

Appendix 17.4

Representative Viewpoint Assessment

This appendix sets out the description of the existing baseline views, and the detailed assessment of the visual effects of the Proposed Development at the Main SRFI Site from the representative viewpoint locations as set out in Table A17.4.1 and a preliminary assessment of the existing baseline views identified for Junction 15a works, as set out in Table A17.4.2. Viewpoint locations are illustrated on **Figures A17.1.5** and **A178.1.13**.

Table A17.4.1: Representative Viewpoints of the Proposed Development at the Main SRFI Site

Ref	Name	Justification	OS Grid Reference	
			Easting	Northing
VP1	Barn Lane	LVIA VIEWPOINT Representative of views from PRow and from properties on Rectory Lane on the southern edge of Milton Malsor	473686	255336
VP2	Public Right of Way KX13	LVIA VIEWPOINT Representative of views from PRow	474358	254621
VP3	Public Right of Way RD6	LVIA VIEWPOINT Representative of views from PRow	474095	253133
VP4	Public Right of Way RD1	LVIA VIEWPOINT Representative of views from PRow	473337	253799
VP5	Railway Cottages, Northampton Road	LVIA VIEWPOINT Representative of views from residential properties and users of Northampton Road	472883	254235
VP6	Public Right of Way RD12	LVIA VIEWPOINT Representative of views from PRow	472078	254768
VP7	Blisworth Arm	HERITAGE and LVIA VIEWPOINT Representative of views from residential properties, and the Grand Union Canal Walk recreational route	472054	255119
VP8	Milton Road, Gayton	LVIA VIEWPOINT Representative of views from Milton Road and eastern extents of Gayton	471041	254909
VP9	Rothersthorpe	Omitted from the assessment, views screened by intervening topography and vegetation, no alternative identified		

Ref	Name	Justification	OS Grid Reference	
			Easting	Northing
VP10	Northampton	LVIA VIEWPOINT Representative of views from residential properties within Northampton	474985	257743
VP11	Public Right of Way LB5	LVIA VIEWPOINT Representative of views from residential properties and from the Nene Way recreational route	471883	259753
VP12	Grand Union Canal	HERITAGE and LVIA VIEWPOINT Representative of views from the Grand Union Canal Walk recreational route and the Grand union Canal Conservation Area	471985	254923
VP13	Courteenhall Road	LVIA VIEWPOINT Representative of views from residential / commercial properties and Courteenhall Road	473352	253466
VP14	Hill Farm, Gayton Road	LVIA VIEWPOINT Representative of views from Hill Farm, from Gayton Road and from the Midshires Way recreational route	472152	253788
VP15	Public Right of Way RL5	HERITAGE and LVIA VIEWPOINT Representative of views from the Midshires Way recreational route and the setting of the Grand Union Canal Conservation Area at Blisworth Arm	471605	255116
VP16	Public Right of Way KX5,	LVIA VIEWPOINT Representative of views from PRow	472725	255891
VP17	Public Right of Way KX7	HERITAGE and LVIA VIEWPOINT Representative of views from PRow	473209	255180
VP18	Milton Malsor	HERITAGE and LVIA VIEWPOINT Representative of views from village and Conservation Area	473595	255523
VP19	Public Right of Way KX10	LVIA VIEWPOINT Representative of views from PRow	473990	255748

Ref	Name	Justification	OS Grid Reference	
			Easting	Northing
VP20	Church of St Peter and St Paul Courteenhall	HERITAGE and LVIA VIEWPOINT Representative of views from Conservation Area and Registered Park and Garden	476411	252946
VP21	Northampton Road	HERITAGE and LVIA VIEWPOINT Representative of views from Northampton Road and setting of the Railway Arch heritage asset	472805	254103
VP22	12 Station Road	HERITAGE and LVIA VIEWPOINT Representative of views from 12 Station Road, users of Station Road and the setting of the Grand Union Canal	472246	254361
VP23	Walnut Tree Inn, Station Road	LVIA VIEWPOINT Representative of views from Walnut tree Inn, Blisworth Park and Station Road	472102	254524
VP24	Deveron House, Towcester Road	LVIA VIEWPOINT Representative of views from Deveron House and Towcester Road	473413	254998

For each of the representative viewpoints an assessment has been made of:

- Visual effects of the Proposed Development at the Main SRFI Site during operation at Year 1 Winter, Year 7 and Year 15;
- Inter-project cumulative visual effects of the Proposed Development at the Main SRFI Site with Northampton Gateway; and
- Inter-project cumulative visual effects of the Proposed Development at the Main SRFI Site with other projects.

This section should be read in conjunction with the baseline photographic panoramas presented in Appendix 17.3, and the photomontage visualisations presented in Appendix 17.3.

This section should also be read in conjunction with Chapter 12 Built Heritage for the assessment of effects to built heritage assets.

The Main SRFI Site

Viewpoint 1: Barn Lane

Viewpoint 1 is representative of views from Public Right of Way (PRoW) and from properties on Rectory Lane on the southern edge of Milton Malsor. The location of this viewpoint is presented in **Figure A17.3.1**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.24**.

The rear of residential properties on the eastern section of Rectory Lane experience direct views to the south into the Main SRFI Site partially filtered by intervening mature garden vegetation, and the foreground topography which gently rises southwards. Houses on Barn Lane would experience oblique, filtered views to east and south-east towards the proposed intermodal area of the Main SRFI Site from upper side windows and oblique views through rear windows, and there would be very limited filtered oblique partial views of the Main SRFI Site from front windows to the south-west.

The views from this location are short distance to the east, south-east and west, and medium distance south and south-west. From this location partial views of the eastern section of the Main SRFI Site consist of relatively open, undulating agricultural fields occasionally filtered by intervening trees and outgrown hedgerows.

The view is composed of large-scale grassland and arable fields bounded by post and wire fencing and gappy intermittent outgrown hedgerows. Bands of broadleaf trees are visible in the foreground of the view. Further bands of trees are visible along field boundaries in the middle distance. Views beyond comprise of large-scale fields bounded by bands of trees which extend to meet the horizon of a gently undulating ridgeline in the vicinity of the village of Blisworth approximately 1km to the south of the Main SRFI Site. The village itself is screened by intervening vegetation.

Detractors include a low-voltage overhead electricity line visible at close range to the south-west; the large agricultural units of Manor Farm, which can be seen in the middle distance of the view; rail infrastructure and movement of passing trains on the Northampton Loop Line (NLL) and West Coast Mainline (WCML), and a telecoms mast located on the horizon.

Susceptibility and Value

This viewpoint is representative of residential properties and footpath users who are considered to be of **High susceptibility**.

There is no obvious scenic context to the view of the surrounding agricultural landscape from these properties and lane; however the current visual setting also cannot be considered to be degraded and residents are assumed to value views out from their property. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would no views of the A43 junction and Northampton / Towcester Road underpass work as views would be blocked by the intervening vegetation to the south of the settlement. There would be glimpsed views, filtered by garden and other intervening vegetation of the internal access road construction works in the middle distance of the view. There would be views of the construction of the screening bunds including the movement of materials and construction machinery. Once constructed the screening bunds would block views of the majority of the lower level construction activities; however the use of tall construction equipment, such as cranes would be visible above the top of the screening bunds.

The degree of change is **High**, the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.53a to A17.3.53c** and the illustrative masterplan photomontage presented in **Figures A17.3.53d to A17.3.53l**.

Visual Effects Year 1 Winter

The upper sections of proposed warehousing buildings, partially screened by the intervening screening bunds, would dominate views from the rear of properties on Rectory Lane and from Barn Lane and would occupy the majority of the available field of view. The foreground grassland pasture and stream and roadside trees would be retained; however the middle distance and long distance views would be entirely altered with the addition of the screening bunds and the warehousing buildings beyond.

Direct views of the upper section of warehouses in Zone 3 would dominate the horizon of the view. The warehouses combined with the screening bunds would enclose the view, screening more distant views of the elevated ridgeline to the south. There is potential for partial views of the upper most rooflines of Zone 1 buildings in views to the south-west above the top of the intervening screening bunds and filtered by the proposed screen planting. The proposed screening bunds would reflect the undulating nature of the existing landform and would assist in integrating the warehouses into the undulating landscape, restricting views of low level activities such as vehicular movements.

Intervening existing vegetation including mature garden vegetation and mature roadside trees along Barn Lane would partially filter and screen views of the intermodal area including the gantry cranes and container storage. The intervening screening bunds would restrict views of the lower portions of the gantry cranes and container storage and also of low level activities within the intermodal area such as vehicular movements.

The introduction of the warehousing buildings, and gantry cranes would form highly prominent elements within the available views. The warehousing buildings and gantry cranes would result in a substantial change to the quality and character of the view. The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings and bunds could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. For both residents on Rectory Lane and footpath users of Barn Lane it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 in the Summer the warehouses in Zone 3 and Zone 1 would largely be hidden by the screen planting with only limited partial filtered views of the upper most portions of the buildings and their rooflines visible. Visibility would slightly increase during Winter leaf fall. Intervening existing vegetation including garden vegetation and the mature roadside trees along Barn Lane, in combination with the proposed screen planting would filter and screen views of the intermodal area. The intervening screening bunds and planting would restrict views of the intermodal area including the gantry cranes and container storage.

Due to the effectiveness of the screening bunds and planting, the warehousing buildings would form conspicuous elements within the available views resulting in a noticeable change to the quality and character of the view, particularly during Winter months. The degree of change is therefore considered to be **Medium**. For both residents on Rectory Lane footpath and users of Barn Lane it is considered that there will be a **Moderate adverse** and therefore **Significant** visual effect at year 7 of the operational phase for both residents on Rectory Lane and footpath users of Barn Lane.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and planting on the screening bunds would completely screen views of the warehouses in the Summer. There may be partial heavily filtered views of the uppermost sections of the warehouses in the Winter.

Intervening existing vegetation including the mature roadside trees along Barn Lane, in combination with the proposed screen bunding and planting would screen views of the intermodal area including the gantry cranes and container storage.

Due to the effectiveness of the screening bunds and planting, the Proposed Development at the Main SRFI Site would be barely discernible in Summer and may form a visible minor element in Winter views. The degree of change is therefore considered to be **Low**. For both residents on Rectory Lane and footpath users of Barn Lane it is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effects at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Most views of the Northampton Gateway development would be blocked by the houses and vegetation along the eastern side of Barn Lane from this location. Any views would be of the tops of gantry cranes and warehouses within the development area over the landscape screening bunds in combination with the existing view of the Proposed Development at the Main SRFI Site during Winter in the early years of operation.

It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the built form of Milton Malsor and Northampton. Therefore **No Significant** cumulative visual effects are anticipated.

Viewpoint 2: Public Right of Way KX13 to the east of the Main SRFI Site

Viewpoint 2 is representative of short distance direct views of the Main SRFI Site from a short section of PRoW KX13. The location of this viewpoint is presented in **Figure A17.3.2**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.25**.

This viewpoint is located on elevated land above and to the east of the Main SRFI Site. From this location an expansive view south-east to north-west along and across a large rectilinear grassland field may be gained. The Northampton Loop Line (NLL) and associated embankment, security fencing and cantilever electrical posts dominate short distance views. Trees lining the NLL screen views of the majority of the Main SRFI Site. Beyond the NLL views to the south-west comprise of undulating large-scale fields bounded by bands of hedgerows and trees within the Main SRFI Site and which appear to extend to meet the horizon of a gently undulating ridgeline in the vicinity of the village of Blisworth approximately 1km to the south of the Main SRFI Site. The village itself is screened by intervening vegetation. The West Coast Mainline (WCML) and the movement of passing trains is noticeable cutting along the lower slopes of ridgeline. Views to the north-west include the roof tops and church steeple of Milton Malsor and beyond to the urban area of Northampton. Elevated farmland is visible along the horizon in views to the north-west and west.

Susceptibility and Value

This viewpoint is representative of PRoW users and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which does include the NLL infrastructure and security fencing at short distance. However,

PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

From this location there would be close range views of the activities related to the construction of the intermodal terminal and warehousing in Zone 6. There would no views of the A43 junction, Northampton / Towcester Road underpass work or internal access road construction work as they would be blocked by intervening vegetation along the NLL.

The degree of change is **High** and the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.54a to A17.3.54c** and the illustrative masterplan photomontage presented in **Figures A17.3.54d to A17.3.54f**

Visual Effects Year 1 Winter

Views would be entirely altered with the introduction of Zone 6a and 5 including the proposed intermodal infrastructure including gantry cranes, container storage and warehousing which would occupy the majority of the view and block longer distance views. The three proposed gantry cranes would form dominant features seen against the sky. Views of the warehouses in Zone 5, the container store and the train maintenance depot within the intermodal area would form prominent features in views to the south-west. Newly planted landscape mitigation screening bunds would be visible in views to the north-east and south-east. The proposed gantry cranes, container storage and warehousing would enclose the view, screening much of the longer range views to the horizon. The existing view contains engineered elements, which exert an urbanising influence and slightly lessen the level of contrast created by the introduction of the intermodal infrastructure. However the introduction of the warehousing buildings, gantry cranes and container storage would form the dominant elements within the available views and would result in a substantial change to the quality and character of the view.

The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings, gantry cranes and containers could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees within the Main SRFI Site could not be reversed in the short or medium term. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the intermodal gantry cranes would continue to form dominant features within the view. A large extent of the upper sections of warehouses within Zone 5, the container store and the Train Maintenance Depot within the intermodal area would continue to form prominent features within the view. The degree of change at year 7 is therefore considered to be **High**. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the building will increase which will soften the outline of the warehouses and the landscape screening bunds. The intermodal gantry cranes would continue to form dominant features within the view. A large extent of the upper sections of warehouses within

Zone 5, the container store and the train maintenance depot within the intermodal area would continue to form prominent features within the view. The degree of change at year 15 is therefore considered to be **High**. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

The Northampton Gateway masterplan indicates that this footpath will be stopped up and extinguished and this location would not be accessible and therefore **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

The hedgerows to the north and east of this viewpoint would block views of the other cumulative assessment sites from this location. Therefore **No Significant** cumulative visual effects are anticipated.

Viewpoint 3: Public Right of Way RD6 to the East of Blisworth

Viewpoint 3 is representative of users of PRow RD6. The location of this viewpoint is presented in **Figure A17.3.3**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.26**

This footpath is located in an elevated position with long range views. It links to a network of footpaths joining Blisworth, Collingtree and Milton Malsor.

The view consists of large-scale arable and grassland fields bounded by hedgerows with intermittent mature field boundary trees. In views to the north the topography gradually descends from the foreground into the middle distance towards the low level, large-scale, agricultural fields and grassland bounded by intermittent hedgerow within the Main SRFI Site. Residential properties located on the edge of Blisworth are visible in middle range views to the south-west. Views over Milton Malsor to Northampton are available and the National Lift Tower breaks the horizon in long distance views to the north.

Views of the eastern part of the Main SRFI Site from this PRow are partially filtered by intervening field boundary hedgerows and along Courteenhall Road, with the western part of the Main SRFI Site more heavily filtered and screened by intervening topography and vegetation.

Detractors present within the view include views of the WCML and associated electrical gantries and passing trains visible in short range views and similarly of the NLL visible in middle range views. In addition to this the A43 is glimpsed between trees in long range views to the north-west. Large warehouses located in Grange Park are visible to the north-east and large warehouses at Swan Valley are visible to the north-west.

Susceptibility and Value

This viewpoint is representative of PRow users and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRow, which does include the WCML rail infrastructure, and warehousing at Swan Valley and Grange Park. However, PRow users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be glimpsed views of the Northampton / Towcester Road underpass through the intervening vegetation. There would be partial views of internal access road construction works and earthworks in the middle distance of the view, and views of the activities related to the construction of the intermodal terminal and warehousing in Zones 5 and 6. The majority of construction activities related to the western part of the Proposed Development at the Main SRFI Site would be largely screened.

The degree of change is **High** and the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.55a & A17.3.55b** and the illustrative masterplan photomontage presented in **Figures A17.3.55c to A17.3.55f**.

Visual Effects Year 1 Winter

Farmland in the immediate foreground of the view would be retained. However, views would be substantially altered by the introduction of the Proposed Development at the Main SRFI Site that would extend across the majority of the middle distance of the view. The majority of the upper section of warehouses in Zone 5 along with the train maintenance depot, intermodal terminal and gantry cranes would be visible below the horizon but will form prominent features in the view.

The upper sections and roofs of warehouses within the western sections Zones 4 and 2 would be partially visible. Views of the eastern sections of these warehouses would be filtered through the intervening trees and partially screened by the intervening topography. The existing view contains engineered elements that lessen the level of contrast created by the introduction of the Main SRFI Site. However, the largely rural character of the middle distance of the view would be substantially altered.

The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings, gantry cranes and containers could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees within the Main SRFI Site could not be reversed in the short or medium term. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the warehousing in Zone 5 and the intermodal terminal and gantry cranes would continue to form prominent features within the view though mitigation planting will begin to screen some of the lower level activities. Therefore the degree of change at year 7 is considered to be **High** and there will be a **Major adverse** and **Highly Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the building will increase which will soften the outline of the warehouses and screen some of the lower level activities. However the warehousing in Zone 5 and the intermodal terminal and gantry cranes would continue to form prominent features within the view though mitigation planting will screen some of the lower level activities in this area of the site. Therefore the degree of change at year 15 is considered to be **High** and there will be a **Major adverse** and **Highly Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway intermodal area, gantry cranes and warehouses over the landscape screening bunds would be seen in combination with views of the Main SRFI Site. Visual separation between the Proposed Development at the Main SRFI Site and Grange Park may be lost due to the introduction of Northampton Gateway as the upper portions of warehousing and roofs may potentially appear to visually extend to meet with the warehousing at Grange Park in the north east.

Therefore it is considered that there will be a **Major adverse** level of visual cumulative effect during the operational phase as a result of the introduction of the Northampton Gateway. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Inter-project cumulative visual effects with other projects

There may be distant views of the Collingtree Park Golf development (Cl.4) in the middle distance over the top of the Proposed Development at the Main SRFI Site, though such views would be difficult to distinguish from the wider built form of Collingtree and Northampton. It is considered that there will be a **Minor adverse** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 4: Public Right of Way RD1 to the North of Blisworth

Viewpoint 4 is representative of footpath users on PRoW RD1. The location of this viewpoint is presented in **Figure A17.3.4**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.27**

This footpath is located in an elevated position with open, long range views to the north-east, north and north-west. It links to a network of footpaths joining Blisworth, Collingtree and Milton Malsor. Mature hedgerows and garden and allotment vegetation screen views from the southern extents of the footpath. Direct, open, unobstructed views north towards the Main SRFI Site are available from the northern extents of this footpath.

The foreground of the view comprises a large-scale arable field bounded by hedgerows and the WCML to the north. The WCML and its associated electrical gantries and foot bridge form prominent features in the view with the main SRFI Site beyond. Residential and commercial properties located on Northampton / Towcester Road are visible to the north-west, beyond this lies Milton Business Park and further beyond the warehouses at Swan valley are visible. To the north views over Milton Malsor to Northampton are available and the National Lift Tower is visible above the horizon.

Susceptibility and Value

This viewpoint is representative of PRoW users who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which does include the rail gantries, embankment and security fencing. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be unobstructed views of the construction activities across the site including the A43 Grade Separated Junction, Northampton / Towcester Road underpass, internal access roads, earthworks and landscape screening bunds, the intermodal terminal and warehousing.

The degree of change is **High** and the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern

and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.56a to A17.3.56d** and the illustrative masterplan photomontage presented in **Figures A17.3.56e to A17.3.56l**

Visual Effects Year 1 Winter

Views would be substantially altered by the introduction of the Proposed Development at the Main SRFI Site which would dominate and extend across the majority of the view from this location. However the Main SRFI site would sit below the horizon. The high speed freight terminal and warehouses within Zones 4 and 5 would form prominent features in short range views to the north. Medium distance views to the north-west would incorporate the upper sections of warehouses in Zones 1 and 2 with the industrial / commercial area located on Northampton / Towcester Road offering some screening. Medium distance views to the north-east would incorporate views of warehouses within Zone 5 and the upper sections of the rail maintenance depot with the tops of the gantry cranes visible over the roofs, but below the horizon.

The existing view contains engineered elements and large-scale sheds that lessen the level of contrast created by the introduction of the Proposed Development at the Main SRFI Site. However, the largely rural character of the middle distance of the view would be substantially altered.

The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings, gantry cranes and containers could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees within the Main SRFI Site could not be reversed in the short or medium term. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the Proposed Development at the Main SRFI Site would continue to dominate views within the view though mitigation planting will begin to screen some of the lower level activities and soften the appearance of the warehousing. Therefore the degree of change at year 7 is considered to be **High** and there will be a **Major adverse** and **Highly Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the building will increase which will soften the outline of the warehouses and screen some of the lower level activities. However the high speed freight terminal and warehouses within Zones 2, 4 & 5, and the gantry cranes would continue to form prominent features within the view though mitigation planting will screen some of the lower level activities in this area of the site. Therefore the degree of change at year 15 is considered to be **High** and there will be a **Major adverse** and **Highly Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be blocked by the Proposed Development at the Main SRFI Site warehousing in Zone 5, though there may be views of the tops of the Northampton Gateway gantry cranes and warehouse roofs beyond the Proposed Development at the Main SRFI Site and over a proposed screening bund. Therefore it is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There may be distant views of the Collingtree Park Golf development (CI.4) in the middle distance over the top of the Proposed Development at the Main SRFI Site, though such views would be difficult to distinguish from the wider built form of Collingtree and Northampton. It is considered that there will be a **Minor adverse** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 5: Railway Cottages, Northampton Road

Viewpoint 5 is representative of views from the rear elevations of Railway Cottages and users of Northampton / Towcester Road travelling north. The location of this viewpoint is presented in **Figure A17.3.5**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.28**.

The front aspect of the cottages is directed south, away from the Main SRFI Site towards the WCML embankment. The rear aspect is directed northwards across agricultural field and along the Northampton / Towcester Road and towards JBJ Business Park and the adjacent commercial / industrial area either side of the road. The commercial industrial buildings and the intervening roadside hedgerows screen and filter views of the Main SRFI Site to the west of Northampton / Towcester Road. Direct and oblique partial views of the Main SRFI Site to the east of Northampton / Towcester Road are available from rear upper storey windows of the houses. Garden vegetation and boundary fences/walls and other structures partially screen views from rear ground floor windows.

The Northampton / Towcester Road bisects the Main SRFI Site. Occasional, intermittent, filtered oblique views of the eastern and western parts of the Main SRFI Site are possible from Northampton/Towcester over the top and through gaps in the roadside hedgerows. Views to the west are restricted by taller hedgerows and by buildings in JBJ Business Park and the adjacent commercial / industrial area.

Susceptibility and Value

This viewpoint is representative of residential properties considered to be of **High susceptibility** to visual change. Road users are considered to be of **Medium susceptibility**.

There is no obvious scenic context to the views from the rear aspect of these properties or from the road, which include the industrial/commercial area along Northampton Road. Therefore visual amenity is considered to be of **Medium value**.

Construction Phase Visual Effects

From Railway Cottages there would be no views of the A43 junction works as they would be hidden behind the intervening vegetation and JBJ Business Park and adjacent commercial / industrial area. Partial views of the Northampton / Towcester Road underpass work and the internal access road construction work would be possible. There would be open close range views of the earthworks and construction of screening bunds to the east of Northampton / Towcester Road. The movement of machinery, materials and the use of tall construction equipment, such as cranes would all be apparent from these properties. Once constructed, the landscape screening bunds would restrict views of lower level construction activities

For road users there may be transient, oblique views of construction activities above the roadside hedgerows. However these hedgerows may partially screen lower level activities for road users

The degree of change is **High**, the duration of effect **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern

and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible.

For residents of Railway Cottages, it is considered that the effect will be **Highly Significant**.

For road users, it is considered that the effect will be **Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.57a to A17.57c** and the illustrative masterplan photomontage presented in **Figures A17.57d to A17.57f**.

Visual Effects Year 1 Winter

The Proposed Development at the Main SRFI Site would dominate views from the rear of Railway Cottages changing the character from farmland with urban influences to large-scale industrial / commercial. The nature of the views would be altered from medium range and open to short range and enclosed. From the upper rear aspect of these properties, direct views may be gained along the proposed corridor of planting and screening bunds to the east of the Northampton / Towcester Road. The immediate foreground of oblique views to the north-east would be altered through the addition of warehouses within Zone 4. The landscape screening bunds and acoustic fencing would be visible but would screen lower level activities such as vehicle movements within the site. Warehouses within Zone 2 would be screened behind the intervening vegetation and industrial/commercial buildings on Northampton Road. The landscape scheme would assist in integrating the Proposed Development at the Main SRFI Site into its surroundings by softening the profile of the buildings and screening the lowest levels.

For road users there would be intermittent oblique views of the upper portions of warehousing and acoustic fencing of Zones 3 & 4 to the east. Warehouses within Zone 2 would be screened behind the intervening vegetation and industrial/commercial buildings on Northampton Road.

The degree of change is **High**, the duration of effect **Long term** and the change is **Partially reversible** as the warehousing could be removed and landform re-graded, and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible.

Therefore for residents of Railway Cottages it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

For road users it is considered that there will be a **Moderate adverse** level of visual effect and therefore **Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the screen planting to the North of Railway Cottages and to the east of the Northampton/Towcester Road will be well established and will screen much of the lower portions of the warehousing, particularly in Summer.

However during Winter there may be filtered views through the planting and the upper portions of the warehousing will be visible in oblique views from the upper storey rear windows and would be prominent at close distance. The degree of change would remain **High**, and it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 7 of the operational phase.

For road users the warehousing would be effectively screened from the road in Summer with brief glimpsed oblique filtered views through the planting in the Winter. The warehousing would form a minor element in the view without affecting the overall quality of the view. Therefore it is considered that the degree of change would be **Low**, and it is considered that there will be a **Minor adverse** level of visual effect at year 7 of the operational phase which is **Not Significant**.

Visual Effects Year 15 Summer

At year 15 the mitigation planting to the North of Railway Cottages and to the east of the Northampton / Towcester Road will be well established and will screen much of the lower portions of the warehousing, particularly in Summer. However during Winter there may be filtered views through the planting, and the upper portions of the warehousing will be conspicuous in oblique views from the upper storey rear windows. The degree of change would be **Medium**, and it is considered that that there will be a **Moderate adverse** level of visual effect and therefore **Significant** level of visual effect at Year 15.

For road users on Northampton / Towcester Road, due to the effectiveness of the screening bunds and planting, the warehousing buildings would form visible minor elements without affecting the overall quality and character of the view. The degree of change is therefore considered to be **Low** and it is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

No Significant visual cumulative effects with the Northampton Gateway are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Inter-project cumulative visual effects with other projects

No Significant visual cumulative effects other cumulative assessment sites are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Viewpoint 6: Public Right of Way RD12 to south-west of Main SRFI Site

Viewpoint 6 is representative of users of PRoW RD12. The location of this viewpoint is presented in **Figure A17.3.6**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.29**

PRoW RD12 is routed from the Grand Union Canal towpath and across elevated made ground within the western side of the Main SRFI Site. This PRoW has open views north and east of the western part of the Main SRFI Site; views to the west are blocked by vegetation on the A43 embankments.

Ridge and furrow earthworks can be seen in the immediate foreground of the view surrounded by gappy hedgerow. Large-scale grassland and agricultural fields within the Main SRFI Site bounded by hedgerows and intermittent mature hedgerow trees are visible along with the industrial and commercial properties located off Northampton Road, and the fringes of Milton Malsor. To the east large-scale fields, agricultural sheds, blocks of woodland and the NLL are visible, and a number of wind turbines and a telecoms mast break the horizon.

Susceptibility and Value

This viewpoint is representative of PRoW users who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which does include the industrial area along Northampton / Towcester Road and rail gantries and security fencing in the distance. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be distant filtered views of the construction of access roads, the Northampton / Towcester Road underpass and activities in the far east of the Main SRFI Site associated with the intermodal terminal and Zone 5. At close range there would be views of the earthworks and activities associated with the construction of Zones 1 and 2. These would include the movement of materials and construction machinery.

The degree of change is **High**, the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.58a to 17.3.58c** and the illustrative masterplan photomontage presented in **Figures A17.3.58d to A17.3.58f**

Visual Effects Year 1 Winter

The warehousing in Zone 2 would dominate close range oblique views, blocking views to the wider landscape to the north east and east. Acoustic fencing to the perimeter of Zone 2 may screen lower level activities. However the warehousing would be the dominant element of the view, and would result in a substantial change to the quality and character of the view. The embankments of the main access road into the Main SRFI Site would screen views of the lower levels of the Zone 1 warehousing, though vehicle movements would be visible.

The degree of change is therefore considered to be **High** during both Winter and Summer. The change would be **Long term** and would be **Partially reversible** as the warehousing and bunds could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees and ridge and furrow could not be reversed in the short or medium term.

It is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the warehousing in Zone 2 would dominate close range oblique views, blocking views to the wider landscape to the north-east and east. Acoustic fencing to the perimeter of Zone 2 may screen lower level activities and the mitigation planting would help soften and screen the acoustic fencing and the eastern warehousing in Zone 2, and planting on the embankments of the main access road will screen the road, vehicle movements and the warehousing in Zone 1. However the Zone 2 warehousing would be the dominant element of the view, and would result in a substantial change to the quality and character of the view. The degree of change will remain **High**. Therefore it is considered that there will be a **Major adverse** and **Highly Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the warehouses will increase, screening the lower sections and softening the landscape screening bunds. However, the upper sections and roofs of the warehouses in Zone 2 would continue to form a prominent feature within close range views. The main access road, vehicle movements and the warehousing in Zone 1, and warehousing to the eastern end of Zone 2 will be screened by the maturing mitigation planting. However the Zone 2 warehousing would be the dominant element of the view, and would result in a substantial change to the quality and character of the view. The degree of change will be **Medium**. Therefore it is considered that there will be a **Moderate adverse** and **Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

No Significant visual cumulative effects with the Northampton Gateway are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Inter-project cumulative visual effects with other projects

No Significant visual cumulative effects other cumulative assessment sites are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Viewpoint 7: Blisworth Arm

Viewpoint 7 is representative of residential receptors at Arm Farm, Canal House and users of the Grand Union Canal Walk. The location of this viewpoint is presented in **Figure A17.3.7**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.30**.

In the foreground of this view direct, unobstructed views of the Main SRFI Site located to the west of the A43 may be gained from the lower and upper rear elevation of Arm Farm and from gable end windows of Canal House. Oblique views may be gained by users of the Grand Union Canal Walk for a short section of the route in this vicinity. Partial views of the Main SRFI Site to the east of the A43 are obstructed by intervening vegetation along the A43. The A43 and passing vehicles are visible in the foreground of the view, partially screened and filtered by the roadside vegetation. Agricultural sheds and overhead electricity lines within the Main SRFI Site are visible between trees in the middle distance. Long range views to the east include large-scale fields, blocks of woodland and the NLL with wind turbines and a telecoms mast are present breaking the horizon.

Susceptibility and Value

This viewpoint is representative of residential properties and footpath users who are considered to be of **High susceptibility**.

There is no obvious scenic context to the view of the surrounding agricultural landscape from these houses, which includes the A43. The visual amenity value of receptors is therefore considered to be **Medium**.

Construction Phase Visual Effects

Views would be dominated by the activities associated with the construction of the A43 Grade Separated Junction and slip roads, which would include the loss of some of the existing roadside vegetation. Once constructed the A43 Grade Separated Junction and slip roads would screen the majority of other construction activities within the Main SRFI Site. However taller construction equipment such as cranes may be visible above, within Zone 2. The existing overhead lines will be removed and undergrounded.

The degree of change is **High**, the duration of effect **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and roadside land form re-graded and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.59a to 17.3.59c** and the illustrative masterplan photomontage presented in **Figures A17.3.59d to A17.3.59l**.

Visual Effects Year 1 Winter

The grassland area within the foreground of the view would be planted with trees and shrubs. The Grade Separated Junction would be a prominent feature in views to the north-west, but would be somewhat in keeping with the existing character of the view due to the presence of the A43, though vehicle movements would be prominent at higher elevation. The upper sections of warehouses within Zone 2 would be visible above the slip roads and the retained roadside vegetation.

The introduction of the A43 Grade Separated Junction and slip roads, and the warehousing buildings, would form highly prominent elements within the available views resulting in a substantial change to the quality and character of the view. The degree of change is **High**, the duration of effect **Medium term** and the change is **Partially reversible** as the warehousing could be removed and roadside land form re-graded and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. For residents of Arm Farm and Canal House, and for users of the Grand Union Canal Walk, it is considered that there will be a **Major Adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7

At year 7 the mitigation planting would effectively screen the A43 Grade Separated Junction and slip roads. However filtered views of vehicle movements and the upper portions of the Zone 2 warehousing will be conspicuous elements of the view resulting in a noticeable change in the quality and character of the view. The degree of change would be **Medium**, and it is considered that that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 7 of the operational phase.

Visual Effects Year 15

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would completely screen views of the A43 Grade Separated Junction, slip road and vehicle movements. However there may be very limited partial filtered views of the upper portions of the warehouses through the planting during Winter leaf fall. Due to the effectiveness of the screen planting, the warehousing buildings would form visible minor elements without affecting the overall quality and character of the view. The degree of change is therefore considered to be **Low**, and it is considered that that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

No Significant visual cumulative effects with the Northampton Gateway are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Inter-project cumulative visual effects with other projects

No Significant visual cumulative effects other cumulative assessment sites are anticipated as views would be effectively blocked by the Proposed Development at the Main SRFI Site.

Viewpoint 8: Gayton

Viewpoint 8 is representative of users of Milton Road. The location of this viewpoint is presented in **Figure A17.3.8**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.31**.

Milton Road runs to the west of the Main SRFI Site. It runs from Gayton and descends to Blisworth Arm. Views of the Main SRFI Site available to road users would be intermittent and brief and oblique to the direction of travel, gained over the top of roadside hedgerows and intervening field boundaries

and vegetation adjacent to the WCML and A43 and within Blisworth Arm. Brief intermittent views of Blisworth Arm may be gained, to the east with views of Grange Park Warehousing further beyond, seen in the context of much wider and distant views across the landscape from this elevated position. To the north views of Northampton may be gained. Wind turbines and a telecoms mast are present on the horizon in long range views to the south-east. The National Lift Tower forms a prominent feature on the horizon in oblique long distance views to the north-west. However roadside hedgerows screen views for much of this road.

Susceptibility and Value

Road users are considered to be of **Medium susceptibility** to change. There is no obvious scenic context to the view of the surrounding agricultural landscape from the houses, which includes the A43. The visual amenity value for road users is therefore considered to be **Medium**.

Construction Phase Visual Effects

Whilst views of construction activities within the Main SRFI Site may be conspicuous, views would be intermittent and brief and oblique to the direction of travel, gained over the top of roadside hedgerows and intervening field boundaries. Roadside hedgerows screen views for much of this road. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Visual Effects Year 1 Winter

The predicted view from this location is illustrated on the parameters photomontage presented in **Figure A17.3.60a** and the illustrative masterplan photomontage presented in **Figure A17.3.60b**.

The Proposed Development at the Main SRFI Site would occupy a moderate area of the middle distance expansive views. The immediate foreground of the view would remain unaltered. The rooftops and upper portions of the warehousing in the Main SRFI Site would be visible below the horizon in the middle distance of the view through occasional gaps and above roadside hedgerows and intervening vegetation. The gantry cranes would be visible above the rooftops but again seen against the backdrop of the landscape beyond. The Grade Separated Junction and slip roads would be partially visible above intervening vegetation and the buildings in Blisworth Arm.

The character of the view is already influenced somewhat by the presence of distant large-scale industrial commercial warehouses and rail infrastructure lessening the level of contrast resulting from the introduction of the Mans SRFI Site.

Whilst views of the Proposed Development at the Main SRFI Site may be conspicuous, views would be intermittent and brief and oblique to the direction of travel, gained over the top of roadside hedgerows and intervening field boundaries. Roadside hedgerows screen views for much of this road, particularly in periods when the hedgerows are unclipped, and a very **Limited extent** of the route would be affected. The degree of change is therefore considered to be **Low**. The change would be **Long term** and would be **Partially reversible** as the Proposed Development at the Main SRFI Site could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees within the Main SRFI Site could not be reversed in the short or medium term, though such loss would not be discernible to road users. Therefore it is considered that there will be a **Minor adverse** and **Not Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7

At year 7 the available views and visual effects would remain similar, though the mitigation planting may serve to soften the massing of the Proposed Development at the Main SRFI Site to a degree. Therefore it is considered that there will be a **Minor adverse** level of visual effect during in year 7 of

the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Visual Effects Year 15

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the available views and visual effects would remain similar, though the mitigation planting may serve to further soften the massing of the Proposed Development at the Main SRFI Site to a degree. Therefore it is considered that there will be a **Minor adverse** level of visual effect during in year 7 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

The Northampton Gateway development would be seen in combination with the Proposed Development at the Main SRFI Site. Warehousing roof and gantry cranes within then Northampton Gateway site may be visible beyond the Proposed Development at the Main SRFI Site, which may block lower level views. However views available to road users would be intermittent and brief and oblique to the direction of travel, therefore it is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase which is **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be distant views of the Collingtree Park Golf development (C1.4) in the middle distance over the top of the proposed warehousing in Zones 4 and 5. These views would be difficult to distinguish from the wider built form of Collingtree and Northampton. However views available to road users would be intermittent and brief and oblique to the direction of travel, therefore it is considered that there will be a **Minor adverse** level of visual cumulative effect with the other cumulative projects during the operational phase which is **Not Significant**.

Viewpoint 9: Rothersthorpe

Viewpoint 9 has been omitted from the assessment as no location in the vicinity of this settlement with views towards the Proposed Development at the Main SRFI Site was identified.

Viewpoint 10: Northampton

Viewpoint 10 is representative of views for residential properties within Northampton. The location of this viewpoint is presented in **Figure A17.3.9**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.32**.

The view from this location is enclosed by trees and residential properties in the short range. Long range views of the elevated ridge line to the south of the Main SRFI Site are framed between the intervening residential properties and band of trees. The Main SRFI Site is screened by the intervening trees, built form and topography.

Susceptibility and Value

This viewpoint is representative of the residential properties in the area and it is considered to be of **High susceptibility** to visual change. There is no obvious scenic context to the view of the surrounding residential landscape from these from these houses, which does include the existing houses and distant views of the high ground around Blisworth. The visual amenity value of this receptor is therefore considered to be **Medium**.

Construction Phase Visual Effects

As the Main SRFI Site is screened by the intervening trees, built form and topography, the degree of change is considered to be **Negligible** and **No Significant** visual effects are anticipated.

Operation phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.61a**.

Visual Effects Year 1 Winter

Whilst the wireline visualisation illustrates the very tops of some of the roofs of the Proposed Development at the Main SRFI Site may be visible, they would be barely discernible at this distance due to the screening effects of intervening vegetation, built form and topography. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**

Visual Effects Year 7 Summer

At 7 years the Proposed Development at the Main SRFI Site would remain screened. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**

Visual Effects Year 15 Summer

At 15 years the Proposed Development at the Main SRFI Site would remain screened. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

As for the Proposed Development at the Main SRFI Site, views of the Northampton Gateway development would be blocked by the intervening vegetation, built form and landform. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening vegetation, built form and landform. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Viewpoint 11: Public Right of Way LB5 Nene Way, Northampton

Viewpoint 11 is representative of long distance views available to footpath users of PRow LB5 on the Nene Way Recreational Route. The location of this viewpoint is presented in **Figure A17.3.10**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.33**.

Viewpoint 11 is a long distance view representative of footpath users of PRow LB5. Farmland and blocks of coniferous trees are visible in the foreground of the view. Housing can be seen in the middle distance of the view to the south-west. Industrial/commercial units within Swan Valley are visible partially screened and filtered by intervening vegetation. There are glimpsed views of the M1. Longer range views of the Main SRFI Site are screened by the intervening topography, industrial buildings and mature trees. The ridgeline to the south of the Main SRFI Site in the vicinity of Blisworth is visible on the horizon along with a cluster of wind turbines.

Susceptibility and Value

This viewpoint is representative of the Nene Way and farm buildings and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from these PRow and farm houses, which includes the existing industrial buildings and pylons. However, PRow users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

As the Main SRFI Site is screened by the intervening trees, built form and topography the degree of change is considered to be **Negligible** and visual effects **Not Significant**

Visual Effects Year 1 Winter

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.62a**.

Whilst the wireline visualisation illustrates the very tops of some of the roofs and gantry cranes of the Proposed Development at the Main SRFI Site may be visible, they would be barely discernible at this distance due to the screening effects of intervening vegetation, built form and topography. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**

Visual Effects Year 7

At 7 years the Proposed Development at the Main SRFI Site would remain screened. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**

Visual Effects Year 15

At 15 years the Proposed Development at the Main SRFI Site would remain screened. Therefore the degree of change is considered to be **Negligible** and visual effects **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

As for the Proposed Development at the Main SRFI Site, views of the Northampton Gateway development would be blocked by the intervening vegetation, built form and landform. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

As the Proposed Development at the Main SRFI Site is effectively screened there would be no intervisibility with other cumulative projects. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Viewpoint 12: Grand Union Canal

Viewpoint 12 is representative of views for users of the Grand Union Canal and the Grand Union Canal Walk. The location of this viewpoint is presented in **Figure A17.3.11**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figures A17.3.34**.

Views of the Main SRFI Site from the towpath are heavily filtered by the hedgerow that extends along its entire length offering only very occasional glimpsed, oblique views of the Main SRFI Site. Viewpoint 12 is an oblique partial view of the Main SRFI Site located to the west of the A43, glimpsed through a solitary gap in the canal side hedgerow. Views of the Main SRFI Site to the east of the A43 are largely screened by the intervening canal side hedgerow and trees along the A43.

The foreground of the view comprises grassland with ridge and furrow, bounded by hedgerow and post and wire fencing. The A43 and passing vehicles are partially visible between trees. Views from Blisworth Marina of the Main SRFI Site are effectively screened.

Susceptibility and Value

This viewpoint is representative of users of the Canal and PRow who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surroundings from the Grand Union Canal Conservation Area. However, Canal and PRow users are considered to value the nature of available views of and from the canal corridor. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be brief oblique views through the hedgerow gap to the activities associated with the construction of the A43 Grade Separated Junction and slip roads, which would include the loss of some of the existing roadside vegetation. Once constructed the A43 Grade Separated Junction and slip roads would screen the majority of other construction activities within the Main SRFI Site; however taller construction equipment within Zone 1 such as cranes may be visible above.

Whilst views of construction activities within the Main SRFI Site may be conspicuous, views would be intermittent and brief and oblique through this solitary gap. Intervening hedgerows and roadside vegetation screen views for much of this route. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land re-graded, land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Visual Effects Year 1 Winter

The predicted view from this location is illustrated on the parameters photomontage presented in figures **A17.3.63a and A17.3.63b**, and the illustrative masterplan photomontage presented in **A17.3.63c and A17.3.63d**.

The immediate grassland within the foreground of the view would be planted with trees and shrubs. The Grade Separated Junction would become a prominent feature in views through this solitary gap, but would be somewhat in keeping with the existing character of the view due to the presence of the A43, though vehicle movements would be prominent at higher elevation. The upper sections of warehouses within Zone 1 would be visible above the slip roads and the retained roadside vegetation.

Whilst views of the A43 Grade Separated Junction and slip roads, and the warehousing buildings may be conspicuous, views would be intermittent and brief and oblique through this solitary gap. Intervening hedgerows and roadside vegetation screen views for much of this route.

Therefore the degree of change is considered to be **Medium** the duration of effect is **Medium term** and the change is **Partially reversible** as the warehousing could be removed and roadside land form re-graded and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term.

Considering the assessment of **High susceptibility** and **Medium value** together with a **Low degree of change** for a very **Localised extent** of this routes, then it is considered that there will be a **Minor adverse** level of visual effect at year 1 of the operational phase which is **Not Significant**.

Visual Effects Year 7

At year 7 the mitigation planting will effectively screen the A43 Grade Separated Junction and slip roads; however filtered views of vehicle movements and the upper portions of the Zone 1 warehousing may be glimpsed but barely discernible in this restricted view. The degree of change

would be **Negligible** and therefore it is considered that there will be a **Negligible level** of visual effect during in year 7 of the operational phase which is **Not Significant**.

Visual Effects Year 15

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation in between the canal and the A43 would block all views of the A43 Grade Separated Junction and warehouses in the Summer and Winter. The degree of change would be **Negligible** and therefore it is considered that there will be a **Negligible level** of visual effect during in year 15 of the operational phase which is **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be blocked by the intervening vegetation. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening vegetation and landform. Therefore the degree of change is considered to be **Negligible** and **No Significant** cumulative visual effects are anticipated.

Viewpoint 13: Courteenhall Road, Blisworth

Viewpoint 13 is representative of views to residents and road users on Courteenhall Road. The location of this viewpoint is presented in **Figure A17.3.12**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.35**.

From this hilltop location, distant views are available across the undulating landscape to Northampton on the horizon, with the National Lift Tower a conspicuous landmark.

Similar views are available from the front aspect for a limited number of properties on Courteenhall Road i.e. numbers. 64-82, when the existing roadside hedgerow has been clipped low. The existing, mature roadside hedgerow and hedgerow trees filter and frame such views.

The Main SRFI Site is located within lower lying land, and views of the western and southern areas of the Site are partially obstructed by the intervening landform and vegetation. The foreground of the view is dominated by the roadside hedgerow and large agricultural field beyond. The top of a railway footbridge and electricity gantry associated with the WCML are partially visible in the middle ground. Beyond this, partial views of the large-scale fields and farm properties located on lower ground in the north-east of the Main SRFI Site are available. The NLL line M1 motorway and A43 are visible detractors in more distant views, and warehousing at Grange Park is partially visible.

For road users, oblique views to the north are largely blocked by the intervening roadside hedgerows and other vegetation beyond. However, intermittent open views are available from some sections of the road.

Susceptibility and Value

Views from residential properties are considered to be of **High susceptibility** to visual change. Road users are considered to be of **Medium susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from these properties; however the current visual setting also cannot be considered to be degraded and

residents are assumed to value views out from their property. Therefore visual amenity is considered to be of **High value** for residents and **Medium value** for road users.

Construction Phase Visual Effects

From the upper windows of properties on Courteenhall Road there would be partial, framed views of Northampton / Towcester Road underpass through the intervening vegetation. There would be partial views of internal access road construction works and earthworks, and views of the activities related to the construction of Zone 6a and warehousing across the site. However lower level construction activities to the southern and western part of the site, including the construction of Zones 6 & 7 will be screened by the intervening landform and vegetation. The degree of change is **Medium** and the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Moderate adverse** level of visual effect during the construction phase which is **Significant**.

For road users brief, oblique views of construction activities to the north are largely blocked by the intervening roadside hedgerows and other vegetation beyond. However, intermittent open views are available from a **Limited extent** of the road. The degree of change is **Medium**, the duration of effect is **Medium term** and the change is **Partially reversible**. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.64a & A17.3.64b** and the illustrative masterplan photomontage presented in **Figures A17.3.64c to A17.3.64h**. It should be noted that at the time of survey and photography for the summer baseline view (05 July 2017), the existing roadside hedgerow had remained unclipped and therefore effectively screens views of the Main SRFI Site, as illustrated in **Figures A17.3.64e to A17.3.64h**. It was also noted that hedgerow remained unclipped at the time of additional field surveys undertaken 10 & 11 January 2018.

Visual Effects Year 1 Winter

The Proposed Development at the Main SRFI Site is at a lower elevation and is partly screened by the intervening landform and roadside hedgerow and trees.

From the upper windows of properties on Courteenhall Road there would be partial, framed views of the upper portions and rooftops of warehousing and upper portions of gantry cranes seen below the horizon and against the backdrop of the landscape. The Proposed Development at the Main SRFI Site would form a conspicuous element resulting in a noticeable change to the character and quality of the views from upper storey windows. Therefore, the degree of change is considered to be **Medium** and the duration of effect is **Long term** and the change is **Partially reversible** as the warehousing and gantry cranes could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible, though the loss of such trees may not be readily apparent from these properties

Therefore it is considered that there will be a **Moderate adverse** level of visual effect during at year 1 of the operational phase which is **Significant**.

For road users oblique views of the Proposed Development at the Main SRFI Site to the north are largely blocked by the intervening roadside hedgerows and other vegetation beyond. However, intermittent open views are available from a **Limited extent** of the road. The degree of change is **Medium**, the duration of effect is **Medium term** and the change is **Partially reversible**. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Visual Effects Year 7 Summer

At year 7, assuming a worst case that the existing roadside hedgerows are clipped low, framed views of the upper portions and rooftops of warehousing and upper portions of gantry cranes from the upper windows of properties on Courteenhall partial will remain. The mitigation planting may soften the appearance of some of the warehousing, screening some of the lower level operational activities. However the Main SRFI site would remain a conspicuous element of the view resulting in a noticeable change in the quality and character of the view. The degree of change would be **Medium**, and it is considered that that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 7 of the operational phase.

However, should the hedgerow remain unclipped and allowed to grow out , as illustrated in **Figures A17.3.64e to A17.3.64h**, then there would be a **Negligible** degree of change and **Negligible** level of visual effect which is **Not Significant**.

For road users oblique views of the Main SRFI site will be similar to year 1 from a **Limited extent** of the road. The degree of change would be **Medium**, and it is considered that that there will be a **Minor adverse** and level of visual effect at year 7 of the operational phase which is **Not Significant**.

Visual Effects Year 15 Summer

At year 15, assuming a worst case that the existing roadside hedgerows are clipped low, whilst the mitigation planting will further soften the appearance of some of the warehousing, and screening some of the lower level operational activities, the visual effects will remain similar to those at year 1 and 7.

For properties on Courteenhall the degree of change would be **Medium**, and it is considered that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 15 of the operational phase.

However, should the hedgerow remain unclipped and allowed to grow out , as illustrated in **Figures A17.3.64e to A17.3.64h**, then there would be a **Negligible** degree of change and **Negligible** level of visual effect which is **Not Significant**.

For road users the degree of change would be **Medium** oblique views from a **Limited extent** of the road, and it is considered that that there will be a **Minor adverse** and level of visual effect at year 15 of the operational phase which is **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Most views of the Northampton Gateway development would be blocked by the warehouses in Zone 5. Any views would be of the tops of the gantry cranes and warehouses within the development area in combination with the existing view of the Proposed Development at the Main SRFI Site. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be distant views of the Collingtree Park Golf development (CI.4) in the middle distance over the top of the proposed warehousing and these views would be difficult to distinguish from the wider built form of Collingtree and Northampton. It is considered that there will be a **Negligible** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 14: Hill Farm

Viewpoint 14 is representative of views from Hill Farm, the Midshires Way Recreational Route and Gayton Road. The location of this viewpoint is presented in **Figure A17.3.13**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.36**.

This view is representative of residential receptors at Hill Farm. The main aspect of the property is directed to the east, and vegetation extending eastwards along the northern boundary of the garden directs views to the east towards the eastern side of the Main SRFI Site east of the Northampton / Towcester Road beyond the WCML and railway arch. These views are partially filtered by intervening vegetation within the garden. The western side of the Main SRFI Site is screened by intervening vegetation and topography.

For users of the Midshires Way walking east, glimpsed oblique views over the top of the clipped roadside hedgerows towards the western side of the Main SRFI Site may be gained for a short section of the route between Hill Farm and the junction with Chapel Lane.

For road users, views of the Main SRFI Site are largely blocked by the intervening roadside hedgerows and topography for much of the route, with only occasional glimpsed views available.

Views to the east and south-east incorporate the village of Blisworth, located on the ridge line. The WCML with its associated electricity gantries, embankments and historic railway arch can be seen in the middle distance to the north-east. Beyond the WCML, the fields and agricultural buildings within the north-east of the Main SRFI Site are partially visible intermittently filtered by field boundary trees and hedgerows. Beyond the Main SRFI Site, the village of Milton Malsor can be seen along with the overhead electrical gantries of the NLL. In distant views large-scale fields beyond the village of Milton Malsor meet the urban area of Northampton, which rises to meet the horizon. Large-scale sheds of Grange Park and the M1 are visible in long range views to the north-east.

Susceptibility and Value

Residential receptors and walkers on the Midshires Way Recreational Route are considered to be of **High susceptibility** to visual change. Road users are considered to be of **Medium susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from these houses, which does include the WCML and the built form of Blisworth. However the current visual setting also cannot be considered to be degraded and residents are assumed to value views out from their property. Therefore visual amenity is considered to be of **High value** for residents and recreational route users and **Medium value** for road users.

Construction Phase Visual Effects

There would no views of the A43 Junction and Northampton / Towcester Road underpass work as views would be blocked by the intervening topography and vegetation. There would be distant glimpsed, filtered views of the internal access road construction work and some of the construction activities within Zones 3, 4, 5 and 6. These would include earthworks, and the movement of materials and construction machinery and the use of tall construction equipment, such as cranes seen over the top of intervening vegetation, topography and the WCML.

For residents of Hill Farm with partial views from upper floor windows, construction activities would be conspicuous, resulting in a noticeable change to the quality and character of the view. Therefore, the degree of change is considered to be **Medium** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible, though such loss of individual trees may not be readily apparent from this distance. Therefore it is considered that there will be a **Moderate adverse** level of visual effect during the construction phase which is **Significant**.

For walkers on the Midshires Way for a limited extent of the route, construction activities would be conspicuous, resulting in a noticeable change to the quality and character of the views. However due to the **Limited extent** of the route and the brief oblique nature of such views then the degree of

change is **Low**, duration of effect is **Medium Term** and the change is **Partially reversible**. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not significant**.

For road users whilst views of construction activities within the Main SRFI Site may be conspicuous, views would be intermittent and brief and oblique to the direction of travel, gained over the top of roadside hedgerows. Roadside hedgerows screen views for much of this road. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figure A17.3.65a** and the illustrative masterplan photomontage presented in **Figures A17.3.65b**

Visual Effects Year 1 Winter

The immediate foreground of the view would remain unaltered. The rooftops and upper portions of the warehousing in the western part of the Proposed Development at the Main SRFI Site within Zones 3, 4, 5 and 6 would be visible below the horizon in the middle distance of the view, with the lower portions of the warehouse and lower level operational activities screened by intervening topography, vegetation and the WCML. The gantry cranes in Zone 6 would be visible above the rooftops with the upper portions breaking the horizon.

However from Hill Farm, as the property is set approximately 80m further west than the viewpoint location, the intervening topography together with the vegetation within the garden and at its boundary, is likely to screen the Proposed Development at the Main SRFI Site from lower floor windows. This is also anticipated to reduce the proportion of the Proposed Development at the Main SRFI Site visible from the upper floor windows, with the rooftops in Zones 4 and 5 visible below the horizon and the upper portions of the gantry cranes breaking the horizon. The Proposed Development at the Main SRFI Site would be conspicuous resulting in a noticeable change to the quality and character of the view. Therefore the degree of change is considered to be **Medium** the duration of effect is **Medium term** and the change is **Partially reversible** as the warehousing and gantry cranes could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible, though such loss of individual trees may not be readily apparent from this distance. Therefore it is considered that there will be a **Moderate adverse** level of visual effect at year 1 of the operational phase which is **Significant**.

Similar views would be available to walkers on the Midshires Way for a limited extent of the route, and Proposed Development at the Main SRFI Site would be conspicuous, resulting in a noticeable change to the quality and character of the views. However due to the **Limited extent** of the route and the brief oblique nature of such views then the degree of change is **Low**, duration of effect is **Medium Term** and the change is **Partially reversible**. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not significant**.

For road users, whilst views of the Proposed Development at the Main SRFI Site may be conspicuous, views would be intermittent and brief and oblique to the direction of travel, gained over the top of roadside hedgerows. Roadside hedgerows screen views for much of this road. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the warehousing and gantry cranes could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible, though such loss of individual trees may not be readily apparent from this distance. Therefore it is considered that there

will be a **Minor adverse** level of visual effect for road users at year 1 of the operational phase which is **Not Significant**.

Visual Effects Year 7 Summer

At year 7 a relatively minor level of increase in screen planting growth would be evident within the Proposed Development at the Main SRFI Site. Vegetation within the garden of the property would provide additional screening during the Summer; however in Winter virtually the same extents of the Proposed Development at the Main SRFI Site would be visible in year 7 as in year 1.

For residents at Hill Farm the degree of change would remain **Medium**, and it is considered that that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 7 of the operational phase.

For walkers on the Midshires Way and road users, effects will remain **Minor adverse** and therefore **Not significant** level of visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, a small level of increase in screen planting would be evident within Proposed Development at the Main SRFI Site. However, virtually the same extents of the Proposed Development at the Main SRFI Site would be visible in year 15 as in year 7.

For residents at Hill Farm the degree of change would remain **Medium**, and it is considered that that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 7 of the operational phase.

For walkers on the Midshires Way and road users, effects will remain **Minor adverse** and therefore **Not significant** level of visual effect at year 7 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be seen in combination with views of the Proposed Development at the Main SRFI Site. They would be seen in the middle distance to the east beyond and mostly screened by the Proposed Development at the Main SRFI Site. Views may be gained of the upper section of gantry cranes and warehouses roofs seen in combination with the Proposed Development at the Main SRFI Site. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be distant views of the Collingtree Park Golf development (Cl.4) in the middle distance over the top of the proposed warehousing. These views would be difficult to distinguish from the wider built form of Collingtree and Northampton. It is considered that there will be a **Negligible** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 15: Public Right of Way RL5

Viewpoint 15 is medium to long distance view representative of footpath users of PRoW RL5. The location of this viewpoint is presented in **Figure A17.3.14**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.37**.

PRoW RL5 is routed from Milton Road across lower lying arable fields to Blisworth Arm and the Grand Union Canal towpath. Views towards the Main SRFI Site are only available from the very western end of the PRoW at Milton Road, which is situated at higher elevation than the rest of the PRoW route. Views of the fields within the Main SRFI site and the NLL beyond are restricted to partial, glimpsed and filtered views between buildings at Blisworth Arm and gaps in the intervening vegetation around Blisworth Arm, along the Grand Union Canal and adjacent the A43. From Milton Road the footpath immediately drops down into and across lower lying arable fields. Within these fields, views of the Main SRFI Site are blocked by intervening hedgerow and streamside vegetation and the buildings at Blisworth Arm. Large-scale arable fields dominate the foreground of the view. The buildings within Blisworth Arm and a crane located within the Canal and Rivers Trust yard, a notable local landmark, can be seen in the middle distance breaking the horizon. A number of wind turbines located on the horizon form detracting man made elements in long range views to the east. A telecoms mast is visible in the horizon in the vicinity of Blisworth to the south-east of the view. Long range views to the north-east include the urban edge of Northampton.

Susceptibility and Value

This viewpoint is representative of PRoW users who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape which includes detracting elements. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

From this location there may be brief, partial views of the construction of the A43 Grade Separated Junction to the north-east of Canal House. Other lower level construction activities would be screened by the intervening vegetation and built form. However the use of tall construction equipment, such as cranes, may be visible. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figure A17.3.66a** and the illustrative masterplan photomontage presented in **Figures A17.3.66b to A17.3.66d**.

Visual Effects Year 1 Winter

The immediate foreground of the view would remain unaltered. However the rooftops and upper portions of the warehousing in the Proposed Development at the Main SRFI Site would be visible below the horizon in the middle distance of the view through occasional gaps and above intervening vegetation. The gantry cranes would be visible in the distance above the rooftops breaking the horizon. The Grade Separated Junction would be partially visible above intervening vegetation and between the buildings in Blisworth Arm.

Whilst views of the Proposed Development at the Main SRFI Site may be conspicuous, such views may only be gained from this elevated point at the roadside. Views of the Proposed Development at the Main SRFI Site will disappear and be screened by the intervening vegetation and built form as walkers travel eastwards and drop down into and across the arable fields, therefore a **Limited extent** of the route would be affected. The degree of change is therefore considered to be **Medium**. The change would be **Long term** and would be **Partially reversible** as the Main SRFI buildings could be removed. Therefore it is considered that there will be a **Minor adverse** and **Not Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 the available brief views and visual effects would remain similar, though the mitigation planting may serve to soften the massing and provide some screening of the Proposed Development at the Main SRFI Site and the A43 Grade Separated Junction. Therefore it is considered that there will be a **Minor adverse** level of visual effect during in year 7 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the available brief views and visual effects would remain similar, though the mitigation planting may serve to further soften the massing of the Proposed Development at the Main SRFI Site and provide further screening of the A43 Grade Separated Junction. Therefore it is considered that there will be a **Minor adverse** level of visual effect during in year 7 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Any views of the Northampton Gateway development would be seen in combination with views of the Proposed Development at the Main SRFI Site. They would be seen in the middle distance to the east beyond the Proposed Development at the Main SRFI Site. Views would be of the tops of the gantry cranes within the intermodal area and warehouses within the development area may be possible. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening landform and vegetation. It is considered that there will be a **Negligible** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 16: Public Right of Way KX5

Viewpoint 16 is representative of views of users of PRow KX5. The location of this viewpoint is presented in **Figure A17.3.15**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.38**.

Users of PRow KX5 would experience partial, oblique views of the Main SRFI Site along the majority of the route. The PRow to the west of Milton Malsor traverses higher ground (former landfill) from KX1 to the western edge of Milton Malsor. From this footpath, oblique, filtered views of the Main SRFI Site either side of Northampton / Towcester Road may be gained through the intervening trees and vegetation along Gayton Road. Such views may be gained for approximately half of this route, with views becoming obscured by topography and intervening vegetation as the route descends to Milton Malsor.

Properties on the eastern edge of Milton Malsor are visible in the middle distance, and to the south-east a number of wind turbines are visible breaking the horizon beyond. The moderately elevated topography in the vicinity of Milton Malsor, together with intervening vegetation within and around the village screen views of the north-east of the Main SRFI Site. Longer distance views south-east across the Main SRFI Site comprise large-scale fields bounded by bands of trees which extend to meet the horizon of gently rising ridgeline topography in the vicinity of the village of Blisworth. Blisworth Lodge is visible below the horizon and the WCML cuts along the lower slopes of the ridgeline. Blisworth, the

Walnut Tree Inn and a number of static homes located at higher elevation of the Park Homes site are partially visible and filtered by intervening vegetation. Filtered partial views of the JBJ Business Park adjacent to the Northampton / Towcester Road may be gained.

Susceptibility and Value

This viewpoint is representative of the PRoW and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which includes the built form of Milton Malsor, the WCML and the industrial development along Northampton Road. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be short distance, filtered views of construction activities related to the Northampton / Towcester Road underpass, earthworks and warehousing within and adjacent to Zones 1, 3 and 4, and of the use of tall construction equipment, such as cranes and higher level construction activities.

The degree of change is considered **High**, the duration of effect **Medium term** and the change **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Moderate adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.67a to A17.3.67b** and the illustrative masterplan photomontage presented in **Figures A17.3.67c to A17.3.67h**.

Visual Effects Year 1 Winter

The Proposed Development at the Main SRFI Site and warehousing units in Zones 1 and 3 will be highly prominent in partially filtered views to the south and south-east resulting in a substantial change to the quality and character of the view. Warehouses on the northern edge of Zone 1 and screening bunds to the north-east of Zone 1 would be visible along with warehouses on the western edge of Zones 3 and 4. However, the intervening mature hedgerow and hedgerow trees located on Gayton Road and Northampton / Towcester Road would break up the mass of the buildings. To the south-east the upper sections of two of the gantry cranes will be conspicuous above and beyond Milton Malsor in direct views, though partially filtered and screened by intervening vegetation.

The degree of change is **High**, the duration of effect **Medium term** and the change is **Partially reversible** as the warehousing and gantry cranes could be removed and landform re-graded, and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 post completion, the level of vegetation around the warehouses will increase, screening the lower portions of the warehouses. However, the warehousing in the Proposed Development at the Main SRFI Site and one of the gantry cranes would be conspicuous in views. Therefore the degree of change would remain **High** and it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the warehouses will increase, screening the majority of the warehouses. Intervening vegetation will have increased in height and density, and will further screen and filter views of the gantry cranes. Therefore the degree of change would be **Medium** and it is considered that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Most views of the Northampton Gateway development would be blocked by the intervening vegetation, landform and built form of Milton Malsor. Any views would be of the tops of the gantry cranes and warehouses within the development area in combination with the existing view of the gantry cranes of the Proposed Development at the Main SRFI Site. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by intervening topography and vegetation.

Viewpoint 17: Public Right of Way KX7 and KX8, South of Milton Malsor

Viewpoint 17 is representative of footpath users of PRoW's KX7 and KX8. The location of this viewpoint is presented in **Figure A17.3.16**.

Baseline View

The existing view from this location is illustrated in the baseline panorama presented in **Figure A17.3.39**.

Views from this location are medium range and partial. Direct views are available of the eastern side of the Main SRFI Site including large-scale fields, hedgerows and agricultural sheds, beyond a number of mature trees located in the foreground of the view. Medium to long range views to the south include views of a ridgeline to the south of the Main SRFI Site and the settlement of Blisworth. A number of detractors are present within the view including agricultural barns, with a number of wind turbines breaking the horizon beyond, a low voltage overhead electricity line, the NLL, and a telecommunications mast located to the east of Blisworth.

Susceptibility and Value

This viewpoint is representative of PRoW users who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW. There are a limited number of visual detractors from this viewpoint. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would no views of the A43 junction and Northampton / Towcester Road underpass work as views would be blocked by the intervening vegetation to the west. There would be glimpsed views, partially filtered by intervening topography and vegetation, of the internal access road construction works in the middle distance. There would be open views of the construction of the screening bunds in the near to middle distance. These would include the movement of materials and construction machinery. Once constructed the screening bunds would block views of the majority of the lower level

construction activities; however the use of tall construction equipment, such as cranes would be visible above the top of the screening bunds.

The degree of change is **High**, the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Major adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.68a to A17.3.68c** and the illustrative masterplan photomontage presented in **Figures A17.3.68d to A17.3.68l**

Visual Effects Year 1 Winter

The introduction of the Proposed Development at the Main SRFI Site would alter the character of the view through the introduction of warehouses into an agricultural setting. The upper sections of warehouses within Zone 3 and one of the gantry cranes would be visible above the screening bunds. The Proposed Development at the Main SRFI Site would be viewed in combination with the large veteran trees in the foreground of the view, which would assist in filtering views of the buildings. The west of the Proposed Development at the Main SRFI Site would not be visible due to the intervening hedgerow and trees located along the northern extents of Northampton Road.

The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings and screening bunds could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Major adverse** level of visual effect during year 1 of the operational phase for the users of this PRoW. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Visual Effects Year 7 Summer

At year 7 post completion, the majority of the warehousing in Zone 3 and the gantry crane would be hidden from view by the screen bunding and planting in the Summer. Winter views may allow limited filtered views of the upper most sections of the warehousing, however they would remain largely inconspicuous. Therefore the degree of change is considered to be **Low** resulting in a **Minor adverse** level of visual effect at year 7 of the operational phase, which is **Not Significant**.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the warehouses will increase, screening the warehouses in Zone 3 and the gantry cranes. The degree of change would be **Negligible** resulting in a **Negligible** level of visual effect during in year 15 of the operational phase for the PRoW users, which is **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Most views of the Northampton Gateway development would be blocked by the intervening vegetation and landscape screening bunds around the northern part of the Proposed Development at the Main SRFI Site. Any views would be of the tops of the gantry cranes and warehouses within the development area in combination with the existing view of the Proposed Development at the Main SRFI Site. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the built form of Milton Malsor.

Viewpoint 18: Milton Malsor

Viewpoint 18 is representative of views from public open space and footpath users on PRow KX9 within the Milton Malsor Conservation Area. The location of this viewpoint is presented in **Figure A17.3.17**.

Baseline View

The existing view from this location is illustrated in the baseline panorama presented in **Figure A17.3.40**.

Views from this location are short range and enclosed by residential properties, mature trees and the surrounding gently rising topography. An area of open grazing paddock bounded by stone walls is visible in the foreground of the view. Residential properties located on Barn Lane and Rectory Lane are visible along with a band of mature deciduous trees that screen view towards the Main SRFI Site.

Susceptibility and Value

This viewpoint is representative of PRow users within the Conservation Area it is considered to be of **High susceptibility** to visual change.

The current visual setting also cannot be considered to be degraded and residents are assumed to value views out from within the Conservation Area. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

No views would be available of the construction of the A43 Grade Separated Junction, Northampton / Towcester Road underpass and internal access roads. All views would be blocked by the intervening built form landform and vegetation. There would be partial views of the construction screening bund between the properties on Rectory Lane. Once constructed the screening bunds would block views of the majority of the warehouse construction works. The gantry cranes and the use of tall construction equipment, such as cranes may be intermittently visible over the top of the screening bunds.

The degree of change is considered **High**, the duration of effect **Medium term** and the change **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Major adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figure A17.3.69a** and the illustrative masterplan photomontage presented in **Figures A17.3.69b to A17.3.69d**.

Visual Effects Year 1 Winter

Partial views of the upper sections of warehouses within Zone 3 and the associated mitigation planting would be available between the intervening mature trees and residential properties on Rectory Lane. The rest of the Proposed Development at the Main SRFI Site would be screened by mature vegetation and residential properties. The Proposed Development at the Main SRFI Site

would form a prominent element, extending over a moderate proportion of the view and filtered through the intervening trees.

The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the buildings and bunds could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. For footpath users of this part of the Conservation Area it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

At year 7 all but the upper most section and roofline of the warehousing in Zone 3 would be hidden from view by the screen planting in the Summer. There would be heavily filtered views of the upper most sections of the warehousing in the Winter. The buildings would be inconspicuous, therefore the degree of change is considered to be **Medium**. It is considered that there will be a **Moderate adverse** and therefore a **Significant** visual effect at year 7 of the operational phase for footpath users.

Visual Effects Year 15 Summer

Once screen planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the warehouses will increase, and provide an effective screen in summer and winter, resulting in a **Negligible** degree of change. It is considered that there would be a **Negligible** level of visual effect during year 15 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Most views of the Northampton Gateway development would be blocked by the houses and vegetation along the eastern side of Barn Lane from this location. Any views would be of the tops of the gantry cranes in combination with the existing view of the Proposed Development at the Main SRFI Site. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the built form of Milton Malsor. It is considered that there will be a **Negligible** level of visual cumulative effect with other projects during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 19: Public Right of Way KX10, north-east of Milton Malsor

Viewpoint 19 is representative of views to users of PRoW KX10. The location of this viewpoint is presented in **Figure A17.3.18**.

Baseline View

The existing view from this location is illustrated in the baseline panorama presented in **Figure A17.3.41**.

Oblique views towards the Main SRFI Site from the eastern section of the footpath are heavily filtered by intervening trees and hedgerow field boundaries in the short to middle distance, and by vegetation and infrastructure associated with the NLL. The foreground of the view is made up of arable farmland and the NLL with its associated gantries, fencing and embankments. Residential properties on the periphery of Milton Malsor are visible at short range to the east and south. Glimpsed views of the M1 motorway are available at relatively short range to the west. Trees, hedgerows and agricultural buildings within the Main SRFI Site are partially visible to the south, in the middle distance. Long

range views to the south include the elevated ridgeline in the vicinity of Blisworth and a large telecoms mast. The urban edge of Northampton is visible in long range views to the west.

Susceptibility and Value

This viewpoint is representative of the PRoW and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which does include the rail gantries, security fencing and roof tops of properties within Milton Malsor. However, PRoW users are considered to value the largely rural nature of available views. Therefore visual amenity is considered to be of **High value**.

Construction Phase Visual Effects

There would be no views of the construction of the A43 Grade Separated Junction, Northampton / Towcester Road underpass and internal access roads. All views would be blocked by the intervening landform and vegetation. There would be glimpsed views of the construction screening bunds to the north of Zone 3 in the middle distance of the view. These views would include the movement of materials and construction machinery and would be seen through the intervening vegetation. Once constructed the screening bunds would block views of the majority of the warehouse construction works. The use of tall construction equipment, such as cranes would be visible over the top of the screening bunds and intervening vegetation.

Whilst views of construction activities within the Main SRFI Site may be conspicuous, views would be intermittent and brief along this PRoW. Intervening hedgerows and roadside vegetation screen views for much of this route. Therefore the degree of change is considered to be **Low** the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land re-graded, land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.70a** and the illustrative masterplan photomontage presented in **Figures A17.3.70b & A17.3.70c**.

Visual Effects Year 1 Winter

The upper section of the gantry cranes, and containers stored within the intermodal area would be intermittently visible to users of the PRoW walking westwards. The upper most sections of warehouses within Zone 3 would be partially visible between the intervening mature trees and hedgerows and above the screening bund. These features would be seen in relatively close proximity to mature trees and existing overhead electrical rail line gantries, lessening their impact upon the skyline. The rest of the Proposed Development at the Main SRFI Site would be screened by mature vegetation and residential properties on the edge of Milton Malsor. The gantry cranes would form conspicuous elements, extending over a moderate proportion of the view and filtered through the intervening trees. The degree of change is therefore considered to be **Medium**. The change would be **Long term** and would be **Partially reversible** as the warehousing and gantry cranes could be removed and land cover, field pattern and field boundaries re-established.

Considering the assessment of **High susceptibility and value** together with a **Medium degree of change** for a **Localised extent** of this route then it is considered that there will be a **Moderate adverse** level of visual effect at year 1 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 7 Summer

At year 7 post completion of the development, the screen bunding and planting would effectively screen view of the warehousing in Zone 3. However, the upper sections of the gantry cranes would continue to form conspicuous features within the view. Therefore, the degree and extent of change is considered to remain **Medium**. It is considered that there would remain a **Moderate adverse** level of visual effect during year 7 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the warehouses will increase. However, the upper sections of the gantry cranes would continue to form conspicuous features within the view. Therefore, the degree and extent of change will remain **Medium**. It is considered that there would remain a **Moderate adverse** level of visual effect during year 15 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Inter-project cumulative visual effects with Northampton Gateway

There is potential for intermittent oblique views of the construction of the Northampton Gateway development for users of this PRow walking westwards. The Northampton Gateway development may be seen over and through the vegetation running along Collingtree Road. Upper sections of gantry cranes and warehouses within the development area may be visible over screening bunds, and may screen views of the Main SRFI gantry cranes from more easterly sections of this PRow. It is considered that there will be a **Minor adverse** level of visual cumulative effect with the Northampton Gateway during the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Inter-project cumulative visual effects with other projects

There may be distant views of the Collingtree Park Golf development (CI.4) in the middle distance over the intervening vegetation to the north and east. These views would be seen in successive views as walkers travel along the PRow. They would be difficult to distinguish from the wider built form of Collingtree. It is considered that there will be a **Minor adverse** level of visual cumulative effect with other projects during operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Viewpoint 20: Church of St Peter and St Paul Courteenhall

Viewpoint 20 is representative of views to visitors to the Church and the Courteenhall Estate Registered Park and Garden. The location of this viewpoint is presented in **Figure A17.3.19**.

Baseline View

The existing view from this location is illustrated in the baseline panorama presented in **Figure A17.3.42**.

Viewpoint 20 is an open vista across the landscaped parkland of the Courteenhall estate towards the Main SRFI Site. Courteenhall is central to view in the middle distance. Grazed grassland with scattered parkland trees form the majority of the view with longer distance views blocked by a belt of trees behind the hall.

Susceptibility and Value

This viewpoint is representative of the Registered Park and Garden and it is considered to be of **High susceptibility** to visual change, and views from this designated area including along this designed vista have an obvious scenic context to the view of the hall and surrounding parkland and the visual amenity value of this receptor is therefore considered to be **High**.

Construction Phase Visual Effects

All views of the construction works would be blocked by the intervening vegetation. There would be no change to available views therefore it is considered that the effects will be **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.71a**.

Visual Effects Year 1 Winter

There would be no views of the Proposed Development at the Main SRFI Site as they would all be blocked by the intervening vegetation. There would be **no change** to available views therefore it is considered that the effects will be **Not Significant**.

Visual Effects Year 7 Summer

After 7 years the effects would continue to be **no change** and therefore it is considered that the effects will be **Not Significant**.

Visual Effects Year 15 Summer

After 15 years the effects would remain unchanged and therefore it is considered that the effects will be **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

As the Proposed Development at the Main SRFI Site is not visible then **No Significant** cumulative visual effects with Northampton Gateway are anticipated.

Inter-project cumulative visual effects with other projects

As the Proposed Development at the Main SRFI Site is not visible then **No Significant** cumulative visual effects with other projects are anticipated.

Viewpoint 21: Northampton Road

Viewpoint 21 is representative of views for road users on Northampton / Towcester Road travelling northwards, and representative of the setting of the designated (built heritage asset) railway arch and local properties at that end of Station Road. The location of this viewpoint is presented in **Figure A17.3.20**.

Baseline View

The existing view from this location is illustrated in the baseline panorama presented in **Figure A17.3.43**.

Framed views of a small area of the Main SRFI Site are available through the railway arch to the south of the WCML. North of the railway line, open views are available of the full extents of the Main SRFI Site up to the periphery of Milton Malsor, where mature trees and unmanaged hedgerow screen views.

Viewpoint 21 is a short range framed view of the Main SRFI Site. The WCML railway bridge dominates the foreground and frames the view northwards along the road. The railway embankment screens views of the wider Main SRFI Site. Electricity gantries are visible along the railway line and form detracting elements within the view.

Susceptibility and Value

This viewpoint is representative of residential properties and it is considered to be of **High susceptibility** to visual change whilst road users are of **Medium susceptibility**.

There is no obvious scenic context to the view of the surrounding agricultural landscape from the upper floors of this hotel property, which includes the rail embankment, gantries and security fencing. The visual amenity value of this receptor is therefore considered to be **Medium**.

Construction Phase Visual Effects

There would no views of the A43 junction works as they would be hidden behind the intervening WCML embankment. There may be some views of tall construction equipment such as cranes over the top the roadside hedgerows.

The degree of change is **Low** and the duration of effect is **Medium term** and the change is **Partially reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established. However, the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. Therefore it is considered that there will be a **Minor adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.72a** and the illustrative masterplan photomontage presented in **Figure A17.3.72b**.

Visual Effects Year 1 Winter

A small area of Zone 4 along with the screen bunding and planting, and acoustic barrier would be visible through the railway arch. The majority of the Proposed Development at the Main SRFI Site would be screened by the railway embankment. Therefore the degree of change is considered to be **Low**. Therefore it is considered that there will be a **Minor adverse** level of visual effect during year 1 of the operational phase which is **Not Significant**.

Visual Effects Year 7 Summer

At year 7 post completion the upper sections of the warehouses would be visible above the screen bunding and planting. Therefore, the degree of change would remain **Low** and it is considered that there will be a **Minor adverse** level of visual effect during year 7 of the operational phase which is **Not Significant**.

Visual Effects Year 15 Summer

Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the warehouses would be completely screened by the screen bunding and planting. Therefore, the degree of change would be **Negligible** and it is considered that there will be a **Negligible** level of visual effect is **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be effectively blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Viewpoint 22: 12 Station Road

Viewpoint 22 is representative of views for residents at 12 Station Road and users of Station Road. The location of this viewpoint is presented in **Figure A17.3.21**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.44**

This is a short range, enclosed viewpoint overlooking the railway bridge located on the Grand Union Canal. The foreground of the view is comprised of garden vegetation including mature trees and a lawn area that meets the Grand Union Canal. The Railway embankment encloses views to the north with electrical gantry cranes associated with the railway above.

Susceptibility and Value

This viewpoint is representative of residential properties and it is considered to be of **High susceptibility** to visual change whilst road users would be of **Medium susceptibility**.

There is no obvious scenic context to the view of the surrounding agricultural landscape from the residential property and road, which includes the rail embankment, gantries and security fencing. The visual amenity value of this receptor is therefore considered to be **Medium**.

Construction Phase Visual Effects

There would no views of the A43 junction, Northampton / Towcester Road underpass work, the internal access road, landscape screening bunds and warehouse construction works would be hidden behind the intervening WCML embankment. There may be some very limited, occasional and intermittent views of taller construction equipment, such as cranes over the top of railway embankment.

The degree of change is **Negligible** and the duration of effect is **Short term** and the change is **reversible** as the construction plant and equipment could be removed.

For residents at 12 Station Road, it is considered that there will be a **Negligible** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

For users of Station Road, it is considered that there will be a **Negligible** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.73a & A17.3.73b**.

Visual Effects Year 1 Winter

The railway bridge arch and embankment would screen views of the Proposed Development at the Main SRFI Site and therefore there would be no change to the view. The view would be the same in the Winter and Summer. For both residents of 12 Station Road and users of Station Road, it is considered that there will be **No change** to the view and therefore **Not Significant**.

Visual Effects Year 7 Summer

At year 7 the railway bridge arch and embankment would continue to screen views of the Proposed Development at the Main SRFI Site and therefore the extent and degree of the view would be **Negligible**. The view would be the same in the Winter and Summer. For both residents of 12 Station Road and users of Station Road, it is considered that there will be **No change** to the view and therefore **Not Significant**.

Visual Effects Year 15 Summer

At year 15 the railway bridge arch and embankment would continue to screen views of the Proposed Development at the Main SRFI Site and therefore the extent and degree of the view would remain **Negligible**. The view would be the same in the Winter and Summer. For both residents of 12 Station

Road and users of Station Road, it is considered that there will be **No change** to the view and therefore **Not Significant**.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Viewpoint 23: Walnut Tree Inn, Station Road

Viewpoint 23 is representative of views from the Walnut Tree Inn Blisworth Park, and Station Road users. The location of this viewpoint is presented in **Figure A17.3.22**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.45**.

From the upper storey windows of the Walnut Tree Inn and from front elevations of a number of Park Homes properties foreground views are dominated by the WCML Blisworth Junction. Direct views over the WCML to the Main SRFI site are heavily filtered by intervening vegetation and trees to the north of the WCML, around Blisworth Marina, along the Grand Union Canal and within the Main SRFI Site further screen and filter views.

However for road users the WCML with its associated fencing, small scale buildings, parking area and electrical gantries dominate the foreground and effectively screen views of the Main SRFI Site from ground level.

Susceptibility and Value

This viewpoint is representative of views for visitors to the Walnut Tree Inn and are considered to be of **Medium susceptibility**, residents are considered to be of **High susceptibility**, whilst road users of **Medium susceptibility**.

There is no obvious scenic context to the views dominated by the WCML and its associated fencing, small scale buildings, parking area and electrical gantries. The visual amenity value is therefore considered to be **Low**.

Construction Phase Visual Effects

Views of the construction work related to the A43 Grade Separated Junction and within Zones 1 and 2 from the upper floors of Walnut Tree Inn and Park Homes on the higher elevations within the park, would be limited to upper sections of tall plant and machinery such as cranes seen above the intervening vegetation and would form only a very minor element within views. Therefore the degree of change is considered to be **Low**.

There would be no views of construction activities for road users. Therefore the degree of change is considered to be **Negligible**. The duration of effect is **Medium term** and the change is **Reversible** as the construction plant and equipment could be removed.

For residents the Park Homes site it is considered that there will be a **Minor adverse** level of visual effect during the construction phase which is **Not Significant**.

For Visitors to Walnut Tree Inn it is considered that there will be a **Negligible** level of visual effect during the construction phase which is **Not Significant**.

For road users it is considered that there will be a **Negligible** level of visual effect during the construction phase which is **Not Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.74a & A17.3.74b**.

Visual Effects Year 1 Winter

Views of the Proposed Development at the Main SRFI Site from the upper floors of Walnut Tree Inn will be effectively screened by intervening vegetation. Therefore the degree of change is considered to be **Negligible**.

Form properties within the Park Homes site on the higher elevations within the park views would be limited to the rooflines of warehousing in Zone 2 seen above and heavily filtered by the intervening vegetation and would form a visible but only very minor element within views. The majority of the Proposed Development at the Main SRFI Site would not be visible. Therefore the degree of change is considered to be **Low**.

There would be no views of the Proposed Development at the Main SRFI Site for road users. Therefore the degree of change is considered to be **Negligible**. The duration of effect is **Long term** and the change is **Reversible** as the warehousing could be removed from the view.

For residents of the Park Homes site it is considered that there will be a **Minor adverse** level of visual effect at year 1 of the operational phase which is **Not Significant**.

For Visitors to Walnut Tree Inn it is considered that there will be a **Negligible** level of visual effect at year 1 of the operational phase which is **Not Significant**

For road users, it is considered that there will be a **Negligible** level of visual effect at year 1 of the operational phase which is **Not Significant**

Visual Effects Year 7 Summer

The maturity of mitigation planting within the Proposed Development at the Main SRFI Site would have little effect upon the degree of visual change at year 7.

For residents of the Park Homes site it is considered that there will be a **Minor adverse** level of visual effect at year 7 of the operational phase which is **Not Significant**.

For Visitors to Walnut Tree Inn it is considered that there will be a **Negligible** level of visual effect at year 7 of the operational phase which is **Not Significant**

For road users, it is considered that there will be a **Negligible** level of visual effect at year 7 of the operational phase which is **Not Significant**

Visual Effects Year 15 Summer

The maturity of mitigation planting within the Proposed Development at the Main SRFI Site would have little effect upon the degree of visual change at year 15.

For residents of the Park Homes site it is considered that there will be a **Minor adverse** level of visual effect at year 15 of the operational phase which is **Not Significant**.

For Visitors to Walnut Tree Inn it is considered that there will be a **Negligible** level of visual effect at year 15 of the operational phase which is **Not Significant**

For road users, it is considered that there will be a **Negligible** level of visual effect at year 15 of the operational phase which is **Not Significant**

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location as they would be blocked by the intervening railway embankment and therefore **No Significant** cumulative visual effects are anticipated.

Viewpoint 24: Deveron House

Viewpoint 24 is representative of views from Deveron House and from Towcester Road. The location of this viewpoint is presented in **Figure A17.3.23**.

Baseline View

The existing Winter view from this location is illustrated in the baseline panorama presented in **Figure A17.3.46**.

Deveron House is surrounded by mature deciduous and evergreen coniferous trees and shrubs to its boundaries and within the garden which screen or heavily filter views of the Main SRFI Site. Other vegetation to the north, west and south, out with the garden, further screens views. Narrow views to the east from upper and lower storey windows along the driveway and across Northampton / Towcester Road are framed by the boundary vegetation. However intervening hedgerow vegetation to the east of Northampton / Towcester Road, restrict views of the Main SRFI Site.

For road users travelling south, oblique views east and west may be intermittently gained of the Main SRFI Site, over lower clipped hedgerows; however, the taller roadside hedgerows for some sections of the road block views for road users. The largely rural outlook is interrupted by views of JBJ Business Park and adjacent commercial / industrial area to the east and west of the road.

Susceptibility and Value

This viewpoint is representative of a residential property and it is considered to be of **High susceptibility** to visual change, and road users of **Medium susceptibility**.

There is no obvious scenic context to the limited, heavily screened and filtered view from Deveron House, and for road users. The visual amenity value of these receptors is therefore considered to be **Medium**.

Construction Phase Visual Effects

For Deveron House, from the eastern elevation, narrow, framed filtered views of a limited amount of construction work within the northern parts of Zone 3 may be possible. The movement of machinery, materials, for the construction of screening bunds and the use of tall construction equipment, such as cranes may be intermittently apparent above or filtered by the intervening roadside hedgerow. For road users there would be oblique views of construction activities in Zones, 3, 4 5 and 6, the Northampton / Towcester Road underpass work, and partial brief views of works in Zone 2.

The duration of effect is **Medium term** and the change is **reversible** as the construction plant and equipment could be removed and land cover, field pattern and field boundaries re-established.

The degree of change is considered **Low** for Residents and **High** for road users.

For residents at Deveron House it is considered that there will be a **Moderate adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

For users of Towcester Road it is considered that there will be a **Major adverse** level of visual effect during the construction phase. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Operation Phase Visual Effects

The predicted view from this location is illustrated on the parameters photomontage presented in **Figures A17.3.75a to A17.3.75c** and the illustrative masterplan photomontage presented in **Figures A17.3.75d to A17.3.75l**.

Visual Effects Year 1 Winter

From Deveron House, there would be a limited, framed, direct view to the east of the upper portions of warehousing in Zone 3 above the intervening roadside hedgerow, particularly if the hedgerow has been clipped. The warehousing would be conspicuous and would result in a noticeable change in the restricted view. However the intervening roadside hedgerows and landscape screening bunds beyond would screen lower level operational activities. There may be partial views to Zone 1 from upper storey windows; however, such views would be heavily filtered by the intervening vegetation. Therefore the degree of change is considered to be **Medium**.

For road users travelling south, oblique views east and west may be intermittently gained of the Warehousing in Zones 3 and 4, partially filtered and screened by the intervening roadside hedgerows. However the intervening roadside hedgerows and landscape screening bunds beyond would screen lower level operational activities. For a **Limited extent** of the road, the warehousing in Zones 3 and 4 to the east and Zone 1 and 2 to the west would be highly prominent, resulting in a substantial change to oblique views. Therefore the degree of change is considered to be **High**.

The changes would be **Long term** and would be **Partially reversible** as the buildings and bunds could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees could not be reversed in the short or medium term, and the loss of veteran trees would be irreversible. However such loss may not be readily apparent for passing road users.

For residents of Deveron House, it is considered that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 1 of the operational phase.

For road users travelling south along Towcester Road, it is considered that there will be a **Major adverse** and therefore **Highly Significant** level of visual effect at year 1 of the operational phase.

Visual Effects Year 7 Summer

For Deveron House, at year 7 the mitigation planting to the west of Zone 3 and to the east of Zone 1 will effectively screen the Proposed Development at the Main SRFI Site, in combination with roadside hedgerows and garden boundary vegetation. The degree of change is therefore considered to be **Negligible**.

For a **Limited extent** of the road, the mitigation planting, in combination with screening bunds and roadside hedgerows will screen much of the warehousing and lower level operational activities, for road users travelling south. However, there may be some visibility of the upper portions of warehousing in Zones 3 and 4 to the east and Zones 1 and 2 to the west, forming conspicuous elements in oblique views. Therefore the degree of change is considered to be **Medium**.

For residents of Deveron House, it is considered that there will be a **Negligible** and therefore **Not Significant** level of visual effect at year 7 of the operational phase.

For road users travelling south along Towcester Road, it is considered that there will be a **Moderate adverse** and therefore **Significant** level of visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

For Deveron House there will be a **Negligible** and therefore **Not Significant** level of visual effect at year 15 of the operational phase.

For road users, at year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would effectively screen views of the warehouses during the Summer. However, there may be limited partial filtered views of the upper portions of the warehouses through the planting during Winter leaf fall. Therefore it is considered that there will be a **Low degree** of change resulting in a **Minor adverse** and therefore **Not Significant** level of visual effect at year 15 of the operational phase.

Inter-project cumulative visual effects with Northampton Gateway

Views of the Northampton Gateway development would be blocked by the existing intervening roadside vegetation together with the landscaping screening bunds and warehouses in Zone 3, and therefore **No Significant** cumulative visual effects are anticipated.

Inter-project cumulative visual effects with other projects

There would be no views of the other cumulative assessment sites from this location and therefore **No Significant** cumulative visual effects are anticipated.

Junction 15 A Works

Five representative viewpoint locations have been identified in relation to the proposed J15a works as set out in **Table A17.4.2**.

Table 17.4.2: Summary of Representative Viewpoints of the J15a Works

VP Ref	Name	Justification	OS Grid Reference	
			Easting	Northing
VPA	Public Right of Way LA5	LVIA VIEWPOINT Representative of views from PRow and from properties on the northern edge of New Rothersthorpe	471918	256955
VPB	Public Right of Way LA1	LVIA VIEWPOINT Representative of views from PRow and from properties on the northern edge of Rothersthorpe	471954	256753
VPC	The Grand Union Canal	LVIA VIEWPOINT Representative of views from the Grand Union Canal, towpath and Long Distance Path	472593	256805
VPD	Public Right of Way KX2	LVIA VIEWPOINT Representative of views from PRow	472804	257010
VPE	The Grand Union Canal	LVIA VIEWPOINT Representative of views from the Grand Union Canal, towpath and Long Distance Path	472631	257439

For each of the J15a Works representative viewpoints an assessment has been made of: the Visual effects of the J15a Works during operation at Year 1 Winter, Year 7 and Year 15 Summer.

The location of these representative viewpoints together with requirements for any supporting visually representative material is to be agreed with South Northamptonshire Council and will be presented within the Final ES.

Viewpoint A: Public Right of Way LA5

Viewpoint A is representative of views from PRow LA5 and from properties on the northern edge of New Rothersthorpe.

Baseline View

Viewpoint A is representative of views from properties on the edge of New Rothersthorpe along Banbury Lane and users of the PRow located to the west of J15a. It is noted that most views of the J15a Works site from New Rothersthorpe and Rothersthorpe are screened by the built form of the settlement, curtilage vegetation or intervening vegetation. The front of residential properties on the northern section of Banbury Lane experience direct views towards the J15a Works (south of the M1) filtered by the intervening mature garden vegetation. Views from PRow LA5 towards the J15a Works site only become apparent along the northern section of the PRow where it crosses through the existing field boundary.

The view from this location is expansive short to medium range consisting of relatively open, flat, agricultural land with a backdrop of the roadside vegetation along the A43 and slip roads onto the M1.

The view is composed of medium-scale fields bounded by hedgerows and post and wire fences. Bands of broadleaf trees are visible in the background of the view. Longer range views are blocked by the intervening vegetation, with only the higher ground around Northampton visible. Detractors include the warehouse roofs seen over the top of the intervening vegetation to the north of the M1.

Susceptibility and Value

This viewpoint is representative of PRow users and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRow, which includes the warehousing in Swan Valley and the Highways Maintenance Yard and Grit Store Dome in the middle distance. However, PRow users are considered to value the nature of the available rural views. Therefore visual amenity is considered to be of **High value**.

Visual Effects Year 1 Winter

Over the hedgerow and to the north of a block of existing woodland (south-west of the J15a Works), a gap would be created in the vegetation along the A43 northbound. Views of the new link road on the higher part of the raised ground would be partially visible and conspicuous. The existing view contains highway elements, which exert an urbanising influence and slightly lessen the level of contrast created by the introduction of the new link road. The degree of change is therefore considered to be **Medium**. The change would be **Long term** and would be **Partially reversible** as the road could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees along the A43 westbound could not be reversed in the short or medium term. Therefore it is considered that there will be a **Moderate adverse** level of visual effect at year 1 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 7 Summer

At year 7 in the Summer the link road would largely be hidden by screening planting with only partial filtered views of the vehicles using it visible during the Summer. Filtered visibility would slightly increase during Winter leaf fall. Due to the effectiveness of the screening planting, the proposed link road would still be an apparent element within the available views. The degree of change upon

viewpoint A at year 7 is therefore considered to be **Low**. It is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would completely screen views of the road and moving vehicles during the Summer. However there may be limited glimpsed filtered views of vehicles using it through the planting during Winter leaf fall. Due to the effectiveness of the screening planting, the changes would be barely noticeable from the current view. The degree of change upon viewpoint A at year 15 is therefore considered to be **Negligible**. It is considered that there will be a **Negligible** i.e. **Not Significant** visual effect at year 15 of the operational phase.

Viewpoint B: Public Right of Way LA1

Viewpoint B is representative of views from PRoW LA1 and from properties on the eastern edge of New Rothersthorpe.

Baseline View

Viewpoint B is representative of views from properties on the edge of Rothersthorpe and users of the PRoW LA1 located to the south-west of J15a. It is noted that most views of J15a from Rothersthorpe are screened by the built form of the settlement, curtilage vegetation or intervening vegetation. Views from PRoW LA1 of J15a are only possible from the western section of the path. As the path drops down the slope to the east views of the junction are obstructed by intervening landform and vegetation.

The view from this location is expansive short to medium range consisting of relatively open, flat, agricultural land with a backdrop of the roadside vegetation along the A43 and slip roads onto the M1.

The view is composed of medium-scale arable fields bounded by hedgerows. Bands of broadleaf trees are visible in the background of the view. Longer range views are blocked by the intervening vegetation, with only the higher ground around Northampton visible. Detractors include the glimpsed views of the vehicles using the A43 and J15a slip road.

Susceptibility and Value

This viewpoint is representative of PRoW users and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding agricultural landscape from this PRoW, which does include the vehicles using the A43 northbound and westbound in the middle distance. Therefore visual amenity is considered to be of **Medium value**.

Visual Effects Year 1 Winter

Views would be altered in the longer distance with the removal of much of the vegetation around the A43 westbound link road / northbound roundabout. This would also include a gap in the existing A43 westbound vegetation to allow access. The introduction of the new link road would occupy a proportion of the middle distance of the view and would be a conspicuous element. The link road would be seen over and through the layers of hedgerows in-between the proposed J15a Works and the PRoW. Views of the wider junction works would be hidden behind the intervening woodland blocks and landform. The existing view contains highway elements, which exert an urbanising influence and slightly lessen the level of contrast created by the introduction of the new link road. The degree of change is therefore considered to be **Medium**. The change would be **Long term** and would be **Partially reversible** as the road could be removed and land cover, field pattern and field boundaries re-established. However the loss of mature trees along the A43 westbound could not be reversed in the short or medium term. Therefore it is considered that there will be a **Moderate**

adverse level of visual effect at year 1 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 7 Summer

At year 7 in the Summer the link road would largely be hidden by the screening planting along the embankments with only partial filtered views of the vehicles using it visible during the Summer. Filtered visibility would slightly increase during Winter leaf fall. Due to the effectiveness of the screening planting, the proposed link road would still be apparent element within the available views. The degree of change upon viewpoint B at year 7 is therefore considered to be **Low**. It is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would completely screen views of the road and passing vehicles during the Summer. However there may be limited glimpsed filtered views of vehicles using it through the planting during Winter leaf fall. Due to the effectiveness of the screening planting, the changes would be barely noticeable from the current view. The degree of change upon viewpoint B at year 15 is therefore considered to be **Negligible**. It is considered that there will be a **Negligible** i.e. **Not Significant** visual effect at year 15 of the operational phase.

Viewpoint C: The Grand Union Canal, looking north

Viewpoint C is representative of views from users of the Grand Union Canal and towpath (Also PRow LA13)

Baseline View

Viewpoint C is representative users of the Grand Union Canal, towpath and Long Distance Path. The canal along this section is lined with vegetation to the east which runs along the A43 embankment.

The view from this location is expansive short to medium range, consisting of the canal and its locks with a backdrop of the roadside vegetation along the A43 and slip roads onto the M1. Views of the grassland fields are possible to the west. Longer range views are blocked by the intervening vegetation. Detractors include the glimpsed views of the vehicles using the A43 and J15a slip road.

Susceptibility and Value

This viewpoint is representative of Canal and PRow users who are considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding landscape from this PRow, which includes the vehicles using the A43 eastbound, bridge and commercial units in Swan Valley. However, canal PRow users are considered to value the nature of available views of and from the canal corridor. Therefore visual amenity is considered to be of **Medium value**.

Visual Effects Year 1 Winter

The canal in the immediate foreground of the view would be retained. However, views would be entirely altered with the introduction of a new bridge closer to the viewpoint which would occupy the majority of the view. The existing road, bridge, embankment and vegetation along the A43 westbound beyond would be retained. The majority of the taller trees on the embankment up to the M1 would be retained. The existing view contains engineered elements, which exert an urbanising influence and slightly lessen the level of contrast created by the new link road and bridge infrastructure. However they would become the dominant elements within the available views and would result in a substantial change to the view however the quality and character of the view would remain similar. The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially**

reversible as the infrastructure could be removed and land cover, field pattern and field boundaries re-established. Therefore it is considered that there will be a **Moderate adverse** level of visual effect at year 1 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 7 Summer

At year 7 in the Summer the majority of the road would largely be hidden by the screening planting with only partial filtered views of the vehicles using it visible during the Summer. Filtered visibility would slightly increase during Winter leaf fall. There would be open views of the new bridge within the available views.

The proposed link road bridge over the canal would still be an apparent element but in keeping with the character of the existing. However this would be similar to the current view. The degree of change at year 7 is therefore considered to be **Low**. It is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would completely screen views of the road and passing vehicles during the Summer. However there may be limited glimpsed filtered views of vehicles using it through the planting during Winter leaf fall.

The proposed link road bridge over the canal would still be an apparent element. However this would be similar to the current view. The degree of change upon at year 15 is therefore considered to be **Low**. It is considered that there will be a **Minor adverse** and therefore **Not Significant** visual effect at year 15 of the operational phase.

Viewpoint D: Public Right of Way KX2

Viewpoint D is representative of views from PRoW KX1 and KX2

Baseline View

Viewpoint D is representative users of the PRoW KX2. View of the A43 and J15a are blocked by the intervening vegetation that runs alongside the A43.

The view from this location is short range consisting of the grassland and a backdrop of the roadside vegetation along the A43 and slip roads onto the M1. Views of the grassland fields are possible to the south towards Blisworth. Longer range views are blocked by the intervening vegetation. Detractors include the glimpsed views of the tops of vehicles using the A43 and M1 and lighting columns at the roundabout.

Susceptibility and Value

This viewpoint is representative of PRoW users and it is considered to be of **High susceptibility** to visual change.

There is no obvious scenic context to the view of the surrounding landscape from this PRoW, which includes the vehicles using the M1 and A43 southbound. Therefore visual amenity is considered to be of **Medium value**.

Visual Effects Year 1 Winter

Views would be entirely altered with the removal of the A43 roadside vegetation, which would introduce open views of the proposed J15a Works. The existing view contains engineered elements, which exert an urbanising influence and slightly lessen the level of contrast created by the proposed changes to the road junction. However the removal of the roadside vegetation would allow open views of the proposed junction which would form the dominant elements within the available views and

would result in a substantial change to the character of the view. The degree of change is therefore considered to be **High**. The change would be **Long term** and would be **Partially reversible** as the road could be removed and land cover, field pattern and field boundaries re-established. Therefore it is considered that there will be a **Major adverse** level of visual effect at year 1 of the operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Highly Significant**.

Visual Effects Year 7 Summer

At year 7 in the Summer the majority of the road would largely be hidden by screen planting located adjacent to the roadside with partial filtered views of the vehicles using it visible during the Summer. Filtered visibility would slightly increase during Winter leaf fall. Therefore degree of change at year 7 is therefore considered to be **Medium**. It is considered that there will be a **Moderate adverse** and therefore **Significant** visual effect at year 7 of the operational phase.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and reached a reasonable level of growth and maturity, and would completely screen views of the road and most passing vehicles during the Summer. However there may be limited glimpsed filtered views of vehicles using it through the planting during Winter leaf fall. Due to the effectiveness of the screening planting, the changes would be barely noticeable from the current view. The degree of change upon viewpoint D at year 15 is therefore considered to be **Negligible**. It is considered that there will be a **Negligible** i.e. **Not Significant** visual effect at year 15 of the operational phase

Viewpoint E: The Grand Union Canal, looking south

Viewpoint E is representative of views from the Grand Union Canal Walk (PRoW BG1)

Baseline View

Viewpoint E is representative of users of the Grand Union Canal, towpath and Grand Union Canal Walk (PRoW BG1). The canal along this section is lined with vegetation to the east which runs along the A5123.

The view from this location is short to medium range consisting of the canal and its locks with a backdrop of the roadside vegetation along the A43 and slip roads onto the M1. Views of the grassland fields are possible to the west. Longer range views are blocked by the intervening vegetation. Detractors include the glimpsed views of the vehicles using the A43 north bound and west bound.

Susceptibility and Value

This viewpoint is representative of Canal and PRoW users and it is considered to be of **High susceptibility** to visual change. There is no obvious scenic context to the view of the surrounding landscape from this PRoW, which includes the vehicles using the A43 eastbound, bridge and commercial units in Swan Valley. However, canal PRoW users are considered to value the nature of available views of and from the canal corridor. Therefore visual amenity is considered to be of **Medium value**.

Visual Effects Year 1 Winter

The existing road, bridge, embankment and vegetation along the A43 eastbound link road would all be retained. The changes due to the introduction of an additional lane to the north-west of the roundabout and short section of northbound road would be conspicuous; however they would be in keeping with the character of the view of the existing junction. The degree of change is therefore considered to be **Low**. The change would be **Long term** and would be **Partially reversible** as the infrastructure could be removed and land cover, field pattern and field boundaries re-established. Therefore it is considered that there will be a **Moderate adverse** level of visual effect at year 1 of the

operational phase. Based on the judgement on the level of effect, it is considered that the effect will be **Significant**.

Visual Effects Year 7 Summer

At year 7 in the Summer screen planting introduced adjacent to the junction would filter views of the junction and vehicles using it. Filtered visibility would slightly increase during Winter leaf fall. The degree of change is considered to be **Negligible** and the level of effect is considered **Negligible** and therefore **Not Significant**.

Visual Effects Year 15 Summer

At year 15 the mitigation planting will be established and have reached a reasonable level of growth and maturity, and would completely screen views of the road and vehicles using it during the Summer. The degree of change is considered to be **Negligible** and the level of effect is considered **Negligible** and therefore **Not Significant**.