehicle recovery area and material storage would also be visible. Construction plant and machinery would be of a similar distance and size in the view to existing HGV traffic on the A46 Farndon Roundabout. The removal of part of the woodland belt north of the A46 would be apparent in the background of the view. At night, any temporary lighting associated with works and traffic management at Farndon Roundabout would be visible, partially screened by foreground trees and seen in the context of existing street lighting. Overall,	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		background of the view. In winter months, deciduous vegetation allows more filtered views through from residential properties to Farndon Road, although views towards Farndon Roundabout remain unchanged due to the evergreen hedge at the western end of the road. Night-time views include lighting along Farndon Road and at Farndon Roundabout, although it is filtered in views from most properties by tall roadside trees.		it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.	
			Operation (Year 1 & 15)	In operation it is anticipated that the view would remain similar to the baseline view. There would be oblique, narrow views of new traffic signals at Farndon Roundabout. Vegetation loss along the A46 north of the roundabout would be barely perceptible in the background of the view as a portion of woodland would be retained behind the proposed retaining wall at this location. At night, additional lighting associated with the traffic signals at Farndon Roundabout would be perceptible but seen in the context of the already well lit roundabout. It is anticipated that the magnitude of impact would be Minor resulting in a Slight Adverse effect in Year 1 and Year 15.	Year 1: Slight Adverse Year 15: Slight Adverse
8	View west from the Lord Ted public house car park representative of views for workers and visitors to the Lord Ted pub and offices north of Farndon Road and at Trentside Business Village  Approximate closest point 0.05km from Order Limits	Foreground views are across the car park at the Lord Ted public house, with few areas of planting and trees within the car park. Dense hedgerows and trees around the boundary of the car park, and trees within the pub garden enclose much of the view. The A46 Farndon Roundabout, traffic movements, associated infrastructure including lighting, vehicle restraints systems and signage and an electricity pylon form the middle ground of the view, partially filtered by foreground vegetation. Woodland belts around	Construction	Middle ground views of construction works at Farndon Roundabout and the satellite construction compound within the roundabout, including welfare facilities, vehicle recovery area and material storage would be partially filtered by foreground vegetation. Construction plant and machinery would appear at a similar distance and size to HGVs on the existing A46 Farndon Roundabout. Overall, it is considered that the magnitude of impact would be Minor resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In operation it is anticipated that the view would remain similar to the baseline view. Middle ground views would be available of additional traffic signals at Farndon Roundabout filtered	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	Sensitivity: Low	the eastern edge of Farndon forms the background of the view. Dense woodland belt along the A46 embankment and tall hedges along the northern car park boundary screen all views from the business park and pub of the A46 north of the roundabout. In winter months, deciduous trees within the car park and pub garden would lose leaf cover, allowing more open views of traffic movements at Farndon Roundabout beyond.		through foreground vegetation. In summer months, vegetation in leaf would further filter views of changes at Farndon Roundabout. It is anticipated that the magnitude of impact would be Negligible resulting in a Neutral effect in Year 1 and Year 15.	
9	Representative views for residents on Crees Lane looking south and east  Approximate closest point - within Order Limits  Sensitivity: High	Views south along Crees Lane are mostly contained by foreground roadside vegetation. Traffic movements at Farndon Roundabout are filtered by roadside hedgerows, with lighting columns, pylons and powerlines clearly visible above. In summer months, vegetation in leaf screen the lower portions of traffic, with only tall vehicles intermittently visible. Residential properties are oriented south-west, where a tall hedgerow limits ground floor views of the field beyond. Power lines traverse the view in the middle ground with elevated views from upper storey windows to properties within Farndon beyond. Views from residential properties	Construction	Construction works at Farndon Roundabout and the satellite construction compound within it would be largely screened from views south-east by existing garden and roadside vegetation, although there could be oblique views from upper storey windows. At night, any additional lighting associated with works, traffic management and the satellite compound lighting at Farndon Roundabout would be partially screened by roadside vegetation and seen in the context of existing lighting. In views south, removal of a section of hedgerow along Crees Lane and the presence of vehicles and hardstanding within the field beyond would be apparent from first storey windows and mostly screened by foreground vegetation from the ground floor. To the east, established tree and shrub vegetation along the A46 embankments would be removed. However, retained garden	Moderate Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		<p>looking east are of mature garden vegetation and well-established tree and shrub planting on the highways embankment adjacent to the A46 northbound carriageway.  Night-time views include lighting at Farndon Roundabout and along the A46 in views south.</p>		<p>vegetation would partially filter views of the construction of the dualled A46, including Windmill Viaduct, a retaining wall and widened embankments. Crane movements associated with the construction of Windmill Viaduct would be visible above and through gaps in garden vegetation. At night removal of vegetation along the A46 embankment would open some views of lighting along the A46.  Overall it is considered that the magnitude of impact would be Moderate resulting in a Moderate Adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>During operation, changes at Farndon Roundabout would be barely perceptible in oblique views south-east from upper storey windows. At night, additional lighting associated with the traffic signals at Farndon Roundabout would not be noticeable in the context of existing lighting at Farndon Roundabout.  During Year 1, the satellite compound within the roundabout and the temporary vehicle holding area would be returned to grassland, although sections of reinstatement hedgerow along Crees Lane, replacing that removed during construction, would have yet to establish in views south. In summer months, foreground hedgerows in leaf would reduce the visibility of the gap in the hedgerow. In views east, vegetation removed during construction would open views to the embankments of the dualled A46 and traffic movements above, which would be brought closer in the view. The installation of acoustic barrier would aid screening of traffic,</p>	<p>Year 1:  Moderate Adverse  Year 15:  Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>albeit high sided vehicles would still be visible above the barrier until such a time that planting matures to screen views. Reinstatement planting along the western edge of the A46 would yet to have established. Views north-east towards Windmill Viaduct would be filtered and partially screened by existing riverside vegetation. In summer months, garden and riverside vegetation in leaf would further filter views of the A46 embankment and Windmill Viaduct. Overall, it is expected that there would be a Moderate magnitude of impact which would result in a Moderate Adverse effect at Year 1.</p> <p>By Year 15, proposed hedgerow planting along Crees Lane would have grown to restore the existing view looking south. In views east, proposed native tree and shrub planting adjacent to the rear boundary of residential properties and on the A46 embankments would screen views of the A46 embankment, acoustic barrier, Windmill Viaduct and traffic movements above. It is expected there would be a Minor magnitude of impact, resulting in a Slight Adverse effect at Year 15.</p>	
10	View from PRow Newark BW2 (bridleway) representative of views for users of the footpath, residents of The Ivies, The Osiers,	Looking north-west, there are foreground views of the tree-lined River Trent and arable farmland beyond from riverside properties, the private moorings in the river and the PRow running along the water's edge. There is intermittent vegetation along the backs of properties and	Construction	Looking north-west, views of the works to Farndon Borrow Pit East and FCA excavations immediately north of the river would be filtered by intervening riverside vegetation. Should it be required, removal of vegetation along the A46 embankments for the National Grid 11kv diversion would be visible filtered through intervening vegetation in the background of the	Moderate adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Mills Drive and The Weavers and recreational users of the River Trent waterway</p> <p>Approximate closest point 0.04km from Order Limits</p> <p>Sensitivity: High</p>	<p>also within private moorings. There are oblique views west towards the A46 where the highway crosses the River Trent on an overbridge. During summer months, these oblique views towards the overbridge are partially restricted by intervening mature tree cover in leaf. Recreational users of the River Trent either on the water or the adjacent PRow have direct and open views to the A46 overbridge. North of the river crossing, substantial roadside vegetation screens traffic movements along the A46 elevated upon embankment. During the winter, floodwater can also noticeably alter the character of the view in this location, with large swathes of farmland under water during flood events. Night-time views include foreground street lighting on The Ivies, The Osiers, Mills Drive and The Weavers, whilst views along the river corridor to the rear of properties are unlit.</p>		<p>view.</p> <p>Looking west, construction of Windmill Viaduct would be mostly screened by the existing A46 overbridge and vegetation in the foreground situated along the river and A46 embankments. Temporary security fencing and welfare units for the Windmill Viaduct south and north satellite compounds would be seen in front of the existing overbridge, although partially screened by foreground vegetation. Newark BW2 would be temporarily diverted away from the river during construction. At the point of the bridleway diversion, a 3-4 metre high hoarding and gate would be seen in the foreground of the view, as it defines the site boundary in this location. Crane movements would be visible above the existing A46 overbridge and embankment planting.</p> <p>At night, any necessary construction lighting at Windmill Viaduct and areas of traffic management, would be visible on the elevated A46, which is currently unlit.</p> <p>Overall, it is considered there would be a Moderate magnitude of impact which would result in a Moderate adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>During operation, the Windmill Viaduct would be mostly screened from views by the existing A46 overbridge and embankment vegetation. There would however be the presence of newly installed acoustic barrier which would sit atop the viaduct. Looking north-west, changes to landform and a newly created lake formed by the construction borrow pit in the field</p>	<p>Year 1: Slight Adverse  Year 15: Neutral</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>immediately north of the river would be visible, but views would be filtered by riverside vegetation. In the background of the view, vegetation reinstated along the A46 embankment would not be sufficiently mature in Year 1 to screen traffic movements along the A46. In summer months, tree cover in leaf north of the River Trent would further filter views of the field and A46 corridor beyond. It is anticipated that the magnitude of impact in Year 1 would be Minor, resulting in a Slight adverse effect. By Year 15 maturing mitigation planting would screen traffic on the A46 and reduce the magnitude of impact to Negligible, resulting in a Neutral effect.</p>	
11	<p>View east from PRoW Farndon BW1 (bridleway) representative of views for users of bridleways Farndon BW1 and Newark BW2 (west of the A46) and footpaths Farndon FP4 and Newark FP1</p> <p>Approximate closest point 0km from Order Limits</p> <p>Sensitivity: High</p>	<p>Riverside vegetation encloses the view in many places, particularly views beyond the northern banks of the River Trent, and especially during summer months when trees are in full leaf. Foreground views capture the river as a dominant natural landscape feature. Moving east, there are views of the A46 and associated traffic as the road crosses the River Trent overbridge. The structure becomes less prominent during summer months due to riverside vegetation aiding screening of part of the structure. During the leafless winter months the view is more open. During the winter, floodwater can also noticeably alter</p>	Construction	<p>Views of construction activity north of the River Trent, including machinery and works associated with Farndon Borrow Pit West, FCA excavations and Satellite Compound Windmill Viaduct North, would be heavily filtered from the majority of the PRoW through foreground vegetation along the banks of the River Trent. Riverside vegetation would frame views towards construction of Windmill Viaduct, including crane movements which would be visible above vegetation. Newark BW2 and Newark FP1 would be temporarily diverted away from the river during construction, preventing close views of construction work. At the point of diversion, a 3-4 metre high hoarding and gate would be seen in the foreground of the view, as it defines the site boundary in this location. As such, overall, it is considered that there would be a</p>	Slight adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		<p>the character of the view in this location, with large swathes of farmland under water.</p>		<p>Minor magnitude of impact, resulting in a Slight adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>The proposed wetland creation area including changes to the landform in the flood compensation area in the field north of the River Trent would be slightly visible through gaps in the existing vegetation along the river during winter. Riverside vegetation would frame views towards Windmill Viaduct, which would be of a similar scale to the existing A46 overbridge, although would be slightly closer in the view and with the addition of acoustic barrier atop the viaduct. During summer months, there would be no views of the wetland creation area north of the river, and Windmill Viaduct would be mostly screened from the view due to intervening riverside vegetation.</p> <p>On approach to Windmill Viaduct vegetation removed during construction would open views of the new A46 embankments and Windmill Viaduct. Planting proposed on the embankment would be insufficiently mature to provide screening in Year 1. Retained riverside vegetation would partially filter views of the structure and traffic along the A46, providing a greater level of screening in summer months. In Year 1, it is anticipated that there would be a Moderate magnitude of impact, resulting in a Moderate Adverse effect. By Year 15, planting on embankments, within the wetland creation</p>	<p>Year 1: Moderate Adverse Year 15: Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				area and along the River Trent would provide screening for the A46 embankments and traffic, enclosing the river corridor. It is anticipated that the magnitude of impact would reduce to Minor, resulting in a Slight Adverse effect.	
12	View from the A46 representative of A46 road users  Approximate closest point - within Order Limits  Sensitivity: Low	There are elevated views over the landscape between gaps in the roadside vegetation from the A46 on embankment between the Farndon and Cattle Market Junctions. This vegetation frames the view along the road corridor and largely screens the view east towards Newark, although the town can be glimpsed through gaps in the roadside and intervening farmland vegetation or established tree planting in the intervening landscape. Views are more open where the road runs on overbridges across the River Trent and railway crossings. Looking west, roadside vegetation is present but there are stretches where it is less dense, affording more open long-distance views across neighbouring arable fields and woodland pockets. Low level powerlines and the upper parts of Staythorpe Power Station are detracting vertical elements within an otherwise mostly horizontal plane.	Construction	The A46 would remain open throughout construction, with some traffic management around junctions and short-term night closures of sections of the road. Vegetation removal from the northbound side of the road would open up longer distance views across construction activity to the Trent Valley countryside and detracting features, including British Sugar Factory and Staythorpe Power Station. Construction activity visible from the road would include large scale earthworks, laying of road surface, works in borrow pits and flood compensation areas. Construction activity would intensify around crossings and junctions with increased traffic management measures, construction compounds and the construction of large structures at Windmill Viaduct, Nottingham to Lincoln Railway Line West and East crossings, Cattle Market Junction, Nether Lock Viaduct and Brownhills Junction. There would also be at height works at the Cattle Market Junction flyover and Brownhills Junction, which would be elevated over the A1. Overall the magnitude of impact is considered to be Major resulting in a Moderate Adverse effect.	Moderate Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		<p>Heading north towards Cattle Market, the British Sugar Factory forms a dominant presence and detracting feature on the local skyline. Beyond Cattle Market the road becomes enclosed by roadside vegetation limiting views beyond until reaching Brownhills Roundabout. This view is varied in nature, overall appearing a well-vegetated scene in summer but with a strong presence of numerous man-made, and sometimes detracting features including the East Coast Mainline and associated infrastructure, local Nottingham to Lincoln Railway Line and small-scale industrial development. Further afield groups of residential properties can also be seen.</p>	<p>Operation (Year 1 &amp; 15)</p>	<p>Views towards Newark would remain mostly unchanged due to the retention of roadside vegetation along the majority of the road. However, removal of some vegetation during construction would open up new views across the Trent Valley from stretches of the road. Highways infrastructure would be more prominent in views from the road in comparison to baseline conditions due to the presence of the additional carriageway, increased signalization at junctions and elevated structures at Cattle Market Junction and Brownhill Junction. The newly created wetland habitat at Farndon West FCA would be a noticeable change in the view along this stretch of the A46 during Year 1, however it would be screened by the embankment native shrub and tree planting by Year 15. Vegetation removed during construction would be reinstated where possible and native shrub and tree planting would be planted alongside or adjacent to sections of the northbound carriageway embankment and within the floodplain, however this would have no screening effect in Year 1. Reinstated planting and additional native shrub and tree planting would aid restoration of the well vegetated character of the road by Year 15. There would be elevated views across Newark and the surrounding landscape, including the detracting elements of the British Sugar Factory and Staythorpe Power Station from the new elevated section of the A46 at Cattle Market Junction and where the A46 is elevated over the</p>	<p>Year 1: Slight Adverse Year 15: Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				A1. Views from these stretches of the route would not likely be affected by the growth of mitigation planting in Year 15. In Year 1, the magnitude of impact is considered to be Major, resulting in a Slight Adverse effect. By Year 15, maturing mitigation planting would restore the well vegetated character of the view from road corridor and as such the magnitude of impact would reduce to Moderate resulting in a Slight Adverse effect.	
13	View west from ProW Newark BW5 representative of views for users of the bridleway and Trent River waterway users  Approximate closest point 0.11km from Order Limits  Sensitivity: High	Views west are across small irregular fields, crossed by a mature hedgerow with hedgerow trees following the route of Old Trent Dyke. Vegetation along the elevated A46 road forms the background of the view.	Construction	There would be clear open views of construction activity at Farndon Borrow Pit East and FCA excavations across the majority of the foreground view. Any vegetation removal along the eastern side of A46, should it be required, would open views to passing traffic and construction work on the A46 In the background of the view. Crane movements associated with the construction of Windmill Viaduct are likely to be visible above the skyline. It is anticipated that the magnitude of impact would be Moderate resulting in a Moderate Adverse effect.	Moderate Adverse
			Operation (Year 1 & 15)	During operation, native woodland and shrub planting would be reinstated along the A46 embankment in the background of the view. The land disturbed by the earthworks associated with the Farndon Borrow Pit East and FCA excavations would be relandscaped and include a large lake which would become a prominent feature in the middle ground of the view. In Year 1 planting would not be sufficiently mature to screen traffic movements along the A46, but by	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				Year 15 the A46 embankment would be largely screened and the view returned to baseline conditions. In Year 1, it is anticipated that the magnitude of impact would be Minor, resulting in a Slight Adverse effect. By Year 15, the magnitude of impact would reduce to Negligible, resulting in a Neutral effect.	
14	View west from Tolney Lane representative of views for residents on Tolney Lane and Tolney Lane caravan sites  Approximate closest point 0.14km from Order Limits  Sensitivity: High	Views from the caravan parks and residential areas on Tolney Lane are filtered by hedgerows and trees along property boundaries. Vegetation along the Nottingham to Lincoln line limits views north over small-scale, irregular fields. Vegetation along the elevated A46 forms the skyline to the west. Traffic movements on the road are filtered through vegetation but are clearly visible on the railway overbridge. During summer months, vegetation in the foreground of the view and along the A46 embankments reduce the presence of the A46 and bridge over the railway in views. Night-time views are across unlit farmland.	Construction	During construction, views looking south-west towards the satellite compound for the farm underpass and Farndon Borrow Pit East and FCA excavations would be heavily filtered by intervening foreground boundary vegetation. Looking north construction of the crossing over the Nottingham to Lincoln Railway Line would be mostly screened by the existing A46 bridge over the railway, although crane movements would be visible above the A46 and railway vegetation. In addition, site hoarding 3-4m high, would be erected either side of the railway line which, located adjacent to the eastern side of the existing A46, would be visible through intervening vegetation. At night, lighting required as part of any night works at the Nottingham to Lincoln Railway Line West Crossing would be largely screened by intervening vegetation. Overall, it is considered that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In Year 1, the new crossing over the Nottingham to Lincoln Railway Line, on the western side of the A46, would be largely screened from view by the existing road crossing over the railway. The land disturbed by	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				the earthworks associated with the Farndon Borrow Pit East and FCA would be relandscaped with areas of wet grassland and individual native tree planting, and a large lake present in the view for residents on the most southerly extent of Tolney Lane. During summer months vegetation in leaf in the foreground of the view would provide further screening. No additional lighting is proposed within the view. It is therefore anticipated that when considering intervening vegetation along the Old Trent Dyke, overall there would be a negligible magnitude of impact, resulting in a Neutral effect. In Year 15 the view would remain the same as no landscape mitigation planting is proposed along the A46 and the introduction of the lake and associated planting and habitat creation to the south-west will have fully established within the landscape beyond intervening vegetation.	
15	View north-west from Mill Gate representative of views for users of Newark Marina  Approximate closest point 0.60km from Order Limits  Sensitivity: Medium	There are broad and open views looking north-west from Newark Marina across the River Trent to the farmland beyond. Dwellings and development at Tolney Lane are also visible including small-scale industrial buildings/sheds, a crane and a car scrap yard beyond a line of intervening poplar trees. Glimpsed, intermittent views are possible to the A46 through roadside vegetation as the road runs on embankment on a broadly south to north axis across the	Construction	Due to intervening structures and vegetation, it is anticipated that the majority of construction works would be screened from the view. Crane movements associated with the construction of the Nottingham to Lincoln Railway Line West would be visible in distant views above vegetation bordering the A46. The magnitude of impact is considered to be Negligible, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In Years 1 and 15, the Scheme would not be visible during operation due to the distance from the viewpoint and screening provided by existing intervening vegetation. There would be	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		view. There are more open views of traffic across a very small section of the view where the A46 crosses the Nottingham to Lincoln Railway Line. Beyond the A46, tree cover on rising ground and electricity pylons and associated overhead power lines define the horizon. During summer months there is little change in the view due to limited vegetation in the middle and foreground.		No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	
16	View from Coopers Yard representative of residential properties along the north side of B6166 Mill Gate  Approximate closest point 0.41 km from Order Limits  Sensitivity: High	Existing views from residential properties at this location are dominated by the River Trent and associated infrastructure including the Grade II listed Longstone Bridge carrying the tow path in the foreground of the view. Beyond, the river channel continues to be a dominant feature in the view looking north-west towards Newark Trent Weir. Mature vegetation either side of the channel provides an attractive outlook particularly when trees are in leaf during summer months. During winter, views looking slightly further west include a scrap metal business, with metal clad industrial warehouse/shed type buildings and storage containers located to the south of Tolney Lane. These are at odds with the remainder of the view	Construction	The intervening screening vegetation in the view would not be affected during construction and consequently no part of the Scheme would be visible during construction. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The retained intervening screening vegetation would screen views of the Scheme during Year 1 and Year 15 of operation, and consequently no part of the Scheme would be discernible. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral; Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		and are detracting features. High river levels and flood water were notable during winter. Night-time views are across the unlit river corridor, although lighting at Tolney Lane lights the background of the view.			
17	View north-west from Lombard Street (B6326) representative of views for road users and visitors to the town centre  Approximate closest point 0.55km from Order Limits  Sensitivity: Low	Views along Lombard Street are mostly enclosed by two or three storey buildings on both sides of the road. Architecture is mixed, including some red brick and pantile buildings characteristic of the townscape, and other more modern retail and civic buildings. Taller vegetation along the River Trent corridor is visible above the property line. Glimpsed oblique views of the river are afforded between buildings from the road as it continues north towards Newark Castle. There is little seasonal change in the view due to the limited presence of vegetation.	Construction	No part of the Scheme would be visible during construction due to screening by the built form of the urban area. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The built form or the urban area in the short distance views would screen views of the Scheme during Year 1 and Year 15 of operation. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
18	View north-west from Newark Castle representative of views for visitors to the castle and gardens  Approximate closest point 0.26km from Order Limits	There are broad and open views looking north-west from the riverside footpath west of Newark Castle across the River Trent to Riverside Park. Views from within the gardens to the east of the castle are from an elevated position although restricted to openings in the castle walls. To the north, the Great North Road bridge over the River Trent is visible	Construction	No part of the Scheme is anticipated to be visible from ground level views within the castle grounds due to the intervening landform, structures and vegetation within riverside park. Works along the A46 corridor would be visible in the distance from elevated views at the top of the castle, including crane movements associated with the construction of the Scheme. Removal of trees around Cattle Market Junction and at height works of the construction of the	Slight Adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	Sensitivity: High	<p>in the foreground with residential riverside properties forming the skyline beyond. Vegetation along Tolney Lane encloses views, but there are some glimpsed views to Riverside car park and buildings along Tolney Lane beyond from elevated positions. During winter months the view is less enclosed due to deciduous vegetation having shed canopy cover.</p> <p>Further reaching views are available from the top of the castle, although the castle structure limits the view in places. Views west are across Riverside Park, Tolney Lane and to the wider Trent Valley landscape beyond. A line of trees identifies the route of the A46 in the background of the view and Staythorpe Power Station punctuates the skyline. Views north are over commercial and retail units north of the River Trent. A line of trees and lighting columns identifies the route of the Great North Road towards Cattle Market Roundabout and a line of trees identifying the route of the A46. The British Sugar Factory is a dominant detracting feature above the skyline. In winter months, glimpsed views of traffic movements along the A46 are filtered by deciduous vegetation</p>		flyover would be visible in the distance, filtered by retained vegetation along the Great North Road and south of the A46. Overall, the magnitude of impact is anticipated to be Minor resulting in a Slight Adverse impact.	
			Operation (Year 1 & 15)	<p>No part of the Scheme is anticipated to be visible from ground level views within the castle grounds due to the intervening landform, structures and vegetation within riverside park.</p> <p>From the top of the castle, no part of the Scheme is expected to be perceptible in views west due to retained intervening vegetation and distance from the Scheme. In views north from the castle top, the elevated section of the A46 over Cattle Market Junction would be perceptible in the background, partially screened by intervening built forms and filtered by intervening retained vegetation south of the A46 and along the Great North Road. In summer months, vegetation in leaf would further screen the lower portions of the elevated A46 structure and traffic movements. Due to the small scale of change within a broad panoramic view seen in the context of detracting features of the British Sugar Factory and commercial and retail units, it is anticipated that the magnitude of change would be Minor resulting in a Slight Adverse effect.</p> <p>By Year 15, planting proposed within and south of Cattle Market Junction would integrate the elevated A46 into views north from the top of the castle, although glimpsed views of traffic movements along the A46 would still be visible. In</p>	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		having shed canopy cover.		Year 15, the magnitude of change would reduce to Negligible, resulting in a Slight Adverse effect.	
19	View north-west from Riverside Park representative of views from users of the park  Approximate closest point 0.21km from Order Limits  Sensitivity: High	Views in Riverside Park are generally focused south-east towards the River Trent and Newark Castle. Mature vegetation along Tolney Lane and the gently sloping landform limit views north-west.  Foreground views are of amenity grassland and footpaths within the park. Views beyond the park to Tolney Lane and the wall of the car park opposite are framed by mature trees and shrubs. Lighting columns, rooftops and tree tops along the Great North Road are visible above the wall. In winter months, clearer views are afforded to buildings on Great North Road due to deciduous vegetation having shed canopy cover. Woodland belts along the railway and raised barriers at the level crossing are also visible filtered through winter vegetation.	Construction	No part of the Scheme is expected to be visible from the park due to the screening effect of intervening vegetation within the park. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	No part of the Scheme would be visible from this location due to screening by intervening vegetation and structures during Year 1 and Year 15 of operation. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
20	View north-west from Newark Ransome & Marles Cricket Club representative of views for users of the cricket ground	The cricket pitch and club house dominate the foreground of the view. A stand of mature cypress trees follows the line of the access road to the north of the club house screening views beyond. Boundary trees and mature woodland along the A46 embankments enclose views. In	Construction	Existing dense vegetation around the boundary of the Cricket Club would not be affected by the construction of the Scheme and would heavily filter views of the construction of the embankments on the Cattle Market Junction approach ramps from the A46 in this location. The magnitude of impact is anticipated to be Minor, resulting in a Slight Adverse effect.	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Approximate closest point 0.08km from Order Limits</p> <p>Sensitivity: Low</p>	<p>winter months there is little change to the view due to the evergreen cypress trees and density of vegetation on the A46 embankment, although loss of canopy cover affords some filtered views of traffic movements on the A46. Floodwater can also notably alter the character of the view in this location, with large swathes of the local landscape under water during flood events.</p>	<p>Operation (Year 1 &amp; 15)</p>	<p>The retained existing screening vegetation would screen views of the Scheme, although there may be glimpsed views of traffic movements along the elevated portions of the A46 as it crosses Cattle Market Junction through the tops of trees around the cricket ground. The magnitude of impact would be negligible, resulting in a Neutral effect in Year 1 and Year 15</p>	<p>Year 1: Neutral  Year 15: Neutral</p>
21	<p>View north-west from Kelham Road representative of views for residents on Cullen Close and the west end of Kelham Road, and users of PRow Newark FP14</p> <p>Approximate closest point: 0km from Order Limits</p> <p>Sensitivity: High</p>	<p>Elevated views from the road as it crosses the floodbank are across small scale fields bounded by mature hedgerows with hedgerow trees either side of Kelham Road. Newark Ransome and Marles Cricket Clubhouse is visible, nestled in vegetation alongside the A46 running on embankment which forms the background of the view. A break in field boundary vegetation allows for clear views of traffic movements along the A46 where there is no roadside vegetation, set against vegetation on the A46 northern embankment. Looking north along the floodbank, vegetation along the A46 filters views of the existing Cattle Market Roundabout, including traffic movement, lighting columns and road signage. The British Sugar Factory pierces the skyline. Garden boundary</p>	<p>Construction</p>	<p>PRow Newark FP14 would be permanently closed at this location as part of the Scheme. The effects on footpath users' views are therefore not assessed. For residential receptors, retained foreground field boundary vegetation would filter and screen lower portions of views of construction along the A46 and construction traffic using the maintenance access track. Security fencing would be present in the foreground of the view. The western edge of construction of Cattle Market Junction, including removal of vegetation along the existing A46, large scale earthworks, construction of maintenance access track and at height works on the flyover structure would be visible above and through breaks in foreground vegetation and properties north of Kelham Road. At night, lighting associated with any nightworks on the elevated A46 corridor would be apparent in views partially screened by intervening vegetation, seen in the context of existing foreground</p>	<p>Moderate Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		<p>vegetation and flood banks contain views from the ground floor of properties. In summer, vegetation in leaf further encloses views and screens views of the elevated A46. In winter, floodwater can also notably alter the character of the view in this location, with large swathes of the local landscape under water during a flood event.</p> <p>At night, Cullen Close and Kelham Road are lit in the foreground and views beyond are across unlit farmland. Cattle Market Junction and the British Sugar Factory beyond are also both lit.</p>	<p>Operation (Year 1 &amp; 15)</p>	<p>lighting. Overall, the magnitude of impact is expected to be Moderate, resulting in a Moderate adverse effect.</p> <p>PRoW Newark FP14 would be permanently closed at this location as part of the Scheme. The effects on footpath users' views are therefore not assessed.</p> <p>For residential receptors, retained foreground field boundary vegetation would filter and screen lower portions of views of the proposed Scheme. Breaks in the vegetation would allow clear views to the A46, elevated on embankment, which would now be slightly closer to receptors when accounting for the new westbound on slip. The lower sections of the slip and retaining walls beyond would be screened by acoustic barriers installed at the top of the newly vegetated embankment. Views to the newly altered junction would continue north to Cattle Market Junction where the new flyover would be visible above the treeline forming a notable new feature on the skyline in the background of the view. In summer months field boundary vegetation would provide greater screening to the lower portion of the proposed Scheme and views through breaks in vegetation would be narrower, although the elevated section of the A46 would remain visible. Native shrub and tree planting is proposed on the junction slip road embankments to provide</p>	<p>Year 1: Moderate Adverse Year 15: Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				screening for traffic movements on the slip road and lower sections of the A46 main carriageway but would have no screening effect in Year 1 of operation. At night, lighting on the approach to Cattle Market Junction would be visible in the background of the view, beyond foreground street lighting. In Year 1, the magnitude of impact is expected to be Moderate, resulting in a Moderate adverse effect. By Year 15, maturing native shrub and tree planting would further screen views of the A46 and the magnitude of impact would reduce to Minor, resulting in a Slight Adverse effect.	
22	View south-east from Newark Rugby Club representative of views for users of the sports pitches  Approximate closest point 0.18km from Order Limits  Sensitivity: Low	Floodlit grass pitches with low level advertising banners around the boundary form the foreground of the view. Views to pasture beyond are heavily filtered by mature tree planting along the rugby club boundary. In winter, the belt of evergreen cypress trees at Newark Cricket Club are distinguishable through the line of trees.	Construction	The screening vegetation in the short distance of this view would be retained, heavily filtering views of at height construction works at Cattle Market Junction. The magnitude of impact would be Negligible, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The retained screening vegetation along the club boundary would heavily filter views of Cattle Market Junction elevated above the tree line in the background of the view, during Year 1 and Year 15 of operation. The magnitude of impact would be Negligible, resulting in a Neutral effect in Year 1 and Year 15	Year 1: Neutral Year 15: Neutral
23	View south-east from PRoW Newark FP14 representative of views for users of the footpath and the Trent Valley Way	Broad open views are afforded across arable farmland from the footpath. To the east, the British Sugar Factory and machinery at Briggs Metals scrapyards are prominent detracting elements in views partially filtered by short tree	Construction	Views from the Trent Valley Way and PRoW Newark FP14 north of the A617 would remain mostly unchanged due to the distance from the Scheme and intervening vegetation. PRoW Newark FP14 would be permanently closed south of the A617 during construction and users would be diverted along the Trent Valley Way	Moderate Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Approximate closest point 0.09km from Order Limits</p> <p>Sensitivity: High</p>	<p>belts and hedgerows on field boundaries.</p> <p>As the Trent Valley Way, continues towards Newark, detracting features, including highways infrastructure and the British Sugar Factory, become more prominent in views. Where the path runs parallel to the A617, it is segregated from the road by a thick belt of woodland, however as the route crosses the Great North Road and A46, views become dominated by highways infrastructure and traffic. There is little seasonal change in views from the footpath due to the density and width of belts of vegetation providing screening throughout the year.</p>		<p>permissive path towards Cattle Market Junction. Retained vegetation alongside the A617 would mostly screen views of construction works from this section of the footpath, although vegetation would be removed near the approach to the Great North Road and Cattle Market Junction. Where the Trent Valley Way passes adjacent to and crosses Cattle Market Junction there would be clear, close views of construction works, including security fencing, the satellite compound for Smeatons Arches, earthworks and traffic management. The footpath would be subject to temporary diversions across the junction during construction. Removal of vegetation within and to the south of the junction would open views across the junction towards industrial areas on the edge of Newark. This would affect a short section of the route and would be seen in the context of an existing busy road junction between major roads. Therefore, the magnitude of impact is anticipated to be Moderate, resulting in a Moderate Adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>Views from the Trent Valley Way and PRow Newark FP14 north of the A617 would remain mostly unchanged due to the distance from the Scheme and intervening vegetation. PRow Newark FP14 would be permanently closed south of the A617 and users would be diverted along the Trent Valley Way permissive path towards Cattle Market Junction. Retained vegetation alongside the A617 would mostly screen views of the elevated A46 at Cattle</p>	<p>Year 1: Moderate Adverse  Year 15: Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>Market Junction from this section of the footpath.</p> <p>On approach to Cattle Market Junction vegetation removed during construction would open views of the enlarged junction and A46 flyover. Traversing the junction, highways infrastructure would be more dominant in the view due to the presence and large scale of the A46 flyover. The flyover would become a new dominant detracting feature in views, creating a new skyline and foreshortening the view. In Year 1, proposed mitigation planting within and around the junction would not be sufficiently mature to provide screening, allowing for clear views across the entire junction and layers of traffic movements within the view. This would affect a short section of the route and would be seen in the context of an existing busy road junction between major roads. In Year 1, the magnitude of impact is considered to be Moderate, resulting in a Moderate adverse effect.</p> <p>By Year 15, maturing mitigation planting north of the A617 would screen views from much of the section of the footpath approaching the roundabout. Planting in the centre of the junction would filter views across the junction and partially filter the lower portions of the A46 flyover structure, reducing the dominance of highways infrastructure and traffic movements in the view. In summer months proposed vegetation within the junction would screen views across the roundabout and of the lower</p>	

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				portions of the flyover structure. By Year 15, maturing mitigation planting would reduce the magnitude of impact to Minor, resulting in a Slight Adverse effect.	
24	View north from Sandhills Park representative of views for residents.  Approximate closest point 0.05km from Order Limits  Sensitivity: High	Semi-detached properties on Sandhills Park and fencing at the end of the road frame views beyond the cul-de-sac. Traffic, road signage and street lighting on the A46 is clearly visible above the closeboarded fence, partially filtered by roadside trees and seen against a backdrop of a mature belt of trees north of Kelham Road. The British Sugar Factory is a large detracting feature on the skyline beyond. Views from within properties towards the A46 are generally oblique due to the orientation of the houses and the limited number of windows facing north. In summer, roadside vegetation provide some screening of traffic along the A46 and screens the lower portions of the British Sugar Factory beyond. Night-time views are well lit, by street lighting on Sandhills Park in the foreground and lighting on the approach to and at Castle Market Junction. The British Sugar Factory is also partially lit in the background of the view.	Construction	The construction of Cattle Market Junction and dualling of the A46, including haulage routes, major embankment works and construction of a new elevated flyover structure, would be clearly visible in short distance views just beyond the end of the cul-de-sac and from the rear of properties facing towards the A46. Vegetation would be removed from field boundaries and existing road embankments to accommodate the Scheme construction. To the immediate east of Sandhills Park, a main construction compound would be located in an area of currently disused hardstanding. Views to the compound are likely from the rear of properties through garden and boundary vegetation, capturing views to offices, welfare units, storage and concrete batching plants. At night, lighting associated with the compound, and any night works and traffic management required would add to the already well lit view. Overall, the magnitude of impact is anticipated to be Major, resulting in a Very Large Adverse effect.	Very Large Adverse
			Operation (Year 1 & 15)	During operation native species shrub planting is proposed along the A46 slip road embankments which would provide screening to the slip road and lower portions of the A46 flyover in Year 15. In Year 1 proposed native planting would not be sufficiently mature to provide screening, however newly installed	Year 1: Large Adverse Year 15: Large Adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>acoustic barriers would provide immediate screening to lower portions of passing traffic and the retaining walls beyond.</p> <p>The dualled A46 and slip road to the Cattle Market Junction would bring traffic closer to receptors in Sandhill Park. The Cattle Market Junction and A46 flyover would be a large-scale, new detracting element in the view. The A46 would be elevated over the existing Cattle Market Junction, creating a new horizon with traffic movements visible above. At night, additional lighting along the slip road and within Cattle Market Junction would increase the level of lighting in the view but the change would be seen in the context of existing streetlighting in the view.</p> <p>In Year 1, it is anticipated that the magnitude of impact would be Major resulting in a Large Adverse effect.</p> <p>By Year 15, shrub planting on the embankments would provide screening to traffic movements on the slip road and the lower portions of the A46 flyover, and for some residents intervening planting in the field to the back of their properties would also have established, however the flyover would still form a dominant new structure on the sky line for several properties in this location. The magnitude of impact would reduce to Moderate resulting in a Large adverse effect at worse for some residents within this receptor group.</p>	

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
25	View south from Great North Road (A616) representative of views for road users  Approximate closest point - within Order Limits  Sensitivity: Low	The road and roadside vegetation dominate views from the Great North Road. Occasional breaks in roadside vegetation allow brief, oblique views over adjacent pasture and glimpsed views of St Mary Magdalene Church, Newark.	Construction	During construction roadside vegetation would frame views south of construction works at Cattle Market Junction and A46 flyover. Gaps in roadside vegetation would permit oblique views of the wider construction of the junction approach and dualling of the A46, including extensive earthworks, at height works on the A46 flyover and satellite compound for Smeaton's Arches. Removal of vegetation on the approach to the junction would open up further views. It is considered that there would be a Moderate magnitude of impact, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation roadside vegetation removed during construction would be reinstated. Existing roadside vegetation would frame views along the road to the elevated A46 as it crosses the Cattle Market Junction. Where roadside vegetation has been removed, there would be oblique views of the wider A46 on embankment. Lighting columns and traffic movements would be clearly visible on the elevated A46 flyover and within the new Castle Market Junction. In Year 1, it is anticipated that the magnitude of impact would be Moderate, resulting in a Slight Adverse effect. By Year 15, roadside vegetation would be sufficiently mature to restore the verdant character of the road and narrow views of the elevated A46 and Castle Market Junction. It is anticipated that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
26	View representative of workers and visitors of the British Sugar Factory  Approximate closest point 0.23km from Order Limits  Sensitivity: Low	Views south from the British Sugar Factory and factory car park are contained by dense boundary vegetation. There are no windows facing south from the factory buildings which would provide elevated views over intervening vegetation	Construction	Foreground vegetation would not be removed from within the view and this would screen the majority of construction works, with only cranes visible above the tree line. The magnitude of impact is anticipated to be Negligible, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The retained existing vegetation within the view would screen the Scheme during Year 1 and Year 15 of operation. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
27	View south from Kelham Lane representative of views for residents and PRow Newark BW15 (Bridleway) users  Approximate closest point 0.31km from Order Limits  Sensitivity: Low	Views along Kelham Lane are narrow and enclosed by mature garden vegetation and trimmed hedges. Views south from the PRow and road are screened by garden vegetation and residential properties. Views south from the residential properties are enclosed by garden vegetation along property boundaries. Where breaks in vegetation permit, views are afforded across pasture to the south of Kelham Lane. Night-time views are across the unlit lane and farmland. Street lighting along the Great North Road is apparent in the background.	Construction	Existing roadside and garden vegetation on Kelham Lane in the foreground of the view would be retained and would screen the construction of the Scheme by day and night. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	Existing garden and roadside vegetation on Kelham Lane in the foreground of the view would be retained and the Scheme would not be visible from this location. Street lighting on the new road infrastructure would also be screened from view. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
28	View representative of views for Visitors to Smeaton's Lakes Touring, Caravan and Fishing Park  Approximate closest point 1.03km from Order Limits  Sensitivity: Medium	Views within the caravan and fishing park are focused inwards towards the fishing lakes. Dense hedgerows and woodland planting around the park boundary screen views beyond. In winter months, the loss of canopy cover allows for intermittent views of the British Sugar Factory above boundary vegetation.	Construction	The construction works associated with the Scheme would be screened from views within the caravan park by intervening boundary vegetation and the British Sugar Factory. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	There would be no view of the Scheme in Year 1 and Year 15 of operation due to intervening foreground vegetation and the British Sugar Factory screening views beyond. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
29	View north-west from North Gate (B6166) representative of views for residents on North Gate and visitors and workers to retail units north of North Gate  Approximate closest point 0.3km from Order Limits  Sensitivity: High	The foreground view is across North Gate, a busy single carriageway road. Office, retail and residential buildings enclose views north of the road. Breaks in the built form where buildings are set back and car parks are present allow for glimpsed views beyond the buildings to riverside vegetation along the River Trent. There is little seasonal change in the view due to the limited amount of vegetation present in the foreground and middle ground. Night-time views are well lit by lighting along North Gate and within the retail park.	Construction	The existing intervening built form would largely screen distant views of the construction of the Scheme from North Gate. Crane movements might be visible in glimpsed views between buildings, but overall there would be a barely noticeable change in the view. There would be no change to night-time views as it is not considered that construction lighting would be discernible beyond the intervening lighting along North Gate and the retail park. Overall, it is anticipated that the magnitude of impact would be Negligible and would result in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation it is not expected that there would be any impacts on the view as the Scheme would be screened by the intervening built form. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
30	View north-east from PRow Newark BW5 (Bridleway) representative of views for users of Kings Waterside & Marina and the Trent Valley Way long distance footpath  Approximate closest point 0.12km from Order Limits  Sensitivity: Medium	The footbridge over the inlet from the River Trent affords elevated views over the Kings Waterside Marina to the north. The landform rises on the far side of the marina with trees and clipped hedges, screening views of the car park, Mather Road and areas of grass. Woodland south of the Nottingham to Lincoln railway line and the A46 forms the background of the view. The British Sugar Factory is a prominent detracting feature above the treeline.	Construction	Existing screening vegetation south of the Nottingham to Lincoln Railway Line and along the A46 embankments would not be removed as part of the Scheme during construction and would therefore screen the majority of construction works. However, crane movements are likely to be visible above the tree line. Roadside vegetation would filter views of construction traffic on Mather Road, present during enabling works only. Overall, it is anticipated that the magnitude of impact would be Negligible and would result in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, existing vegetation would screen the Scheme from this location. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
31	View west from footpath along the River Trent west of River View representative of views for residents and users of the footpath and Bridleway BW5  Approximate closest point 0.03km from Order Limits  Sensitivity: High	Elevated open views from the footpath across the River Trent are occasionally screened by riverside vegetation which had recently been heavily pruned allowing more open views than previously afforded. Ground floor views from properties on River View are enclosed by garden and riverside vegetation. Uninterrupted elevated views are afforded from the first floor windows and balconies of properties. Rough pasture on the opposite bank is crossed by a maintenance road and PRow Bridleway BW5. Mature tree woodland belt along the A46	Construction	Screening vegetation along the A46 embankments would not be removed during construction and would therefore screen the majority of construction works along the A46 corridor. Crane movements are likely to be visible above the tree line to the west. Garden vegetation would screen views from the ground floor of properties. Construction traffic along the maintenance track on the west bank of the River Trent would be visible during enabling works to construct the temporary construction traffic bridge over the River Trent, north of the footbridge. Oblique views of construction works at Nether Lock Viaduct and construction traffic on the temporary bridge would be framed by planting	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		<p>embankment encloses the view west, heavily filtering traffic movements along the A46. During summer, vegetation in leaf screens traffic movements on the A46 and when riverside vegetation in the foreground has not been cut back it further encloses foreground views.</p> <p>Looking north along the river, oblique views of Fiddler's Elbow pedestrian bridge and the existing A46 overbridge over the River Trent and East Coast Mainline are heavily filtered by riverside vegetation, when present, at ground level. In summer vegetation in leaf mostly screens views of the bridges.</p> <p>Night-time views include street lights along the footpath in the foreground and the unlit river corridor beyond.</p>		<p>on the A46 embankment and properties on River View and partially screened by Fiddler's Elbow pedestrian bridge. When riverside vegetation has been allowed to grow it would provide screening and filtering in the foreground of the view from the footpath. At night, there would be oblique views of any lighting associated with construction at Nether Lock Viaduct.</p> <p>Overall it is considered that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.</p>	
			Operation (Year 1 & 15)	<p>The temporary construction traffic bridge would be removed at the end of construction and existing intervening vegetation would screen the Scheme from this location. Views of the new Nether Lock Viaduct would be screened by the existing structure. Existing night-time views would not be affected. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.</p>	<p>Year 1: Neutral  Year 15: Neutral</p>
32	<p>View north from Fiddler's Elbow pedestrian bridge representative of views for users of footpath PRow Newark BW6 (Bridleway) and the River Trent waterway</p> <p>Approximate closest</p>	<p>Elevated views from Fiddler's Elbow bridge are over a meander in the River Trent as it passes beneath the A46 viaduct. The viaduct crosses from an area of rough grassland, with maintenance access tracks, to an engineered bank with moorings, red brick former industrial building and metal palisade fencing crossing beneath the viaduct. The concrete pillars of the viaduct frame views beneath the viaduct of fencing and</p>	Construction	<p>During construction, a temporary bridge over the River Trent for use by construction traffic would be constructed in the foreground of the view. Newark BW6 would be temporarily diverted, with access maintained the A46 viaduct during construction. The Nether Lock Viaduct satellite compound, including 3 to 4m high hoarding, in the disused plot to the east of the viewpoint, and construction traffic using the bridge would be highly visible. Construction of Nether lock Viaduct and the Nether Lock Rail Bridge (south) satellite compound would be</p>	Very Large Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	point – within Order Limits  Sensitivity: High	buildings at the weir, Nottingham to Lincoln Railway Line viaduct and metal palisade fencing, set against woodland within the railway junction. Traffic movements and parapets along the A46 are clearly visible above the viaduct. On the eastern bank of the River Trent views are across riverside vegetation, the continuation of the footpath and pioneer vegetation in a disused land parcel. Foreground vegetation filters views of overhead line equipment and passing trains on the East Coast Main Line, industrial and commercial buildings on Quibell’s Lane and residential properties on the edge of Newark and beyond. Views from the footpath either side of the footbridge are more enclosed by riverside vegetation. In the summer, vegetation in leaf further filters views beyond the river corridor and encloses views from the footpath either side of the footbridge. In winter months, floodwater can also notably alter the character of the view in this location, with large swathes of the local landscape under water during flood events.		visible above and below the existing A46 viaduct. Overall, the magnitude of impact would be Major, resulting in a Very Large adverse effect.	
			Operation (Year 1 & 15)	During operation, the temporary access bridge would be removed, the land used for construction on either side of the river would be returned to its former condition. Nether Lock Viaduct would be mostly screened from views by the existing viaduct structure and retained foreground riverside vegetation, although additional concrete pillars would further screen views below the viaduct. In Year 1, the magnitude of impact would be Minor, resulting in a Slight Adverse effect. No planting is proposed that would alter the view by Year 15, therefore the magnitude of impact would remain Minor, resulting in a Slight Adverse effect.	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
33	View west from recreational area on Quibell's Lane representative of views for users of the park and residents along Wolsey Road, Fleming Drive and Alexander Avenue  Approximate closest point 0.02km from Order Limits  Sensitivity: High	The foreground of the view is across the linear park that runs the length of the rear of the properties on Wolsey Road; an area of amenity grassland with some sports and play equipment. Overgrown hedgerow with hedgerow trees around the perimeter of the park heavily filters views to pasture beyond. Properties on Wolsey Road and Fleming Drive are orientated west, views from ground level are limited by garden boundary vegetation and boundary vegetation around the linear park. First floor windows afford elevated views over boundary hedgerows to views of industrial warehouses on Quibell's Lane and roadside vegetation along the A46. In summer months, vegetation in leaf further screens views beyond the linear park. Night-time views are across the unlit park, although lighting along the Quibell's Lane lights the background of the view.	Construction	Vegetation within the linear park and gardens would not be removed and would filter views of construction traffic, satellite compounds, material stockpiles and security fencing at the far side of the fields to the west, beyond the vegetation. There would be clear views from first floor windows of construction activity, but it would be seen in the context of the nearby industrial area along Quibell's Lane. At night, lighting at the construction compounds would be filtered by intervening vegetation. Overall, it is considered that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, land taken for temporary access, satellite compounds and stockpiles during construction would be returned to pasture. Existing night-time views would not be affected. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
34	View north from Newark FP48#1 (footpath) representative of views for users of the footpath	The footpath and woodland planting along the A46 embankment dominate views from the footpath to the north-west. The A46 underpass frames views towards the railway line and sewage treatment works beyond. Traffic movements are visible along	Construction	The vegetation along the A46 embankment would be retained, however sections of native hedgerow between the fields would be removed to create an access route to the satellite compound for the underpass extension and the area for temporary stockpiles. The continuation of the footpath through the A46 underpass	Large Adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	Approximate closest point – within Order Limits  Sensitivity: High	the A46 at the top of the embankment and crossing the bridge. In summer months vegetation in leaf screens views of traffic movements along the embankments, albeit traffic remains visible only on the overbridge. Views north-east are across an area of pasture towards the rear of properties on the edge of Newark along Fleming Drive and Alexander Avenue.		would be temporarily closed during construction. Construction of the A46 underpass extension, security fencing and construction activity within the satellite compound would be dominant in the foreground of views from the footpath. It is anticipated that the magnitude of impact would be Major, resulting in a Large Adverse effect.	
			Operation (Year 1 & 15)	The extension of the A46 underpass on the western side of the A46 would further enclose views to the sewage treatment works and railway beyond. Land taken for the satellite compound and material stockpile to the east of the footpath would be returned to pasture and sections of native hedgerow reinstated. In Year 1, the reinstated vegetation would not be sufficiently mature to return views east to baseline conditions, therefore the magnitude of impact is considered to be Minor, resulting in a Slight Adverse effect. By Year 15, maturing mitigation planting would reduce the magnitude of impact to Negligible, resulting in a Neutral effect.	Year 1: Slight Adverse Year 15: Neutral
35	View looking north representative of views for residents on Robert Dukeson Avenue  Approximate closest point 0.03km from Order Limits  Sensitivity: High	Foreground views are of Robert Dukeson Avenue, a residential suburban development of detached, semi-detached and terraced properties with driveways and some garden vegetation. The A46 is screened from most properties by intervening buildings and a belt of woodland planting along the A46 embankment. Properties are mostly oriented east/west and views towards	Construction	The screening vegetation along the A46 embankments would be retained and intervening vegetation would heavily filter views towards the construction of the Scheme. Existing night-time views would not be affected. There would be a Negligible change to the view, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, retained vegetation along the A46 would continue to heavily filter views of traffic on the A46. Lower portions of traffic would also be further screened by the introduction of	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		the A46 from these houses are oblique. Night-time views include lighting along Dukeson Avenue.		acoustic barrier between the retained vegetation in the foreground of the view and the A46 carriageway beyond. In summer months, vegetation in leaf would fully screen traffic and the acoustic barrier along the A46. Existing night-time views would not be affected. The magnitude of change would be Negligible, resulting in a Neutral effect in Year 1 and Year 15.	
36	View north from Winthorpe Road representative of views for users of the Trent Valley Way long distance route and National Cycle Network Route 64  Approximate closest point – 0.08km from Order Limits  Sensitivity: High	The end of Winthorpe Road forms the foreground of the view, with lamp post, footpath signage and the gated maintenance access to the A46 set against mature woodland belt which lines the A46 and largely screens the underpass. The segregated footpath and cycleway of the NCN route 46 continues through the woodland to pass beneath the A46. Woodland and the curvature of the footpath, mostly obscure traffic movements and the structure of the A46 from views until the footpath passes through the underpass. Vegetation in leaf in the summer further encloses views from the segregated footpath and cycleway.	Construction	The vegetation along the A46 embankments would be retained and would heavily filter views of construction activity from south of the Winthorpe Road underpass. As the footpath approaches the underpass, views of construction works of the Brownhills Junction slip way and A46 embankments on the approach to the A1 would be framed through the underpass and glimpsed through gaps in vegetation on the embankments. Overall it is anticipated that the magnitude of impact would be Negligible, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation retained vegetation along the A46 embankments would heavily filter views of the A46 slip road, which would appear at the same scale and distance as the former A46 alignment in the view. A new acoustic barrier between the retained vegetation and A46 would screen lower portions of traffic movements beyond. As the footpath approaches the underpass, views of the A46 embankment would be framed through the underpass, topped by acoustic barrier. There would be a Negligible	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				change to the view, resulting in a Slight Adverse effect in Year 1. By Year 15 maturing planting between the A46 slip road and A46 on embankment would screen views of the new structures and return the vegetated nature of views through the underpass, there would be a Negligible change to the view resulting in a Neutral effect.	
37	View north-east from Wheatsheaf Avenue representative of views for residents  Approximate closest point 0.05km from Order Limits  Sensitivity: High	Foreground views are of Wheatsheaf Avenue, typical residential suburban development of detached, semi detached and terrace properties with short driveways and minimal garden vegetation. Views are enclosed by properties and woodland belt planting along the A46 embankment. Properties are mostly oriented parallel to the road and views towards the A46 from properties are oblique and screened by woodland planting. Night-time views include lighting along Wheatsheaf Avenue.	Construction	Screening vegetation along the A46 embankments in the immediate foreground of the view is not expected to be removed as part of the Scheme during construction, filtering views of construction activity beyond. Crane movements and at height works associated with construction of the new A46 embankment on approach to the proposed A1 overbridge would be visible above the treeline. At night, there would be glimpsed views of lighting associated with at height night works through the tops of roadside trees, seen beyond street lighting in the foreground of the view. Overall, the magnitude of change is expected to be Negligible, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, retained vegetation would continue to heavily filter views of traffic on the A46 slip road, which would appear at the same scale and distance as the former A46 alignment in the view. Lower portions of traffic would also be further screened by the introduction of acoustic barrier between the retained vegetation in the foreground of the view and the A46 slip road beyond. In summer months, vegetation in leaf would fully screen traffic and the acoustic	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				barrier along the A46 slip road. Existing night-time views would not be affected. The magnitude of change would be Negligible, resulting in a Neutral effect in Year 1 and Year 15.	
38	View north-east from Premier Inn Newark representative of views for visitors and workers at the hotel and workers at the surrounding businesses  Approximate closest point 0.03km from Order Limits  Sensitivity: Medium	Foreground views are across the car park serving the hotel and other businesses. Areas of shrub planting and some tree planting break up views towards Brownhills Roundabout, part of the junction between the A46 and A1. Light columns, traffic movements and road signage are detracting features that are prominent throughout the view set against vegetation within the junction. Views from within the retail park east of Lincoln Road are screened by larger areas of tree planting to the south of Brownhills Roundabout. During summer months, vegetation in leaf provides some screening to traffic movements on the roundabout.	Construction	The existing vegetation around the car park boundary would not be removed during construction and would help to filter views of the construction works at Brownhills roundabout and Brownhills Junction slip road. Cranes and tall plant in association with construction of the elevated A46 over the A1 may be visible in the background of the view, above existing tree planting within the junction. If visible, construction plant and machinery would be at a similar distance from receptors and of a similar size in the view to the HGV traffic that uses the existing A46 and Brownhills Roundabout. Overall, it is considered the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In operation, the changes to Brownhills Roundabout and adaptation of the A46 slip roads to Brownhills Junction would be barely perceptible in the view. The A46 elevated over the A1 would be visible in the distance through intervening existing vegetation, forming a new horizon above and between vegetation retained within Brownhills Roundabout. The visibility of the A46 elevated over the A1 would be further reduced in summer months when vegetation in leaf would screen a greater portion of the view. In Year 1, new native shrub and woodland	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				planting on the A46 embankments would be insufficiently mature to screen traffic movements and street lights on the elevated A46. It is anticipated that the magnitude of impact would be Minor, resulting in a Slight Adverse effect. By Year 15, maturing vegetation would partially screen traffic movements along the elevated A46, with traffic still visible along the A1 overbridge where there is a break in vegetation. It is anticipated that the magnitude of impact would remain Minor, resulting in a Slight Adverse effect.	
39	View north-east from Lincoln Road (B6166) at Brownhills Roundabout representative of views for road users  Approximate closest point 0.02km from Order Limits  Sensitivity: Low	Lincoln Road dominates views from the road on approach to the roundabout, where the road widens to two lane traffic on each side with a grassed central reservation. Retail units and car parks frame the view along the road. Woodland within Brownhill Roundabout and the A46/A1 junction forms the backdrop of the view. In summer months, vegetation in leaf further limits views of Brownhills Roundabout in the background of the view. Traffic lights, lighting columns, road signage, advertising and retail signage are prominent detracting features throughout the view. The spire of All Saints' Church, Winthorpe is visible intermittently above vegetation within the junction.	Construction	Views of construction work at Brownhills Roundabout including the conversion of the existing A46 to a new slip road for Brownhills Junction would be filtered by roadside vegetation on the approach to the roundabout. Upper sections of construction of the A46 elevated over the A1, including crane movements, would be visible in the background of the view above vegetation within the existing junction. Overall it is anticipated that the magnitude of impact would be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In operation, views of the changes to Brownhills Roundabout and the slip roads to the new Brownhills Junction would be partially filtered by roadside vegetation but where visible, they would be similar in scale and appearance to the existing A46 and roundabout in the baseline view. The A46 elevated over the A1 would form a new horizon in the distance above vegetation retained within Brownhills Roundabout.	Year 1: Slight Adverse Year 15: Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>Retained vegetation in leaf during summer months would provide some screening to the elevated A46. In Year 1, new native shrub and woodland planting on the A46 embankments would be insufficiently mature to screen traffic movements on the elevated A46. It is anticipated that the magnitude of impact would be Minor, resulting in a Slight Adverse effect. By Year 15, maturing vegetation would partially screen traffic movements along the elevated A46, with traffic still visible along the A1 overbridge where there is a break in vegetation. It is anticipated that the magnitude of impact would remain Minor, resulting in a Slight Adverse effect.</p>	
40	<p>View from Winthorpe Road representative of views for users of the Trent Valley Way long distance route and National Cycle Network Route 64</p> <p>Approximate closest point - within Order Limits</p> <p>Sensitivity: High</p>	<p>Foreground views are of Winthorpe Road, a single track road with narrow grass verges and mature roadside vegetation. Foreground roadside vegetation heavily filters views beyond the road across arable fields bounded by roadside vegetation along the A46 and A1. Traffic movements and road signage are visible along the A46 when heading south along Winthorpe Road, framed and set against roadside vegetation. During summer months roadside vegetation further encloses views along the road, although breaks still</p>	Construction	<p>The Trent Valley Way and National Cycle Network Route 6 would be permanently diverted in this location however, construction phasing would allow the route to remain open during construction as the diversion route would be in place prior to closure of the existing route. Removal of roadside vegetation would permit close, clear views of construction of the embankments of the A46 elevated over the A1 and the proposed Brownhills Junction and the Brownhills Junction Satellite compound from the Trent Valley Way and cycleway. It is anticipated that the magnitude of impact would be Major, resulting in a Very Large Adverse effect for a short section of the route in this location.</p>	Very Large Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		allow views across the surrounding farmland.	Operation (Year 1 & 15)	During operation, the Trent Valley Way and National Cycle Network Route 6 would be permanently diverted to cross over Brownhills Junction before passing beneath the newly elevated A46. Removal of foreground vegetation would allow clear views of the slip road and roundabout at the junction in the foreground and the A46 elevated over the A1 forming a new feature on the skyline and restricting the view beyond. Acoustic barrier installed along the top of the embankment adjacent to the newly elevated A46 would be visible in Year 1, as new native shrub and tree planting on embankments would not be sufficiently mature to screen the barrier and upper portions of passing traffic and signage in the view. The magnitude of impact is expected to be Major, resulting in a Large Adverse effect. By Year 15, native planting on the slip road embankments would filter views of traffic on the slipway and roundabout and the A46 elevated over the A1, enclosing the view. In summer, proposed vegetation in leaf would mostly screen views of the junction and traffic movements. The magnitude of impact is expected to be Moderate, resulting in a Moderate Adverse effect.	Year 1: Large Adverse Year 15: Moderate Adverse
41	View south from the northern end of Winthorpe Road representative of views for residents, workers and visitors	The foreground of the view is of the turning area at the end of Winthorpe Road, enclosed by roadside vegetation along the A1 and Winthorpe Road. Views of passing traffic on the A1 are filtered by	Construction	Removal of roadside vegetation along Winthorpe Road would open up clear views of construction of Brownhills Junction and the A46 elevated over the A1, including the Brownhills Junction Satellite Compound, large scale earthworks and construction of the A1	Large Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	of Bridge House Boarding Kennels  Approximate closest point - within Order Limits  Sensitivity: Medium	intervening vegetation but a break at the end of Winthorpe Road affords clear views across an arable field bordered by hedgerows and roadside trees lining the A1 and A46. Traffic and lighting columns on the approach to Brownhills Roundabout are visible above the treeline at the far side of the field, set against woodland planting within the junction. Bridge House is set back from Winthorpe Road with mature garden vegetation further filtering views. In summer months, vegetation in leaf screens views beyond Winthorpe Road, except for where there is a break in vegetation.  Night-time views are across unlit farmland, although a street light lights the foreground and lighting at the A46/A1 junction lights the background of the view.		overbridge. Views from within Bridge House would be screened in part by mature garden vegetation. At night, lighting of construction works would be partially filtered by garden vegetation. Overall, the magnitude of impact would be Major, resulting in a Large Adverse effect.	
			Operation (Year 1 & 15)	During operation, vegetation loss along Winthorpe Road would open clear views to the slip road and roundabout at Brownhills Junction in the foreground looking east and the A46 elevated over the A1 forming a new skyline and enclosing the view beyond when looking south through intervening vegetation. In Year 1, proposed native shrub planting on junction embankments and around Brownhills Junction would not be sufficiently mature to screen views to either the junction or associated traffic movements. However, acoustic barrier located along the northern side of the elevated A46 mainline carriageway would provide immediate screening of the lower levels of passing traffic, albeit forming an additional built element in the view in its own right. At night, lighting within the new junction would be apparent, but views from the residential property would be filtered by garden vegetation, particularly in summer months. The magnitude of impact is expected to be Major, resulting in a Large Adverse effect. By Year 15, maturing mitigation vegetation would enclose the foreground of the view, filtering views of traffic movements and lighting in Brownhills Junction. Retained mature garden	Year 1: Large Adverse Year 15: Slight Adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				vegetation at Bridge House would further screen views from the property, particularly during summer months. The magnitude of impact would reduce to Minor, resulting in a Slight Adverse effect.	
42	View south from The Spinney representative of views for residents on The Spinney and Gainsborough Road  Approximate closest point 0.1km from Scheme  Sensitivity: High	Well vegetated front gardens frame views along The Spinney towards detached properties at the end of the road. Mature garden vegetation around property boundaries screens the majority of views south from the rear of the properties and gardens. Where there are breaks in boundary vegetation, notably from properties at the end of The Spinney and Lowood, views are over farmland enclosed by dense vegetation along field boundaries and the A46. Night-time views include street lighting along The Spinney. Views south from properties are across unlit farmland, although lighting within Brownhills Junction and skyglow over Newark illuminate the background of the view.	Construction	Foreground screening vegetation would not be removed during construction and would screen the majority of views of construction activity from properties on The Spinney and Gainsborough Road. Views to works may be visible from properties at the end of The Spinney and Gainsborough Road, where garden vegetation is less dense. Views would include removal of vegetation along the existing A46 corridor and the upper portions of construction works, particularly those elevated over the A1 or to the south where new slip roads, ponds, landscape bunds and an access/Non-Motorised User (NMU) route would be constructed north of the existing A46. Any views to construction works, would however be temporary in nature, viewed through intervening vegetation, and framed by breaks in garden vegetation. At night, there would be no change to the view with the exception of any night works required to construct the Scheme. Overall it is anticipated that the magnitude of impact would be Minor for this receptor group, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, retained foreground vegetation would screen the majority of views of the Scheme from The Spinney and Gainsborough Road. The A46, including	Year 1: Slight Adverse Year 15:

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				<p>acoustic barrier in this location, would be elevated over the A1 and visible through breaks in garden vegetation as it descends to join the existing A46 alignment. There would be more open views from properties at the end of The Spinney and Gainsborough Road, where garden boundary vegetation is less dense, although landscape bunds in the field south of the proposed NMU route would provide immediate screening of the lower portions of the A46 and slip road in Year 1. Intermittent, glimpsed views to acoustic barrier positioned alongside the slip road may be see through gaps in existing vegetation or proposed bunds. Native shrub planting would be planted on the landscape bunds and A46 embankments to screen traffic movements on the A46 and integrate it into the view by Year 15. At night, there would be no change to the view, as there is no lighting proposed along the elevated section of the A46. In Year 1, vegetation would not be sufficiently mature to provide screening, the magnitude of impact is expected to be Minor resulting in a Slight Adverse effect. In Year 15, maturing mitigation planting on the landscape bunds, embankments would screen traffic using the new stretch of road and reinstate the screening value lost from the A46 during construction and the magnitude of impact would reduce to Negligible, resulting in a Neutral effect.</p>	Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
43	View south from PRow Winthorpe FP2 (footpath) representative of views for users of the footpath  Approximate closest point 0.4km from Scheme  Sensitivity: High	There are clear, open views across pasture with scattered trees and arable fields beyond. Tree belts on the far side of the field enclose views and filter views of Winthorpe Service Area. Low level hedgerows screen the lower portion of traffic along the A46. Intermittent vegetation along the A17 filters views of Currys National Distribution Centre in the background of the view.  In summer months, vegetation in leaf further screens views of the A46, service station and distributions centre.	Construction	During construction, a section of woodland belt along the Fleet watercourse, to the west of the field would be removed to allow for construction of the shared access and NMU route which would be clearly visible across the view. There would also be views towards earthworks movements with the excavation of ponds and construction of landscape bunds to the south of the new shared access and NMU route. Vegetation retained at Winthorpe Service Area would partially filter views of construction works along the A46. Overall, it is considered the magnitude of impact would be Major, resulting in a temporary Large Adverse effect.	Large Adverse
			Operation (Year 1 & 15)	During operation, the shared access and NMU route would be apparent in the view, crossing the far side of the field when looking south, although due to being at grade, it would not be prominent in the view. Beyond the access route, and prior to the A46, landscape bunds would help to screen traffic along the A46, compared with the existing view, providing low level screening up to a height of 2m from Year 1. Looking south-east, a combination of landscape bund and acoustic barrier would be seen prior to planting establishing on the bund. A hedgerow would provide a new field boundary in front of the shared access and NMU track. Beyond native woodland and shrub planting proposed north of the A46 to provide screening for the road would yet to have established in Year 1, but by Year 15 would have matured to form an effective screen to the A46 beyond. In	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				Year 1, it is anticipated that the magnitude of impact would be Minor, resulting in a Slight adverse effect. By Year 15, proposed woodland planting would screen views of the acoustic barrier, traffic on the A46 and the Winthorpe Service Area, screening existing detracting elements in the view, although the woodland would enclose and shorten views. The magnitude of impact would be Minor, resulting in a Neutral effect.	
44	View north-west from Long Hollow Way representative of views for workers at Currys National Distribution Centre  Approximate closest point 0.14km from Order Limits  Sensitivity: Low	From the Distribution Centre car park, there are clear, open views across rough grassland, to roadside vegetation lining the A1 and A17. Bunds in the foreground partially screen views of traffic and lighting columns along the A1, A1 access road and A17. Service station buildings are visible filtered through roadside vegetation to the north. In summer months, vegetation in leaf further screens views of the A1, A17 and junction.	Construction	The screening vegetation within the existing A1 and A17 junction would not be removed as part of the proposed works and would screen the majority of construction activity from this location. Crane movements and the upper portion of the construction of the section of the A46 elevated over the A1 would be visible in the distance, filtered through the vegetation within the existing junction. Overall, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	Vegetation retained within the A1 and A17 junction would screen the majority of the proposed Scheme within the view. Additional planting proposed on the southern side of the A46 including highway embankments would further aid screening over time as it matures. Traffic movements, on the A46 elevated over the A1 would be visible in the distance filtered through the top of vegetation within the junction. Traffic on the link road connecting into Friendly Farmer Roundabout from the north would be mostly obscured by retained vegetation within	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				the roundabout. In Year 1, it is anticipated that the magnitude of impact would be Negligible, resulting in a Slight adverse effect. By Year 15, maturing mitigation planting on the A46 embankment would further screen traffic movements and the magnitude of impact would be Negligible, resulting in a Neutral effect.	
45	View west from A17 representative of views for road users  Approximate closest point 0.21km from Order Limits  Sensitivity: Low	The views captures the A17 as it widens on approach to the roundabout at the entrance to Currys National Distribution Centre. Views of the distribution centre are filtered by roadside vegetation. There are clear and open views across the end of the runway at Newark Air Museum and across Newark Golf Course. The A46 traffic, road signage and lighting columns set against roadside vegetation and woodland on the edge of Winthorpe form the background of the view. The spire at All Saints' Church Winthorpe is visible on the skyline.	Construction	Construction works along the A46, link road and NMU route to the south would be clearly visible beyond the runway. Construction plant and machinery would appear at a similar distance and size as HGV traffic in the existing view towards the A46. The magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In operation, the new link road would appear at a similar scale and distance as in the existing view looking towards the A46. It is anticipated that the magnitude of impact would be Negligible, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral
46	Views north and west from businesses within Newark Showground representative of views of workers and visitors to Newark Showground, the	Views from within the former airfield are generally across broad expanses of amenity grassland and hardstanding. Metal fencing, bollards, areas of car parking, telegraph poles, lighting columns, tree belts and large warehouse buildings are present in views throughout the area and mostly limit longer distant views beyond the airfield. Roadside trees and	Construction	Construction traffic including that travelling along the site haul road, the presence of security fencing, materials storage and laydown area and a satellite compound would be intermittently visible across the grounds of Newark Showground. Intervening belts of existing tree planting and buildings would mostly screen views of activity from businesses to the east.  For visitors to the Newark Indoor Bowls and	Moderate Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Newark Indoor Bowls and Golf Centres and Newark Air Museum</p> <p>Approximate closest point 0.01km from Order Limits</p> <p>Sensitivity: Low</p>	<p>hedgerows along the A46 and A17 form the backdrop of the view, with warehouses on Godfrey Drive and at Currys National Distribution Centre above to the south-west.</p> <p>Closer views of the traffic movements and street lights along the A46 are available above roadside hedgerows from the south-western corner of the showground.</p>		<p>Golf Centres, construction activity on the link road south of the A46 and construction traffic on the site haul road would be visible in the foreground of the view from the car park and oblique views from the driving range. Removal of hedgerow and hedgerow trees along the A46 would open views of traffic movements along the A46. Construction works on the northbound A46 carriageway and in the field beyond would be filtered by retained vegetation along the existing central reservation. It is anticipated that the magnitude of impact would be Major at worst from the northern most aspect of the showground, resulting in a Moderate adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>During operation, areas used for the satellite compound and materials laydown area would be returned to grassland. Vegetation removed along the A46 would open views of traffic along the A46 and two-way link road from Friendly Farmer Roundabout to Winthorpe Roundabout. Intervening belts of woodland and buildings would mostly screen views of activity from businesses to the east.</p> <p>For visitors to the Newark Indoor Bowls and Golf Centres, there would be clear close views of traffic along the two way link road from Friendly Farmer to Winthorpe Roundabout and the southbound A46 carriageway due to vegetation removed during construction. Where present, vegetation retained within the central reservation would filter views of the A46 northbound carriageway beyond, including new</p>	<p>Year 1: Slight Adverse Year 15: Neutral</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				roadside acoustic barriers, landscape bunds and planting. The magnitude of impact would be Moderate, resulting in a Slight Adverse effect in Year 1. By Year 15, the proposed hedgerow with trees would be sufficiently mature to provide some screening to passing traffic along the link road and restore the boundary treatment, although the road corridor would remain closer in the view than the baseline, the magnitude of impact would reduce to Minor, resulting in a Neutral effect.	
47	View south-east from Hargon Lane (north-west) representative of views of residents on Hargon Lane  Approximate closest point 0km from Order Limits  Sensitivity: High	Hargon Lane, a narrow country lane with wide grass verges, is framed by mature trees and hedgerows in views south-east. Pine Cottage is visible above the hedgeline. Lighting columns and traffic movements on the A46 are barely perceptible at the end of the road.  A break between the garden hedgerows and roadside trees along Hargon Lane affords long views over the landscape to the south. A barn sits within an area of pasture beyond a post and wire fence with a mature silver birch tree set back from the road by a wide grass verge in the foreground of the view. Boundary planting along the east and west boundaries of the pasture frame views to parkland south of Winthorpe House, with scattered trees, beyond. Woodland along the stream running	Construction	Removal of vegetation along the A46 and at the end of Hargon Lane would be apparent looking beyond Pine Cottage. Construction of the shared access and NMU route would be visible framed by roadside vegetation at the end of Hargon Lane and in the distance beyond parkland to the south of Winthorpe House. Filtered views through roadside vegetation along Hargon Lane would also capture the construction of ponds and swales alongside the construction of new earth bunds. At night, temporary lighting associated with any construction works along the A46 and traffic management would be visible at the end of Hargon Lane, framed by roadside vegetation. The magnitude of change is expected to be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	In Year 1, native tree and shrub planting proposed to the south of Hargon Lane would be insufficiently mature to restore views along Hargon Lane. However, the proposed landscape bunds to the south and south-east	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		to the east of The Spinney forms the background of the view. During summer months, roadside vegetation in leaf further encloses views beyond the road and pasture. Night-time views over unlit farmland include street lighting along Hargon Lane in the foreground and to street lighting along the A46.		would aid screening of the A46, foreshortening views compared to the baseline. Whilst acoustic fencing atop the landscape bund would be visible at Year 1 of Operation, it would provide further screening to the A46 and associated traffic beyond. The shared access and NMU route at ground level would be barely perceptible in the view. In summer months, retained roadside vegetation along Hargon Lane would further enclose views, reducing the perception of the removed vegetation and shared access and NMU route. By Year 15, the proposed planting along the A46 would enclose views at the end of Hargon Lane screening acoustic barriers along the landscape bund. At night, the view would not change as foreground vegetation retained along Hargon Lane would screen views of lighting along the A46. In Year 1, the magnitude of impact is anticipated to be Minor, resulting in a Slight Adverse effect. By Year 15, maturing mitigation planting would reduce the magnitude of impact to Negligible resulting in a Neutral effect.	
48	View south-east from Hargon Lane (southeast) representative of views for residents at Pine Cottage and Brae Barn at the end of Hargon Lane  Approximate closest	Views of the end of Hargon Lane, a narrow country lane with wide grass verges, are framed by overgrown hedgerows. Traffic movements, barriers and street light along the A46 are visible beyond the end of the road. A linear belt of woodland to the south-east of the A46 forms the background of the view. Views south are heavily filtered by roadside	Construction	Removal of sections of roadside vegetation would open views of construction activity, including construction of the shared access and NMU route, construction of bunds and swales and traffic passing on the A46, albeit retained roadside vegetation along the western edge of Hargon Lane, as well as garden vegetation would filter views of construction from within Pine Cottage and Brae Barn. There would be clear views of construction traffic along Hargon	Large Adverse



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	point - within Order Limits  Sensitivity: High	vegetation. Mature garden vegetation within Pine Cottage and Brae Barn further filter views from properties. Night-time views are over unlit farmland, although lighting along the A46 corridor is apparent at the end of Hargon Lane looking south-east.		Lane. At night, any lighting associated with night works construction along the A46 corridor would be apparent at the end of the Hargon Lane, set in the context of the existing street lighting along the A46. Given the close proximity of the works in the immediate foreground of the view, the magnitude of change is anticipated to be Major, resulting in a Large Adverse effect.	
			Operation (Year 1 & 15)	During operation, native woodland and shrub planting is proposed on bunds between the shared access/NMU route and the A46 carriageway beyond, with an intention to provide screening of the A46 by Year 15. In Year 1, vegetation removed during construction would open views to upper sections of passing traffic on the A46 as proposed planting would not be sufficiently mature to provide screening by this time, however the new bunds combined with acoustic barriers installed on top of the bund would provide screening of the lower portions of traffic with immediate effect. Retained garden vegetation would further filter views from within Pine Cottage and Brae Barn. At night, removal of vegetation would initially open views of street lighting along the A46 but by Year 15, maturing vegetation would aid screening of highway lighting from residential properties. In Year 1, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect. By Year 15 maturing mitigation planting would screen views of traffic along the A46, the magnitude of impact would be Minor, resulting in a Slight Beneficial effect.	Year 1: Slight Adverse Year 15: Slight Beneficial

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
49	View west from Drove Lane representative of views for road users.  Approximate closest point 0.20km from Order Limits  Sensitivity: Low	The view along Drove Lane is of a two-lane road with grass verges on both sides. To the south, mesh fencing and trees filter views of Newark Showground and warehouses. There are broad open views looking north across mixed farmland on gently rising ground. Buildings and the racetrack at Elk Motorsport are visible at the far side of the field. Traffic, lighting columns and roadside vegetation along the A46 and on the Winthorpe Roundabout form the background of the view. Electricity pylons cross the horizon to the north, and higher ground towards Ollerton is visible in the distance to the north-west. During summer months there is little seasonal variation in the view, although vegetation in leaf further screens traffic movements along the A46 in the background of the view.	Construction	Existing vegetation along Drove Lane would filter the majority of views of construction of the proposed signalised Winthorpe Roundabout, including the material storage areas and a satellite compound, surrounded by security fencing, which would be close to the road and adjacent to the roundabout. Nearer the Winthorpe Roundabout, removal of roadside hedgerows would open up short distance views across to traffic movements and construction works along the A46. Overall, the magnitude of impact is considered to be Moderate, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, the proposed signalised Winthorpe Roundabout would be of a similar appearance to the existing roundabout in close views but largely screened by existing intervening vegetation from the majority of the road. Land used for materials storage and satellite compound would be returned to its former use. Roadside hedgerows removed during construction would be reinstated, restoring the screening of traffic on approach to the roundabout by Year 15. The magnitude of impact is considered to be Minor, resulting in a Slight Adverse effect in Year 1 and Year 15.	Year 1: Slight Adverse Year 15: Slight Adverse
50	View south-east from A1133 representative of views for road users  Approximate closest point 0.10km from	Open views along the A1133 extend towards the A46 roundabout bound by wide grass verges and hedgerows to both sides. Lighting columns along the A46 form the backdrop of the majority of the view. Views south are of arable farmland set against	Construction	Construction of the realigned A1133 and proposed signalised roundabout at Winthorpe would be clearly visible from the road, especially near the roundabout where the removal of roadside hedgerows would open up clear views in the foreground. The enlargement and reconfiguration of Winthorpe Roundabout,	Moderate Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>Order Limits</p> <p>Sensitivity: Low</p>	<p>woodland belt along the A46 and Hargon Lane. Properties on Hargon Lane are visible amongst the trees. To the north, views across arable farmland are set against woodland at Langford Hall and roadside vegetation on the A46. Danethorpe Hill and High Wood forms the skyline to the north. Electricity pylons cross the skyline in the distance.</p>	<p>Operation (Year 1 &amp; 15)</p>	<p>material storage areas and the construction of landscape bunds and the shared access and NMU route would affect a wide proportion of the view looking south and south-east. Overall, it is considered that the magnitude of impact would be Major, resulting in a Moderate Adverse effect.</p> <p>During operation, proposed native tree and shrub and woodland planting would be present either side of the realigned A1133, around the new roundabout and tree and shrub planting along the A46 heading south of the roundabout. The planting would be immature and yet to form any screening function. As such, in Year 1, the realigned A1133 would form the foreground of the view and be similar to existing views of the road. The enlarged signalised roundabout at Winthorpe would slightly change the roundabout arrangement and would introduce traffic signals to the view. Landscape bunds and acoustic barrier would be visible and partly screen traffic on the A46 looking from the north-west prior to tree and shrub planting maturing. In Year 1, it is anticipated that the magnitude of impact would be Moderate, resulting in a Slight adverse effect. By Year 15, native planting along the A1133 would enclose views north from the road and woodland along the A46 would screen traffic movements along the A46. Traffic signals at the new roundabout would remain visible in narrow views south-east along the A1133. In Year 15, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.</p>	<p>Year 1: Slight Adverse</p> <p>Year 15: Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
51	View south-east from Langford Hall representative of views for residents  Approximate closest point 0.1km from Order Limits  Sensitivity: Moderate	Views along the access road to Langford Hall are enclosed by an avenue of trees. These filter views beyond the road to the farmland with scattered trees within the grounds of the hall. Dense mature trees along the boundary of the grounds screen any further views south-east. Night-time views are over unlit parkland. Skyglow is evident in the night sky over Newark.	Construction	Intervening vegetation in the grounds of Langford Hall would screen views of construction of the main Scheme from this location. Removal of a short section of the woodland belt on the western boundary of Langford Hall to construct the new driveway from the A1133 would be visible from a short section of the existing access road and open narrow views through to construction works north of Winthorpe Roundabout beyond. Night-time views would remain as per the baseline with the exception of potential lighting associated with any night works required for the installation of the new gantry close to Winthorpe roundabout beyond in the south-west. There would be a Negligible change to the view, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	Intervening vegetation in the grounds of Langford Hall would screen views of the main Scheme from this location. Vegetation removed to allow for the new tree lined access drive would allow for narrow framed views from a short section of the access drive through to the field towards a new linear belt of planting and landscape bund along the northern edge of the realigned A1133 beyond. The new landscape bunds would aid screening of the A113 and Winthorpe Roundabout with immediate effect, with planting increasing screening value as it matures over time. Night-time views would be unaffected. Due to the presence of intervening vegetation between the property and the Scheme proposals, the magnitude of change is	Year 1: Slight Adverse Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				considered to be a Negligible, resulting in a Slight Adverse effect in Year 1. The growth of mitigation planting would reduce the effect to Neutral by Year 15.	
52	View south from A133 representative of views for residents in Langford  Approximate closest point 0.84km from Order Limits  Sensitivity: Moderate	Partially enclosed view along a single carriageway road extending into the distance. Tall hedgerows to the west enclose views with taller field boundary trees visible beyond. To the west lower roadside hedgerows afford views across adjacent pasture set against woodland along The Fleet. Night-time views are over unlit farmland. Skyglow is evident in the night sky over Newark.	Construction	Given the distance from site and intervening vegetation, there would be no discernible change in the view during construction. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The Scheme would be too far from the viewpoint and well screened by intervening vegetation for there to be any discernible change in the view during operation. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
53	View south-east from Gainsborough Road representative of views for Winthorpe Primary School and surrounding residential properties  Approximate closest point 0.25km from Order Limits  Sensitivity: Moderate	Views south-east across Gainsborough Road are enclosed by tall hedgerows and buildings on the opposite side of the road. Boundary vegetation around Winthorpe Primary School and gardens screen views from within the school and residential properties on Gainsborough Road. Some first floor windows have oblique views over the arable landscape to the east and the A46/A1133 roundabout. Night-time views include street lighting outside the school on Thoroughfare Lane in the foreground, and street lighting along the A46	Construction	Retained existing vegetation along Gainsborough Road would screen views of construction of the Scheme from the ground floor of properties on Gainsborough Road. There would be oblique views from a small number of first floor windows of properties on the eastern side of Gainsborough Road, looking across intervening agricultural fields and associated field boundary hedgerows towards construction of the enlarged roundabout at Winthorpe and the realignment of the A1133 on approach to the roundabout. At night, lighting of the works at Winthorpe Roundabout during any temporary night works would be seen at the far side of the field beyond lighting on Thoroughfare Lane in the foreground. Overall,	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		filtered by roadside vegetation at the far side of unlit farmland beyond.		the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.	
			Operation (Year 1 & 15)	Retained existing vegetation along Gainsborough Road would screen the Scheme from the road. There would be a small number of oblique views of the realigned A1133 and signalised roundabout at Winthorpe, but they would be seen at a similar distance and scale to the existing roads in the baseline view. At night, changes to lighting along the A46 around the widened junction would not be discernible in the view. The magnitude of impact is expected to be Negligible, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
54	View south from Holme Lane representative of views for users of the Trent Valley Way long distance footpath and National Cycle Network Route 64  Approximate closest point 0.57km from Order Limits  Sensitivity: High	Views south from Holme Lane are mostly screened by roadside vegetation. Limited gaps in vegetation at field accesses afford views south across mixed pasture with low hedge and fenced field boundaries. The A1 road embankment is prominent in the background of the view, with traffic movements, signage and lighting columns clearly visible above the skyline. The British Sugar Factory is visible in the distance.	Construction	Due to the distance and intervening vegetation, there would be no discernible change in the view during construction. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	Due to the distance and intervening vegetation there would be no discernible change in the view during operation. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
55	View from A1	There are elevated views from	Construction	Roadside vegetation would screen views of	Slight

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>representative of views for road users</p> <p>Approximate closest point 0.15km from Order Limits</p> <p>Sensitivity: Low</p>	<p>vehicles on the A1 as it runs on embankment between Newark and North Muskham. The road and roadside vegetation frame views along the road for drivers, albeit passengers can appreciate more oblique views away from the carriageway. Open views across mixed farmland of the Trent valley, with some large water bodies, are set against woodland around the edge of Newark. The British Sugar Factory is a dominant feature on the horizon and the spire of St Mary Magdalene Church, Newark is visible above the tree line. As the A1 passes between Newark and Winthorpe, roadside vegetation is constant, screening views beyond the road corridor and framing views of the A46 overbridge. During summer months, roadside vegetation in leaf provides screening from sections of the carriageway, where present.</p>		<p>construction works from the majority of the A1 approach to Newark. South of the River Trent and railway crossing, breaks in roadside vegetation would frame views of the construction of the A46 dualling around the north of Newark, removal of vegetation along the A46 and large scale earthworks at Brownhill Borrow Pit to the west of the A1. As the A1 passes between Newark and Winthorpe, there would be views of at height works of the construction of the new A46 bridge over the A1 at Brownhills Junction. Sections of roadside vegetation removed would open views to construction works either side of a short section of the carriageway. Overall, the magnitude of impact is expected to be Moderate, resulting in a Slight Adverse effect.</p>	Adverse
			Operation (Year 1 & 15)	<p>During operation, existing roadside vegetation would frame elevated views towards the dualled A46 set against retained roadside vegetation on the embankments south of the A46. Native tree and shrub planting on the A46 embankments would not be sufficiently mature in Year 1 to screen views of traffic movements along the A46, which would be slightly closer and elevated in the view in comparison to the baseline. The new A46 overbridge over the A1 would be seen framed by roadside vegetation from the A1 as it passes between Newark and Winthorpe. Closer to Brownhills Junction, vegetation removed along the A1 would open views of the wider junction from a short section</p>	<p>Year 1: Slight Adverse  Year 15: Neutral</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
				of the road. In Year 1, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect. By Year 15, mitigation planting along the A46 embankment would screen the dualled A46 north of Newark, including traffic and earthworks from the view, restoring the well wooded character to the edge of Newark. Maturing native tree and shrub planting alongside the A1 would enclose views from the road as it passes between Newark and Winthorpe and partially screen lower portions of the structure of the A46 elevated over the A1. At Year 15, the magnitude of impact is expected to be Minor, resulting in a Neutral effect	
56	View south from South Muskham Main Street representative of views for residents in South Muskham  Approximate closest point 1.73km from Order Limits  Sensitivity: High	Open views south across rough pasture are framed by residential properties on the south of Main Street. Telegraph lines and poles cross the middle ground of the view. Vegetation around former gravel pits and along the River Trent form the backdrop of the view. The British Sugar Factory is a dominant detracting feature on the horizon. Night-time views are across unlit farmland. Skyglow is apparent in the night sky and is visible above Newark.	Construction	The Scheme would be too far from the viewpoint and screened by intervening vegetation and railway embankments for there to be any discernible change in the view during construction. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The Scheme would be too far from the viewpoint and screened by intervening vegetation and railway embankments for there to be any discernible change in the view during operation. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral



Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
57	View south-east from Main Road (A617) at Kelham representative of views for residents in Kelham and users of the Trent Valley Way long distance footpath  Approximate closest point 0.45km from Order Limits  Sensitivity: High	Views south-east from Main Road are enclosed by boundary trees and fences around Kelham Hall. Night-time views include lighting along Main Road.	Construction	Intervening vegetation around Kelham Hall and along the River Trent would screen views towards the mainline Scheme and Kelham FCA. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	Intervening vegetation around Kelham Hall and along the River Trent would screen views towards the mainline Scheme and Kelham FCA. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
58	View south-east from the grounds of Kelham Hall representative of views for visitors to Saint Wilfrid's Church and Kelham Hall  Approximate closest point 0.10km from Order Limits  Sensitivity: High	Views within the ground of Kelham Hall are generally across areas of well-maintained lawn, set against mature trees around the property boundary and at St Wilfrid's Church. Mature trees around Saint Wilfrid's Church enclose views from the church. A break in boundary vegetation allows clear views across farmland, from a section of the permissive footpath along the southern boundary of the grounds of Kelham Hall. Woodland along the River Trent and properties at the edge of Averham form the background of the view. Telegraph lines crossing the field and Staythorpe Power Station and	Construction	Existing vegetation in the grounds of Kelham Hall and around Saint Wilfrid's Church would screen views of construction of both the Kelham FCA and mainline Scheme. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	Existing vegetation in the grounds of Kelham Hall and around Saint Wilfrid's Church would screen views of operation of both the FCA and mainline Scheme during operation. There would be No Change to the view, resulting in a Neutral effect in Year 1 and Year 15.	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		electricity pylons punctuating the skyline are prominent detracting features within the view.			
59	View south-west from Kelham House Country Manor Hotel representative of views for visitors to the hotel and events venue  Approximate closest point 0.10km from Order Limits  Sensitivity: Moderate	Views across the parkland field within the grounds of Kelham House are set against tree lines on the property boundary, along the A617 Main Road and Oak Plantation. Views across farmland towards Averham and the A617 beyond are heavily filtered by trees on the property boundary. In summer, vegetation in leaf mostly screens views beyond the grounds of Kelham House, apart from where there are a few very small breaks in the vegetation.	Construction	Views of construction plant, earthworks movements, and soil stockpiles at Kelham and Averham FCA would be filtered by intervening vegetation along the Kelham House property boundary. Construction activity would employ machinery of a similar scale to that used on the existing farmland and would take place at a similar distance from receptors, although construction machinery may be more prevalent during earthworks excavation and movement. Overall, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.	Slight Adverse
			Operation (Year 1 & 15)	During operation, land within Kelham and Averham FCA would be returned to agricultural use and changes to the landform would be imperceptible in the view. A new access track running inside the boundary of the field would be present with a new hedgerow defining the field boundary extents wo albeit views would be filtered by intervening vegetation along the Kelham House property boundary. At most, there would be a minor magnitude of change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
60	View south from PRow Averham FP6 (footpath) representative of views for users of footpaths Averham	Views south from the footpath are over mixed farmland bordered by tall hedgerows with some gaps in vegetation. Woodland at Cottage Plantation and Oak Plantation encloses parts of the view. Views of	Construction	Views of construction plant and soil stockpiles at Kelham and Averham FCA would be filtered by intervening hedgerows and woodland at Cottage Plantation. Construction activity would employ machinery of a similar scale to that used on the existing farmland in the view and would	Slight Adverse

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
	<p>FP6 and Kelham FP4 and users of the Trent Valley Way long distance footpath</p> <p>Approximate closest point 0.57km from Order Limits</p> <p>Sensitivity: High</p>	<p>traffic movements on the A617 and buildings in Averham are filtered by intervening vegetation. Staythorpe Power Station and multiple electricity pylons punctuate the skyline. In summer months vegetation in leaf further screens views of the A617 and Averham.</p>		<p>take place at a similar distance from receptors, although construction machinery may be more prevalent during earthworks excavation and movement. Overall, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.</p>	
			<p>Operation (Year 1 &amp; 15)</p>	<p>During operation, land within Kelham and Averham FCA would be returned to agricultural use and changes to the landform would be imperceptible in the view. There would be No Change to the view, resulting in a Neutral effect.</p>	<p>Year 1: Neutral  Year 15: Neutral</p>
61	<p>Views north and south from Averham</p> <p>Approximate closest point 0.19km from Order Limits</p> <p>Sensitivity: High</p>	<p>Properties bordering the A617 on the northern edge of Averham are set back from the road with garden vegetation filtering views north across the A617. Tall roadside hedgerows heavily filter views of rising farmland beyond. High ground and woodland at Kelham Hills in the distance and the skyline above the hedgerow, punctuated by electricity pylons and telegraph lines. Night-time views north include lighting along the A617 in the foreground of the view. Views beyond are across unlit farmland. Tree planting around the edge of Averham, roadside and garden vegetation filter views south. Views are across pastoral farmland crossed by lines of trees and riparian vegetation, set against woodland</p>	<p>Construction</p>	<p>Views from properties on the north of Averham looking north and east of construction plant, earthwork excavations and material stockpiles at Kelham and Averham FCA would be heavily filtered by intervening roadside hedgerows and foreground garden vegetation. Construction activity would be seen at a similar distance within the view to agricultural machinery within the fields.</p> <p>Views looking south from Averham towards the A46 mainline Scheme would be screened by intervening vegetation and too far from the viewpoint for there to be any discernible change in views during construction. Night-time views north and south from Averham would be unaffected as there is no requirement for night works within Kelham FCA. Screening vegetation to the south of Averham would prevent views of night works on the main line Scheme. Overall, the magnitude of impact is expected to be Minor, resulting in a Slight Adverse effect.</p>	<p>Slight Adverse</p>

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
		along the River Trent. Low level electricity pylons cross the view, emanating from Staythorpe Power Station and substation which are prominent detracting elements in the view. The A46 is not visible in views south from Averham due to intervening vegetation along the River Trent and throughout the view. Night time views south are over unlit farmland. Lighting on structures at Staythorpe Power Station and skyglow present in the night sky above Newark light the background of the view.	Operation (Year 1 & 15)	During operation, land within Kelham and Averham FCA would be returned to agricultural use and changes to the landform would be imperceptible in views north from Averham. Views to the new access track, adjoining grassland strip and hedgerow adjacent to the FCA would be screened by intervening roadside vegetation. The A46 mainline would be too far from the viewpoint for there to be any discernible change in the view during operation. Night-time views north and south from Averham would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral
62	View south-east from Micklebarrow Hill representative of views for residents and users of PRoW Averham FP5 (Footpath)  Approximate closest point 1.71km from Order Limits  Sensitivity: High	Elevated views are afforded over the surrounding farmland crossed by hedgerows with hedgerow trees. Traffic and lighting columns are visible along Main Road, Staythorpe Road and the A617. Electricity pylons are the dominant detracting features in the view crossing in multiple directions from Staythorpe Power Station. The A46 is not perceptible in the view due to the distance from the receptor and intervening vegetation along field boundaries and water courses. Night-time views are over unlit farmland. Skyglow is present in the night sky above Newark.	Construction	The Scheme would be too far from the viewpoint and screened by intervening field boundary vegetation and trees for there to be any discernible change in the view during construction. At night, there would be no change to the view. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The Scheme would be too far from the viewpoint and screened by intervening vegetation along field boundaries for there to be any discernible change in the view during operation. Night-time views would be unaffected. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral

Ref. No.	Visual receptor	Existing view	Assessment scenario	Change in View	Effect on visual receptor
63	View south-east from PRoW Kelham FP4 (footpath) representative of views for users of the footpath  Approximate closest point 1.82 km from Order Limits  Sensitivity: High	Elevated views are afforded from the footpath overlooking the Trent Valley, Newark and the landscape beyond. Woodland at Frog Abbey and Kelham Hills are prominent in the foreground and frame views beyond. The spire at St Mary Magdalene Church Newark is clearly visible on the horizon, identifying the town of Newark below. Electricity pylons are detracting elements that cross the middle ground and background of the view. The A46 is not discernible in the view due to the distance from the receptor and compound screening effect of intervening vegetation throughout the landscape.	Construction	The Scheme would be too far from the viewpoint and screened by the compound effect of intervening vegetation for there to be any discernible change in the view during construction. There would be No Change to the view, resulting in a Neutral effect.	Neutral
			Operation (Year 1 & 15)	The Scheme would be too far from the viewpoint and screened by the compound effect of intervening vegetation for there to be any discernible change in the view during operation. There would be No Change to the view, resulting in a Neutral effect.	Year 1: Neutral Year 15: Neutral