

## Appendix 17.7 Visual Effects to Road Users

This appendix sets out the assessment of visual effects of the Proposed Development at the Main SRFI Site during construction, operation year 1, year 7 and year 15 for road users and should be read in conjunction with the Representative Viewpoint Assessment in **Appendix 17.3**. The location of Roads are indicated on **Figure A17.1.5**

The assessment of the proposed J15a Works Construction Phase Visual Effects, including road users, is presented in Chapter 17 from paragraph 17.233. The assessment of the proposed J15a Works Operational Phase Visual Effects, including road users, is presented in Chapter 17 from paragraph 17.358. Therefore they are not considered further within this assessment. The assessment of the Minor Highway Works Construction Phase Landscape and Visual Effects, including road users, is presented in Chapter 17 from paragraph 17.235. The assessment of the Minor Highway Works Operational Phase Landscape and Visual Effects, including road users, is presented in Chapter 17 from paragraph 17.364. Therefore they are not considered further within this assessment.

The following table sets out the assessment of visual effects of the Main SRFI Site during construction for road users.

**Table A17.7.1: Main SRFI Site Construction Phase Visual Effects to Road Users**

Ref. / Receptor	Baseline condition	Visual susceptibility and value	Potential degree of change, duration of effect & reversibility	Level & significance of effect
BLn Barn Lane	Refer to VP1 and Figures A17.3.1, A17.3.24, A17.3.53a to A17.3.53l.  Barn Lane runs from Milton Malsor through the eastern part of the Main SRFI Site where intermittent views east towards the NLL and south and west across the site may be gained, restricted by intervening hedgerow vegetation.	<b>Medium</b> susceptibility and <b>Medium</b> value	There would be no views of the A43 junction and Northampton Road underpass work as views would be blocked by the intervening vegetation to the south of the settlement. There would be glimpsed views of the internal access road construction work in the middle distance of the view. There would be open views of the construction landscape screening mounds in the middle distance of the view. These would include the movement of materials and construction machinery. The landscape screening mounds would block views of the majority of the warehouse construction works. The gantry cranes and the use of tall construction equipment, such as cranes would be visible of the top of the screening mounds.  The degree of change is <b>High</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Major Adverse Highly Significant</b>

Ref. / Receptor	Baseline condition	Visual susceptibility and value	Potential degree of change, duration of effect & reversibility	Level & significance of effect
CRd Courteenhall Road	<p>Refer to VP13 and Figures A17.3.12, A17.3.35, A17.3.64a to A17.3.64h.</p> <p>Courteenhall Road runs to the south of the Main SRFI Site between Blisworth and Courteenhall. Intermittent direct and oblique views of the eastern part of the Main SRFI Site are possible through gaps and over the tops of roadside hedgerow and from more elevated sections of the road. The undulating topography limits views. Within Blisworth oblique views towards the Main SRFI site are effectively blocked by intervening roadside and other vegetation.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	<p>There would be no views of the construction of the A43 grade separated junction as it would be blocked by the intervening landform. There would be very brief, glimpsed views of the Northampton Road underpass and internal access roads construction works and views of the construction of landscape screening mounds 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 and in the spaces in-between buildings. There would be glimpsed views of the gantry cranes and the use of tall construction equipment, such as cranes would be visible during the construction of the warehouses.</p> <p>The degree of change is <b>Low</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b>.</p>	<b>Minor Adverse Not Significant</b>
StRd	<p>Refer to: VP22 and Figures A17.3.21, A17.3.44, A17.3.73a &amp; A17.3.73b; and VP23 and Figures A17.3.22, A17.3.45 A17.3.74a &amp; A17.3.74b</p> <p>Station Road runs roughly parallel with the southern boundary along the southern side of the WCML embankment joining Blisworth to Blisworth Arm. Views of the site are blocked by the WCML railway including embankments and roadside hedgerows.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	<p>The railway bridge arch and embankment, palisade fencing and other railway infrastructure together with intervening vegetation would screen views of the all construction activity with the exception of intermittent, glimpsed views of tall construction equipment, such as cranes would be visible during the construction of the warehouses.</p> <p>The degree of change is <b>Negligible</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b>.</p>	<b>Negligible Not Significant</b>

Ref. / Receptor	Baseline condition	Visual susceptibility and value	Potential degree of change, duration of effect & reversibility	Level & significance of effect
BAr Unnamed Road Blisworth Arm	<p>Refer to VP7 and figures A17.3.7, A17.3.30, A17.3.59a to A17.3.59l.</p> <p>For users of the road where it passes by Blisworth Marina, Blisworth Arm and Gayton Marina from a junction with Gayton Road in the north, to Station Road in the south. Hedgerows run along much of its length and together with intervening vegetation along the A43, which is partly on embankment, effectively block oblique views of the Main SRFI Site, with on only occasional gaps allowing views towards the Main SRFI Site such as that near to Arm Farm.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	For the majority of the route, views of construction activities will be effectively blocked or heavily filtered by intervening vegetation and built form. However for a short section of the route near to Arm Farm, very brief, direct and oblique views may be gained of the construction works associated with 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 degree of change is <b>High</b> . However due to the very limited extent of the route and the very brief nature of such views then the degree of change is <b>Low</b> , duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>
MRd Milton Road	<p>Refer to: VP8 and Figures A17.3.8, A17.3.31, A17.3.60a &amp; A17.3.60b; and VP15 and Figures A17.3.14, A17.3.37, A17.3.66a to A17.3.66d.</p> <p>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 the WCML and A43 and within Blisworth Arm.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	<p>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.</p> <p>The degree of change is <b>Low</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b>.</p>	<b>Minor Adverse Not Significant</b>

Ref. / Receptor	Baseline condition	Visual susceptibility and value	Potential degree of change, duration of effect & reversibility	Level & significance of effect
GRd1 Gayton Road	<p>Refer to VP16 and Figures A17.3.15, A17.3.38 and A17.3.67a to A17.3.67h.</p> <p>Gayton Road runs along the north boundary of the western side of the Main SRFI Site. It follows the boundary from the bridge over the A43 through into Milton Malsor. Oblique, brief, intermittent, filtered views of the Main SRFI Site are possible through gaps and over the top of roadside hedgerows for a short section of this road.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	Oblique, brief, intermittent, filtered views of the Main SRFI Site and of construction activities are possible through gaps over the top of and through adjacent roadside hedgerows for a short section of this road. The movement of machinery, materials and the use of tall construction equipment, such as cranes would all be visible. The degree of change is <b>Low</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>
GRd2	<p>Refer to VP14 and Figures A17.3.13, A17.3.36, A17.3.65a &amp; A17.3.65b</p> <p>This is another Gayton Road that runs from Blisworth to Gayton to the south-west of the Main SRFI Site. Oblique, intermittent filtered views of the Main SRFI Site are possible through gaps and over the top of roadside hedgerows for a short section of this road between Hill Farm before the road descends into Blisworth.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	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 <b>Low</b> the duration of effect is <b>Medium term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>

Ref. / Receptor	Baseline condition	Visual susceptibility and value	Potential degree of change, duration of effect & reversibility	Level & significance of effect
TRd	<p>Refer to: VP5 and Figures A17.3.5, A17.3.28, &amp; A17.57a to A17.57l; and VP24 and Figures A17.3.23, A17.3.46, A17.3.75a to A17.3.75l.</p> <p>Towcester Road and Northampton Road bisects the Main SRFI Site. Towcester Road leaves Milton Malsor in a southerly direction to become Northampton Road and goes under the WCML Bridge towards Blisworth. Oblique intermittent filtered views of the eastern and western parts of the Main SRFI Site are possible from Towcester/Northampton Road over the top and through gaps in the roadside hedgerows.</p>	<b>Medium</b> susceptibility and <b>Medium</b> value	<p>There would be no views of the A43 junction works as they would be hidden behind the intervening vegetation. Partial views of the Northampton Road underpass work and the internal access road construction work would be possible. There would be open close range views of the construction landscape screening mounds. These would include the movement of materials and construction machinery. The landscape screening mounds would soften some views of the of the warehouse construction works. The movement of machinery, materials and the use of tall construction equipment would all be apparent in the view.</p> <p>The degree of change is <b>High</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b>.</p>	<b>Major Adverse Highly Significant</b>

The following table sets out the assessment of visual effects at year one of operation for road users.

**Table A17.7.2: Assessment of visual effects during operational phase**

Ref./ Receptor	Degree of change, duration of effect & reversibility	Level & significance of effect
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Ref./ Receptor	Degree of change, duration of effect & reversibility	Level & significance of effect
BLn Barn Lane Year 1	<p>The upper sections of proposed warehousing buildings, partially screened by the intervening screening bunds, would dominate views 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 within the Main SRFI Site. Intervening existing vegetation including mature outgrown hedgerows and 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 upon is therefore considered to be <b>High</b>. The change would be <b>Long term</b> and would be <b>Partially</b></p>	<b>Major Adverse Highly Significant</b>
Year 7	<p>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 in the change to the quality and character of the view, particularly during Winter months. The degree of change is therefore considered to be <b>Medium</b>, duration <b>Long term</b> and would be <b>Partially reversible</b>.</p>	<b>Moderate Adverse Significant</b>

Ref./ Receptor	Degree of change, duration of effect & reversibility	Level & significance of effect
Year 15	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 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 <b>Low</b> , duration <b>Long term</b> and would be <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>
CRd Courteenhall Road Year 1	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 <b>Limited extent</b> of the road. The degree of change is <b>Medium</b> , the duration of effect is <b>Medium term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>
Years 7 & 15	At years 7 and 15 years post completion of the development oblique views of the Main SRFI site will be similar to year 1 from a <b>Limited extent</b> of the road. The degree of change would be <b>Medium</b> , the duration of effect is <b>Medium term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>
StRd Station Road Years 1, 7 & 15	Views of the Main SRFI Site are effectively blocked by the embankments of the WCML. Views of the Main SRFI Site through the railway arch over the Grand Union Canal are blocked by intervening vegetation to the north of the WCML. Therefore no visual effects are anticipated.	<b>No Change Not Significant</b>
Bar Blisworth Arm unnamed Road Year 1	For the majority of the route views of the Main SRFI Site will be effectively blocked or heavily filtered by .intervening vegetation and built form. However for a short section of the route near to Arm Farm, very brief, direct and oblique views may be gained of the A43 Grade Separated Junction and slip roads, and the upper most sections of warehousing in Zone 2. The degree of change is <b>High</b> . However due to the very limited extent of the route and the very brief nature of such views then the degree of change is <b>Low</b> , duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>

Ref./ Receptor	Degree of change, duration of effect & reversibility	Level & significance of effect
Years 7 & 15	For the majority of the route views of the Main SRFI Site will be effectively blocked or heavily filtered by intervening vegetation and built form. However for a short section of the route near to Arm Farm, at year 7 the majority of the grade separated junction would be hidden, but the uppermost parts of the warehouses in Zones 2 may still be visible. In the winter a slightly higher proportion of the grade separated junction and warehouses would be visible through the winter vegetation. Once mitigation planting reaches maturity, approximately 15 years post completion of the development, views will be effectively screened. Due to the very limited extent of the route and the very brief nature of such views then the degree of change is <b>Negligible</b> , duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Negligible Not Significant</b>
MRd Milton Road Year 1	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 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 <b>Limited extent</b> of the route would be affected. The degree of change is therefore considered to be <b>Low</b> . The change would be <b>Long term</b> and would be <b>Partially reversible</b>	<b>Minor Adverse Not Significant</b>
Years 7 & 15	At year 7 the available views and visual effects would remain similar, though the mitigation planting may serve to soften the massing of the Main SRFI Site to a degree. 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 Main SRFI Site to a degree.	<b>Minor Adverse Not Significant</b>
GRd1 Gayton Road Year 1	Oblique, brief, intermittent, filtered views of Zone 1 of the Main SRFI Site possible through gaps and through adjacent roadside hedgerows for a short section of this road. The degree of change is <b>Low</b> duration of effect is <b>Medium Term</b> and the change is <b>Partially reversible</b> .	<b>Minor Adverse Not Significant</b>



Ref./ Receptor	Degree of change, duration of effect & reversibility	Level & significance of effect
Years 7 & 15	At year 7 the upper parts of the warehousing would still be visible in the summer and winter through the roadside hedgerow. 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 units in oblique, brief, intermittent, filtered views. The degree of change is <b>Negligible</b> duration of effect is <b>Long Term</b> and the change is <b>Partially reversible</b> .	<b>Negligible</b> <b>Not</b> <b>Significant</b>
GRd2 Gayton Road Year 1	For road users whilst views of 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 <b>Low</b> the duration of effect is <b>Medium term</b> and the change is <b>Partially reversible</b> .	<b>Minor</b> <b>Adverse</b> <b>Not</b> <b>Significant</b>
Years 7 & 15	At years 7 and 15 years post completion of the development view will remain similar to year 1. Therefore the degree of change is considered to be <b>Low</b> the duration of effect is <b>Medium term</b> and the change is <b>Partially reversible</b> .	<b>Minor</b> <b>Adverse</b> <b>Not</b> <b>Significant</b>
TRd Towcester / Northampton Road Year 1	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 <b>Limited extent</b> 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 <b>High</b> .  The changes would be <b>Long term</b> and would be <b>Partially reversible</b> .	<b>Major</b> <b>Adverse</b> <b>Highly</b> <b>Significant</b>
	For a <b>Limited extent</b> 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 <b>Medium</b> .	<b>Moderate</b> <b>Adverse</b> <b>Significant</b>
	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 <b>Low degree</b> of change resulting in a <b>Minor adverse</b> .	<b>Minor</b> <b>Adverse</b> <b>Not</b> <b>Significant</b>

