

Appendix B : Visual Sensitivity

**M1 JUNCTION 19 IMPROVEMENT
ENVIRONMENTAL STATEMENT VOLUME 2
CHAPTER 4 LANDSCAPE**



**CAPACITY AND SENSITIVITY METHODOLOGY
VISUAL SENSITIVITY WORKSHEET**

FACTOR	DESCRIPTION	PROFILE	IMPACT	OPPORTUNITY	SENSITIVITY
GENERAL VISIBILITY	<p>A combination of gently undulating topography, field boundary vegetation and areas of woodland copse determine the availability of views within the study area.</p> <p>Gently rising topography to the north of the study area broadly defines the River Avon corridor and limits the extent of views to the middle distance. Catthorpe Hill is a shallow sloping, elevated area of land to the south-west of Junction 19 with the M1/M6 motorway corridors cutting into the north-eastern flank of the hill.</p> <p>Mature hedgerows, often unclipped and with numerous mature trees are a prominent feature along field and roadside boundaries, predominantly to the south-west of Swinford and south-east of Shawell.</p> <p>There are views to the north-west from Catthorpe Hill across more open farmland and the M6 motorway corridor. Mature woodland plantations in the vicinity of Catthorpe Manor and the M1 motorway corridor limit views to the south and east.</p> <p>In views from the north, east and south-east, the rising ground of Catthorpe Hill and established tree and shrub planting on the upper slopes, provides a wooded backdrop to the motorway junction.</p> <p>Where there are breaks in existing vegetation there are glimpsed, distant views to the south from elevated vantage points in the vicinity of Swinford and Catthorpe. The numerous transmitter towers at Rugby Radio Station are often a significant feature in the view.</p>	<p>PROFILE: Removal of existing vegetation, forming a varied degree of enclosure and constraining / filtering views, would determine the level of exposure from existing receptors.</p> <p>Earthworks and structures to elevate traffic would: increase the impact of the junction and approaching roads / motorways; reduce the effectiveness of mitigation planting to constrain / filter views of these proposals.</p> <p>Location of drainage ponds is led by interface between surface runoff area and existing / proposed landform. Changes to landform or field pattern may result in minor changes in landscape character.</p>			Medium

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RECEPTORS	<p>In general, there are few significantly elevated or prominent vantage points from which to view changes in the existing junction layout. Visual impact is considered to affect the following receptors:-</p> <ul style="list-style-type: none"> - Shawell: The location of the village, in a shallow north-south trending valley with land rising to a series of local ridges in the east, combined with field and roadside hedgerows with trees, prevents views towards the existing junction. - Swinford: Existing views from the village are generally rural in character and limited in extent by rising topography to the north and north-west and abundant mature field boundary hedgerows with trees to the south and west. - Catthorpe: The village is located on a shallow ridge of land that rises to the north-east to Catthorpe Hill. Views from properties within the village are generally limited with topographical variation, mature vegetation and neighbouring properties often screening views. - Lilbourne: This village is located on slightly elevated land to the south of the River Avon floodplain with intervening buildings and vegetation limiting views from properties within the village. - Other Residential Properties: There are numerous individual properties throughout the study area, some located in close proximity to the existing junction and motorway corridors. - Other Locations: There is an extensive network of public rights of way and narrow, local roads within the study area. Existing vegetation and topographical features determine the nature and extent of views from these locations. Field hedgerows and mature hedgerow trees often significantly filter views from footpaths. Sections of footpath that traverse rising topography often obtain slightly elevated views towards motorway traffic. 		<p>IMPACT: Likely impact on surrounding receptors is considered to be dependent on works required for improvement as outlined under 'Profile' above. Likely receptors to be impacted are as follows:-</p> <ul style="list-style-type: none"> - Shawell: No impact - Swinford: 35 no. residential properties - Catthorpe: 10 no. residential properties - Lilbourne: 18 no. residential properties - Other Properties East of M1, North of A14: 6 no. residential properties - Other properties West of M1, North of M6: 4 no. residential properties - Other Properties West of M1, South of M6: 2 no. residential properties - Other Properties East of M1, South of A14: No further properties - PRoW: 15 no. footpaths, 5 no. bridleways. 		High to Medium
MITIGATION POTENTIAL	<p>Earthworks, within main junction layout and along perimeter of improvements, would help screen views and reduce visual impact by elevating planting from proposed highway levels.</p> <p>Woodland and shrub planting within the highway boundary, in mitigation for loss of existing vegetation and to improve upon diversity of landscape,. This would be varied in character to provide visual interest and diversity and would include 'high forest' to provide landmarks, 'woodland', 'woodland edge', as well as contrasting areas of shrubs and more open scattered tree planting.</p> <p>Boundary hedgerows, of mixed species with trees, would be planted to integrate the scheme with the surrounding field pattern or to provide additional protection to adjacent features such as bridleways. Planting of additional hedges, along the perimeter of proposed local roads, could be negotiated with adjacent landowners, subject to an agreement as accommodation works.</p> <p>Opportunities to provide more effective screening for individual landowners through off-site planting, also subject to an agreement under Section 253 of the Highways Act.</p>			<p>OPPORTUNITY: Positive opportunity for improvement to existing views from Catthorpe through improvements to existing screen along M6 south embankment.</p> <p>Positive opportunity for screening M6, A14 and M1 from viewpoints north-west, north-east and south-east of the junction through provision of false cuttings and screen planting.</p> <p>Positive opportunity for reinstatement of the current enclosed setting through provision of boundary hedgerows with trees.</p> <p>Minor potential for reducing visual impact, through provision of off-site planting, due to undulating topography.</p>	

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FACTOR	DESCRIPTION	PROFILE	IMPACT	OPPORTUNITY	SENSITIVITY
SUMMARY	<p>The removal of substantial areas of existing mature vegetation, to the east of the M1 and A14, and to the north of the M6, would result in an increase in clear views of traffic and structures within the junction and along approaching roads / motorways. However, due to the limited nature of views from the main villages of Swinford, Catthorpe, Lilbourne and Shawell, the impact of the clearer views would be limited to key locations and viewpoints. Opportunities to mitigate this loss would reduce the impact of the junction improvements and may provide an improvement in views from some key viewpoints in the long term.</p>				Medium