

Appendix 17.6 Visual Effects to Users of Recreational Routes and Public Rights of Way

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 users of Recreational Routes and Public Rights of Way and should be read in conjunction with the Representative Viewpoint Assessment in **Appendix 17.3**.

The location of Recreational Routes and Public Rights of Way are indicated on **Figure A17.1.6**.

The assessment of the proposed J15a Works Construction Phase Visual Effects, including users of recreational routes and Public Rights of Way, are presented in Chapter 17 from paragraph 17.233. The assessment of the proposed J15a Works Operational Phase Visual Effects, including users of recreational routes and Public Rights of Way, are 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 users of recreational routes and Public Rights of Way, is presented in Chapter 17 from paragraph 17.235. The assessment of the Minor Highway Works Operational Phase Landscape and Visual Effects, including users of recreational routes and Public Rights of Way, 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 users of Recreational Routes and Public Rights of Way.

Table A17.6.1: Main SRFI Site Construction Phase Visual Effects to Users of Recreational Routes and Public Rights of Way

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
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Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
GUCW Grand Union Canal and Walk	<p>Refer to VP12 and Figures A17.3.22, A17.3.45, A17.3.74a & A17.3.74b, and VP7 and Figures A17.3.7, A17.3.30, A17.3.59a to A17.3.59l.</p> <p>For the users of the canal and Grand Union Canal Walk that runs along the towpath just to the south of the Main SRFI Site in-between the A43 bridge and West Coast Main Line bridge very occasional, intermittent, filtered, glimpsed oblique views of the western part of the Main SRFI site through intervening tall outgrown hedgerow vegetation adjacent the towpath may be gained.</p> <p>For the users of the canal and Grand Union Canal Walk that runs past Blisworth Marina, Blisworth Arm and Gayton Marina views of the wider SRFI Site are effectively blocked by the vegetation along the A43 corridor and hedgerows adjacent the towpath as well as the buildings within Blisworth Arm. Filtered oblique views is available from a short section of the route near to Arm Farm.</p>	High susceptibility and High value	<p>For the majority of the route views of construction activities will be effectively blocked or heavily filtered by the vegetation along the A43 corridor and hedgerows adjacent the towpath as well as the buildings within Blisworth Arm. There would be partial heavily filtered views of construction activities through the intervening vegetation. These views would include the movement of materials and construction machinery.</p> <p>However for a short section of the route near to Arm Farm, brief 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 existing overhead lines will be removed and undergrounded. The degree of change is High.</p> <p>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.</p>	Minor Adverse Not Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
MSW Midshires Way	<p>Refer to VP14 and Figures A17.3.13, A17.3.36, A17.3.65a & A17.3.65b</p> <p>There is a short section of the recreational route, on Gayton Road to the southwest of the Main SRFI Site. From this area of higher ground to the northwest of Blisworth glimpsed views of the Main SRFI Site may be gained over the clipped roadside hedgerows.</p>	High susceptibility and High value	<p>There would be 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.</p> <p>Therefore, the degree of change is considered to be Medium the duration of effect is Medium term and the change is Partially reversible.</p>	Minor Adverse Not Significant
KX5	<p>Refer to VP16 and Figures A17.3.15, A17.3.38 and A17.3.67a to A17.3.67h.</p> <p>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.</p>	High susceptibility and High value	<p>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.</p> <p>The degree of change is considered High, the duration of effect Medium term and the change Partially reversible</p>	Moderate Adverse Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
KX7 and KX8	<p>Refer to VP17 and Figures A17.3.16, A17.3.39 and A17.3.68a A17.3.68l.</p> <p>PRoW KX7 and KX8 are located to the south of Milton Malsor crossing arable fields between Rectory Lane and Towcester Road. 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.</p>	High susceptibility and High value	<p>There would be 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 of the view. There would be open views of the construction of the screening bunds in the near to middle distance of the view. 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</p>	Major Adverse Highly Significant
KX9	<p>Refer to VP18 and Figures A17.3.17, A17.3.40 and A17.3.69a to A17.3.69d.</p> <p>PRoW KX9 is situated within the Milton Malsor Conservation Area in. Views of the main SRFI site are restricted by intervening vegetation and the properties on Rectory Lane and Barn Lane.</p>	High susceptibility and High value	<p>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 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</p>	Major Adverse Highly Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
KX10	<p>Refer to VP19 and Figures A17.3.18, A17.3.41 and A17.3.70a to A17.3.70c</p> <p>To the east of Milton Malsor KX10 runs in-between the village and Collingtree. Oblique views towards the Main SRFI Site from the eastern section of the footpath are heavily filtered by intervening trees and hedgerows field boundaries in the short to middle distance, and by vegetation and infrastructure associated with the NLL.</p>	High susceptibility and High value	<p>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</p>	Minor Adverse Not Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
KX13	<p>Refer to VP2 and Figures A17.3.2, A17.3.25 and A17.3.54a A17.3.54f.</p> <p>PRoW KX13 runs from Collingtree to the east of the main SRFI site, through the Main SRFI Site to a junction with PRoW RD1 over the West Coast Main Line. The part of the PRoW within the Main SRFI Site would be diverted. From its current route within the site open views of the eastern part of the site are possible and there would be open views of the western part of the main SRFI site. Wider views are blocked by hedgerow vegetation. For the section to the east of the site glimpsed views of the site would be possible through the vegetation running along the NLL corridor.</p>	High susceptibility and High value	<p>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.</p> <p>The degree of change is High and the duration of effect is Medium term and the change is Partially reversible</p>	Major Adverse Highly Significant
KX15	<p>PRoW KX15 runs through the eastern part of the Main SRFI Site from the West Coast Main Line up to Barn Lane and joins up with PRoW KX13. Users of this footpath have unobstructed views of the Main SRFI Site.</p>	High susceptibility and High value	<p>There would be no views of the A43 junction as they would be blocked by vegetation along the Northampton Loop and West Coast Main Line Embankment. There would be partial views of the Northampton Road underpass, internal access road construction and construction of the landscape screening mounds work through the intervening vegetation. These would include the movement of materials and construction machinery. The gantry cranes and the use of construction equipment including cranes would be visible of the top of the intervening vegetation along the Northampton Loop. The degree of change is High duration of effect is Medium Term and the change is Partially reversible.</p>	Major Adverse Highly Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
KX16	<p>Refer to VP6 and Figures A17.3.6, A17.3.29 and A17.3.58a to A17.3.58f.</p> <p>PRoW KX16 runs from a junction with RD12 close to the A43 in a north-easterly direction until it reaches Gayton Road. Users of this footpath have unobstructed views of the western part of the Main SRFI Site.</p>	High susceptibility and High value	<p>The route of the ProW will be realigned through the Main SRFI Site. Along its new alignment there would be 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.</p> <p>The degree of change is High, the duration of effect is Medium term and the change is Partially reversible</p>	Major Adverse Highly Significant
RD1 & RD22	<p>Refer to VP4 and Figures A17.3.4, A17.3.27 and A17.3.56a to A17.3.56l.</p> <p>PRoW RD1 is routed from Blisworth past allotments and a recreational ground, and down slope to a bridge crossing over the WCML and into and across the Main SRFI site to meet with KX15 and KX13. PRoW RD22 runs down the same slope but further east from Courteenhall Road. From these elevated positions open, unobstructed views of the eastern part of the Main SRFI Site are possible, though views to the western side are restricted by intervening topography vegetation.</p>	High susceptibility and High value	<p>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</p>	Major Adverse Highly Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
RD3, RD6 & KZ14	<p>Refer to VP3 and Figures A17.3.3, A17.3.26, and A17.3.55a to A17.3.55f.</p> <p>A number of PRow run to the east of Blisworth, including RD3, RD6 and KZ14. They are located in an elevated position with long range views. Views of the eastern part of the Main SRFI Site are partially filtered by intervening field boundary hedgerows and along Courteenhall Road, with the western part of Main SRFI Site more heavily filtered and screened by intervening topography and vegetation. Views from the western part of RD3 would be blocked by the built form of Blisworth.</p>	High susceptibility and High value	<p>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 Main SRFI Site would be largely screened.</p> <p>The degree of change is High and the duration of effect is Medium term and the change is Partially reversible.</p>	Major Adverse Highly Significant
RD12	<p>Refer to VP6 and Figures A17.3.6, A17.3.29 and A17.3.58a to A17.3.58f.</p> <p>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.</p>	High susceptibility and High value	<p>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.</p> <p>The degree of change is High, the duration of effect is Medium term and the change is Partially reversible</p>	Major Adverse Highly Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
RL5	<p>Refer to VP15 and Figures A17.3.14, A17.3.37, A17.3.66a to A17.3.66d.</p> <p>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.</p>	High susceptibility and High value	<p>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.</p>	Minor Adverse Not Significant

Ref. / Receptor	Baseline	Visual susceptibility and value	Potential visual effects, degree of change, duration of effect & reversibility	Level & significance of effects
LB5 Nene way	<p>Refer to VP11 and Figures A17.3.10, A17.3.33 and A17.3.62a.</p> <p>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</p> <p>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.</p>	High susceptibility and High value	As the Main SRFI Site is screened by the intervening trees, built from and topography the degree of change is considered to be Negligible .	Negligible Not Significant

The following table sets out the assessment of visual effects at years 1, 7 & 15 of operation for users of Recreational Routes and Public Rights of Way.

Table A17.6.2: Assessment of visual effects during operational phase

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
GUCW Year 1	<p>For a very short section of the route near Arm Farm and at a short existing gap in the adjacent hedgerow (Refer to VP12), views may be gained of the A43 Grade Separated Junction and slip roads, and upper most sections of warehousing units in Zones 1 and 2 beyond. From these locations the degree of change would be High. However due to the limited extent of the route and the brief oblique nature of such views, and as views from the majority of the route are screened or heavily filtered, then the degree of change for the route as a whole is considered to be Low, the duration of effect is Medium Term and the change is Partially reversible.</p>	Minor Adverse Not Significant

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
Years 7 & 15	At years 7 & 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 Negligible , 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.	Negligible Not Significant
MSW Year 1	The rooftops and upper portions of the warehousing in the western part of 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 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 .	Minor Adverse Not Significant
Years 7 & 15	At years 7 and 15 post completion of the development a small level of increase in planting would be visible within the green buffer to the north and around the base of the warehouses. However, virtually the same extents of the Proposed Development are visible in years 7 and 15 as in year 1 for a limited extent of the route. The degree of change is Low , duration of effect is Long Term and the change is Partially reversible .	Minor Adverse Not Significant
KX5 Year 1	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 Zone1 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	Major Adverse Highly Significant
Year 7	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 Main SRFI Site and one of the gantry cranes would be conspicuous in views. Therefore the degree of change would remain High .	Major Adverse Highly Significant

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
Year 15	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 will further screen and filter 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.	Moderate Adverse Significant
KX7 and KX8 Year 1	The introduction of 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 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 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 upon is therefore considered to be High . The change would be Long term and would be Partially reversible .	Major Adverse Highly Significant
Year 7	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 .	Minor Adverse Not Significant
Year 15	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 .	Negligible Not Significant
KX9	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 Main SRFI Site would be screened by mature vegetation and residential properties. 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 upon is therefore considered to be High . The change would be Long term and would be Partially reversible	Major Adverse Highly Significant
Year 7	At year 7 all but the top of the warehousing would be hidden from view by the structural planting in the summer. Winter views would show more of the warehousing. There would also be views of the intermodal gantry towers between the trees and buildings. The degree of change is Medium , duration of effect is Long Term and the change is Partially reversible .	Moderate Adverse Significant.

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
Year 15	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.	Negligible Not Significant
KX10 Year 1	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 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 .	Moderate Adverse Significant
Years 7 & 15	At years 7 & 15 post completion of the development, the screen bunding and planting would effectively screen views 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 Long Term and the change is Partially reversible .	Moderate Adverse Significant
KX13 Year 1	Views would be entirely altered with the introduction of the Zone 5 buildings and the Zone 6a infrastructure including the proposed intermodal infrastructure including gantry cranes, container storage and warehousing which would occupy the majority of the view and block longer distant 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 .	Major Adverse Highly Significant

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
Years 7 & 15	At years 7 and 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 , duration of effect is Long Term and the change is Partially reversible .	Major Adverse Highly Significant
KX15 Years 1, 7 & 15	The PRoW would be stopped up and would no longer be accessible to walkers. Therefore no visual effects are anticipated.	Nil
KX16 Year 1	The diverted PRoW would run through one of the Publically Accessible Structural Landscape Zones. Along its new alignment, the Proposed Development would occupy the majority of the view. The addition of the large-scale warehouses would alter the nature of the view from medium - long range and open to short- range and enclosed. The Proposed Development would screen views of Milton Malsor and Northampton to the north-east and the open agricultural land and blocks of woodland directly to the east. The views of the A43 would be altered through the loss of embankment trees and the addition of the grade separated junction and associated slip road which would increase the prominence of the A43. Warehouses in zones 1 and 2 would form highly prominent features seen against the skyline. 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 .	Major Adverse Highly Significant
Years 7 & 15	At years 7 and 15 post completion of the development, the screen planting adjacent to the diverted PRoW will be established and will soften the appearance of the screening mounds. Together the screening mounds and planting will screen the lower sections of the warehousing.. However, the upper sections and roofs of the warehouses in zones 1 and 2 would continue to form prominent features. The grade separated junction would be screened by planting. The degree of change is Medium , duration of effect is Long Term and the change is Partially reversible .	Moderate Adverse Significant

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
RD1 & RD22 Year 1	Views would be substantially altered by the introduction of 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 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	Major Adverse Highly Significant
Years 7 & 15	Once mitigation planting reaches maturity, approximately 15 years post completion of the development, the level of vegetation around the buildings 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 .	Major Adverse Highly Significant
RD3, RD6 & KZ14 Year 1	Farmland in the immediate foreground of the view would be retained. However, views would be substantially altered by the introduction of 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 .	Major Adverse Highly Significant
Years 7 & 15	At years 7 and 15 post completion of the development, the level of vegetation around the buildings 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 , duration of effect is Long Term and the change is Partially reversible .	Major Adverse Highly Significant

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
RD12 Year 1	<p>The Main SRFI Site and 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 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.</p> <p>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</p>	<p>Major Adverse Highly Significant</p>
Year 7	<p>At year 7 the Main SRFI Site and 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 helps 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</p>	<p>Major Adverse Highly Significant</p>
Year 15	<p>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.</p>	<p>Moderate Adverse Significant</p>
RL5 Year 1	<p>The immediate foreground of the view would remain unaltered. However 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 and 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 Main SRFI Site may be conspicuous, such views may only be gained from this elevated point at the roadside. Views of 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.</p>	<p>Minor Adverse Not Significant</p>

Ref.	Degree of change, duration of effect & reversibility	Level & significance of effect
Years 7 & 15	At years 7 and 15 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 Main SRFI Site and provide further screening of the A43 Grade Separated Junction. Views of 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 Low . The change would be Long term and would be Partially reversible .	Minor Adverse Not Significant
LB5 Years 1, 7 & 15	As the Main SRFI Site is screened by the intervening trees, built form and topography the degree of change is considered to be Negligible .	Negligible Not Significant