

Appendix D : Visual Impact Schedules

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



Unless otherwise stated, Predicted Impacts are described for winter months.

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APPENDIX D - Effect On Views From Settlements - SU = Substantial, M = Moderate, SL = Slight, N = Neutral													
Ref	Approx. Distance to Scheme (metres)	Name	Existing/comment	No's Affected Year 0				Predicted Impact Year 0	No's Affected Year 15				Predicted Impact Year 15
				SU	M	SL	N		SU	M	SL	N	
A	1115	Properties at Shawell	Views from the village towards the existing motorway network are screened by the shallow valley location (with land rising to a series of local ridges in the east) combined with mature hedgerow trees / hedgerow.					No effect.					No effect.
B1	600 to 680	Properties at Swinford	Houses on the western edge of the village in an elevated position have distant views of the M1 and Junction to the W and SW. including the Leys a bungalow partly screened by a boundary hedgerow, Springfield, Paddock House and Frankton Cottage mainly from upstairs and garden. A strip of recent planting would obstruct views from all but Springfield in future years. There are also glimpses from a row of 6 houses, Nos. 11 – 16 Chapel Fields facing west over a narrow arc though very much filtered by garden vegetation Existing motorway junction not a dominant component in the view although it is visually intrusive. There are significant night time views to motorway and junction lighting, often seen above horizon lines.			4	6	Loss of highway boundary planting on M1 would make traffic more visible and traffic on the A14 to M1 (N) link and M6 to M1 (S) link would be visible, 1 new gantry within the arc of view. No significant additional night time impacts. <i>Slight</i> for Springfield and houses on Shawell Road, <i>Neutral</i> for 11 – 16 Chapel Fields which only have glimpses. During construction and for a limited time after road opening there would be temporary visual intrusion for these properties from the Contractor's site compound at a minimum range of 500 metres including buildings, lighting at night and Contractor's plant. This temporary effect would be <i>Moderate</i> .				10	Views would be screened by establishment of recent planting strip. Any other glimpses would be softened by established planting. Screening benefit would increase further in summer months. There would be no long term impacts from the site compound as the site would be restored to agricultural use.
B2	460 to 560	Properties at Swinford	Views to south-west from property Nos 1 – 8 Rugby Road and Nos 3, 9, 10 & 11 Whitethorns Close. All are to the north side of Rugby Road and are partially screened by mature garden and roadside vegetation which mainly limit views to upstairs windows. Filtered winter time views possible towards traffic on junction. There are filtered night time views to motorway and junction lighting, seen above horizon lines.			1	11	Loss of existing planting would open up views. Glimpsed views towards traffic on elevated sections of motorway (A14 to M1 (N) link and M6 to M1 (S) link) would be more prominent in the distance and high sided vehicles on the M6 to A14 link behind the false cutting. 1 new gantry within the arc of view along M6 to A14 link. Lighting columns and night time lighting would be slightly more prominent in filtered views.				12	Filtered views of traffic over false cuttings during winter months. Planting would improve views towards A14 and link roads, particularly during summer months but views of lighting and top of A14 gantry would remain.

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B3	570 to 625	Properties at Swinford	Dwellings on the south side of Rugby Road have views south and south-west across pastureland, although extent of views significantly limited by garden vegetation and broken/unclipped field boundary hedgerows with trees. Most exposed property is 'Meadowside' with large picture windows and a view through hedge gap. Neighbours, Elmdene, Melwood and Copperfield are much better protected though may have glimpses through winter vegetation. Very narrow, glimpsed view of moving traffic on elevated sections of motorway, but more direct to A14 to the south. Rugby Radio Station masts clearly visible above horizon to south. There are filtered night time views of lighting on the motorway / A14 corridors.			4		Glimpsed views towards traffic on elevated sections of motorway (A14 to M1 (N) link and M6 to M1 (S) link) and high sided vehicles on the M6 to A14 link behind the false cutting. Top of 1 new gantry within the arc of view, along M6 to A14 link, over false cut and earthworks. Lighting columns and night time lighting would be slightly more prominent in filtered views to the SW and S on the A14 where lighting would be extended.				4	Filtered views of traffic over false cuttings during winter months. Planting would improve views towards A14 and link roads, particularly during summer months, but views of lighting and top of A14 gantry would remain.
B4	625 to 665	Properties at Swinford	Views from 6 cottages west of Stanford Road, 4 at Braye Cottages, Honey Pot Cottage and Rose Cottage, are across open fields over a wide arc towards A14, though partially screened by hedgerows and boundary trees. Outbuildings in garden areas and to the west of properties further limit ground floor views from certain properties. Upper floor views likely to be more open.			6		Main orientation of view would be towards high sided vehicles on the M6 to A14 link behind false cutting including lighting and gantry. Glimpses only of traffic on elevated A14 to M1 (N) link and M6 to M1 (S) link.				6	Filtered views of traffic over false cuttings during winter months. Planting would improve views towards traffic on A14, particularly during summer months, but views of lighting would remain.
B5	715	Properties at Swinford	Views to west from 2 properties on the east side of Stanford Road, Stanford View and Avon View, although extent of views significantly limited by broken/unclipped field boundary hedgerows with trees. Properties may have distant glimpses through winter vegetation of traffic on elevated section of motorway (M6 to M1 south) and traffic on A14. There are filtered night time views of lighting on the M6 to M1 south link.			2		Glimpsed views towards traffic on elevated sections of motorway (A14 to M1 (N) link and M6 to M1 (S) link) and high sided vehicles on the M6 to A14 link behind the false cutting. Lighting columns would be slightly more prominent in filtered views along the A14 to M1 (N) link and M6 to M1 south link.				2	Filtered views of traffic over false cuttings during winter months. Planting would improve views towards traffic on A14 to M1 (N) and M6 to M1 (S) links, particularly during summer months, but views of lighting would remain.

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B6	740	Properties at Swinford	<p>The elevated property 'The Limes' located toward the centre of Swinford has upper storey views to the south-west over rooftops, although extent of views significantly limited by broken/unclipped field boundary hedgerows with trees. Glimpses through winter vegetation of moving traffic on elevated sections of motorway.</p> <p>There are filtered night time views of lighting on the motorway and elevated link route.</p>				1	<p>Glimpsed views towards traffic on elevated sections of motorway (A14 to M1 (N) link and M6 to M1 (S) link).</p> <p>Lighting columns and night time lighting would be slightly more prominent in filtered views along the A14 to M1 (N) link.</p>				1	Filtered glimpsed views of traffic over false cuttings during winter months. Planting would improve views towards elevated link roads, particularly during summer months, but views of lighting would remain.
C1	545 to 675	Properties at Catthorpe	<p>The property 'Hazelwood' on Elm Lane on the northern edge of Catthorpe has extensive, elevated views from both levels to the north across relatively open agricultural land. Towards M6 traffic is prominent in the view although clipped hedgerow, hedgerow trees and garden vegetation filters and limits the extent of the view as does vegetation on Shawell Lane.</p> <p>An adjacent house, 'Hafod' is also visible looking back from M6, along with one roof window from the clock tower of Manor Farm. The arc of view from 'Hafod' is constrained by intervening buildings and limited to upstairs.</p> <p>Night time views to the north of the village are dominated by lighting (clearly visible above the horizon) and traffic movements along the M6 motorway. Lighting on the M1 corridor is also visible.</p>			1	2	<p>Traffic would be visible rising onto the elevated section of the M6 to M1 (S) link along with traffic and 2 new gantries along the M6.</p> <p>No significant additional night time impacts due to existing lighting along M6.</p>				3	Dense planting, along the embankment to the south edge of the M6 and to the south embankment of the M6 to M1 south link, would more effectively filter views towards traffic than is achieved by existing planting, particularly in summer. Tops of gantries would remain visible.

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C2	465 to 515	Properties at Catthorpe	<p>Two semi-detached properties Nos. 1 & 2 Swinford Road along the northern edge of Catthorpe have elevated views from both levels to the north across open agricultural land, limited in extent by garden vegetation and hedges and trees along Shawell Lane.</p> <p>Rising ground to the east of Catthorpe (to Catthorpe Hill), combined with boundary vegetation limits the extent of views in this direction.</p> <p>Night time views to the north of the village are dominated by lighting and traffic movements along the M6 motorway. Lighting is clearly visible above the horizon.</p> <p>There are views in the same direction from adjacent 'Heath House', though more constrained by garden vegetation and Shawell Lane. 'The Knoll' also has a glimpse even more constrained by vegetation on the lane.</p>			3	1	<p>For Nos. 1 & 2 Swinford Road and 'Heath House', traffic would be visible rising onto the elevated section of the M6 to M1 (S) link and along the M6. 1 & 2 Swinford Road would also have views of 1 new gantry to the NW on M6.</p> <p>'The Knoll', given intervening vegetation, has more restricted views.</p>				4	<p>Dense planting, along the embankment to the south edge of the M6 and to the south embankment of the M6 to M1 south link, would more effectively filter views towards traffic than is achieved by existing planting, particularly in summer. Tops of gantries would remain visible.</p>
C3	500 to 540	Properties at Catthorpe	<p>Views from properties to the east of the village are limited. Rising ground to the east combined with mature trees limits views in this direction. Tall garden boundary fences prevent ground floor views from new properties on Hermitage Close. 2 houses have minor glimpses towards M6 to the north and 1 more has very distant views towards the M1 crossing the Avon valley to the south.</p>				3	No discernible deterioration or improvement				3	No discernible deterioration or improvement

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D1	140 to 195	Properties at Lilbourne	<p>Lilbourne is situated on high ground with views to the north and north-east towards the M1 crossing the Avon Valley.</p> <p>Numbers 10 – 30 on the east side of Station Road have oblique views towards the M1 crossing the Avon valley to the north-east which is well screened by established vegetation. Views limited mainly to upper windows as garden fences and vegetation obscure ground floor views. More direct close range views to the east are towards the M1 in cutting where it is well screened by mature vegetation. Recent planting has been carried out to add to this. 2 houses Nos 30 and 12 have more direct views to the NE because of their orientation.</p> <p>Adjacent recreation ground, children's play area and village hall are also situated on high ground with views over M1 crossing the Avon Valley and the junction beyond.</p> <p>Views of the M1 to the south, from number 25 Yelvertoft Road, have been opened up due to removal of existing vegetation facing the property with 3 existing matrix signs clearly visible.</p> <p>All views from Lilbourne are affected by existing M1 lighting at night.</p>				12	<p>Views of the main scheme would be constrained by existing vegetation retained along the west side of the M1 and its adjacent woodland north of the River Avon.</p> <p>Numbers 10 – 30 on the east side of Station Road, would have views of 1 new gantry over the existing vegetation along the west side of the M1 at a range of approximately 140 metres. This gantry would also enter views from the adjacent children's play area and village hall.</p> <p>Views to the south from number 25 Yelvertoft Road would reduce to 1 existing matrix sign but would include 1 new gantry in the approximate vicinity of one removed matrix sign.</p> <p>The impact of adjacent lighting would not change significantly.</p>				12	No change. No further planting proposed on this section.		
D2	650 to 700	Properties at Lilbourne with southern views.	<p>In addition to number 25 Yelvertoft Road described above, a further 6 houses at the southern edge of the village have views of M1 to the south and associated matrix signs (numbers 1,2 and 5-8 Stonehouse Court).</p>				6	<p>Views would reduce to 1 existing matrix sign but would include 1 new gantry in the approximate vicinity of one removed matrix sign. Views also offset by presence of radio masts.</p>				6	No change. No further planting proposed on this section.		
Views from Settlements Totals				0	0	18	45					0	0	6	57

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				SU	M	SL	N		SU	M	SL	N	
1	270	Fairview	Bungalow with views to south and south-east across fields although limited by flat 'plateau' topography and unclipped hedgerows and trees. Night time views of lighting along the M6 corridor.				1	Due to removal of vegetation to allow for the realignment of west end of LRN, there would be some views of passing traffic, although constrained by field boundary vegetation. Night time views would be similar to existing with slightly increased visual intrusion of lighting on the M6 to M1(S) link.				1	It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowner as accommodation works, would reduce impact, but as subject to agreement not taken into account.
2	20	Semi-detached properties on north side of Catthorpe Road	Semi detached properties with views to east mainly screened by mature trees, hedge and outbuildings. View of existing lane to south and west partially screened by garden vegetation. Views of the M6 to the south also screened by cutting and topography.		2			Improvement to LRN would widen carriageway and remove hedgerow on southern side. Driveway would be realigned. There would be glimpses of the LRN where it is realigned to the west though largely screened by retained section of hedgerow. Top of new gantry signage would be visible over existing vegetation alongside M6 from ground floor windows and garden. Views would be constrained by mature trees from upper storey.		2			As above potential mitigation not taken into account.
3	340	Tomley Hall Farm	2 storey farmhouse with main, generally open views, from two storeys across arable and pasture fields to the south and south-west towards the M6. Intervening hedgerows and trees break up the view particularly to the south-west. Views to south-east screened by mature woodland. Views of traffic on M6 motorway, especially high sided vehicles, only partly filtered by planting on northern motorway embankment. Lighting columns clearly visible along corridor resulting in night time intrusion.	1				Complete loss of existing vegetation, to the north embankment of the M6, would result in open views towards new earthworks and traffic on the M6 behind false cutting. 1 new gantry would be visible. Much of the LRN would lie to the foot of the M6 embankment with traffic visible. Improvements to Shawell Lane would be visible in the south-west.		1			Filtered views, over false cuttings during winter months, of traffic on M6 and M6 to M1 (S) link. Planting would improve views towards M6, particularly during summer months, but lighting and top of gantry signage would remain visible. As for properties above, potential hedge planting on the LRN has not been taken into account as it would be subject to landowner's agreement as accommodation works. Discussions have been held regarding off-site planting for this property, which if carried out would provide more effective mitigation. This is not taken into account in the assessment.

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				SU	M	SL	N		SU	M	SL	N	
4	10 to 80	Stonebank	<p>No access made to this property where there are various temporary dwellings, 3 no. confirmed as occupied. Views dominated by motorway corridors on embankment to east and south. Views are poor, across open areas of land used for storage of caravans and vehicles. Views limited by outbuildings. Field boundary hedgerows / trees to south of property and highway planting adjacent to road corridors (M1 (N) on slip M6 to M1 (S) link) filters views to traffic. High sided vehicles visible on motorway corridors.</p> <p>Lighting on motorway corridors and junction dominates night time view.</p>	3				<p>Major changes to the junction, including the high level links of M6 to M1 (S) and A14 to M1 (N) on embankment and viaduct, would be clearly visible at close range to the south and would form dominant features in the view. An open view, of the Swinford Road underpass (under the M6) would also be seen from the occupants at the west side of the site along with distant views of the new Shawell Road Bridge to the north.</p> <p>Vegetation along the M1 immediately adjacent would be lost, as would a field boundary hedge to the south which would open up views of the traffic on the LRN.</p> <p>1 proposed gantry would be visible to the east at a range of 35 to 90 metres.</p> <p>At night additional high level lighting along the A14 to M1 (N) link would add to the intrusion.</p>		3			<p>Dense planting along the M6 to M1 (S) link embankment would improve views to filtered winter views, toward traffic on the elevated carriageway. Screening benefit would increase further in summer months.</p> <p>Planting throughout the junction and to other embankments would reduce impact but bridge structures would continue to exert negative impact upon view.</p> <p>Hedgerow along M1 would be replaced, reducing immediate impact of traffic but not the gantry on M1.</p>

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5	80	Lambcote Hill Farm	<p>2 storey detached property. Views limited to north by gently rising topography and to west by farm buildings. Views south limited by low clipped roadside hedgerows and occasional mature trees. Views above hedgerows possible from upper storey south across open fields towards Junction 19. Views of traffic limited by existing well established highway boundary planting that combines with plantations at Catthorpe Hill to give a wooded character. Lamp columns at junction visible and distant views towards Rugby Radio Station Masts.</p> <p>Night time views to south dominated by lighting at junction and along motorway corridors.</p>		1			<p>Extensive loss of existing mature planting within and to east side of main junction would be clearly evident allowing more open views of traffic, earthworks and structures. Elevated motorway links (M6 to M1(S) and A14 to M1 (N)) would be clearly visible including new bridges. Elevated section of M1 to A14 (E) link would also be visible, though views of traffic would be mitigated by false cutting. The existing wooded backdrop of Catthorpe Hill would maintain a limited sense of enclosure and retain part of the existing landscape character.</p> <p>New gantry on M1 would also be within arc of view. Additional high level lighting along the A14 to M1 (N) link would add to the intrusion.</p> <p>This site compound would be overlooked at a range of 285 metres. The addition of buildings, lights and contractor's plant would result in <i>Substantial</i> visual impact for a temporary period.</p>			1		<p>Dense woodland planting would soften the view to <i>Slight</i>, particularly during summer months, with views remaining of traffic along the bridge section of the A14 to M1 (N) link and filtered winter views of traffic along the M1 to A14 (E) link behind false cutting.</p> <p>Lighting would remain visible.</p> <p>There would be no long term effects from the proposed site compound, as the land would be returned to agriculture after completion.</p> <p>Discussions have been held regarding off-site planting for this property, which if carried out would provide more effective mitigation.</p>
6	375	Swinford Lodge *	<p>3 storey detached mansion house. Mature planting to east and west of the property allows a narrow view corridor over a southern boundary hedge towards the existing junction across arable farmland. Moving traffic main source of intrusion with hedgerow and mature boundary trees on Shawell Road filtering the view slightly. Views possible from all 3 levels, but more open and extensive from higher levels. Masts at Rugby Radio Station and motorway lighting columns are clearly visible above horizon.</p> <p>Night time views to south dominated by lighting at junction and along motorway corridors.</p>			1		<p>Substantial loss of existing established vegetation within and to east side of junction would result in more open views of earthworks structures and traffic on elevated link routes (M6 to M1 (S) and A14 to M1 (N)).</p> <p>Loss of existing vegetation, to the north-east corner of the Shawell Road bridge, would also create views of the east section of the bridge and glimpses of traffic on Shawell Road and on the M1 beyond.</p> <p>Lighting along the A14 to M1 (N) link would add to the intrusion.</p> <p>This site compound would be within the arc of view at a range of 585 metres. The addition of buildings, lights and contractor's plant would result in <i>Substantial</i> visual impact for a temporary period.</p>			1		<p>Dense woodland planting would filter / screen glimpsed views of roads and traffic, particularly during summer months.</p> <p>There would be no long term effects from the proposed site compound as the land would be returned to agriculture after completion.</p>

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7	170	Westfield Lodge	<p>2 storey detached property significantly enclosed by outbuildings, garden/boundary and roadside vegetation which screen ground level views. Upstairs filtered, winter time views possible to traffic movements on elevated sections of the junction.</p> <p>Small 'outer' garden area (to west of main garden hedgerow) allows more open views across fields, filtered by field boundary and highway vegetation. Traffic movements particularly prominent on the eastern junction roundabout. Also glimpsed views of motorway and A14 road traffic movements. Lighting columns visible above horizon.</p> <p>Filtered views of night time lighting from ground floor.</p>	1				<p>Clear views towards high sided vehicles on M1 to A14 (E) link on high embankment. Views of traffic mitigated by false cutting. Elevated bridge section of A14 to M1 (N) link would also be clearly visible against backdrop of existing vegetation at SW of M6 to M1 (S) link.</p> <p>Increased night time lighting impacts due to additional link at level of existing M6 to M1 (S).</p> <p>Predicted impacts to upper floor views and from 'outer' garden area would be more significant.</p> <p>The property would be opposite the site compound at a range of 145 metres. The addition of buildings, lights and contractor's plant would result in <i>Substantial</i> visual impact for a temporary period.</p>		1			<p>Dense woodland planting would filter / screen glimpsed views of roads and traffic particularly during summer months however, taller structures, embankments and additional lighting would continue to exert a moderate negative impact upon glimpsed / filtered views.</p> <p>There would be no long term effects from the proposed site compound as the land would be returned to agriculture after completion</p>
8	185	Brookside	<p>Bungalow orientated to the north-east of the junction with views, limited in extent by field boundary vegetation, from lower floor windows across fields and filtered by field boundary and highway vegetation. Traffic movements particularly prominent on the eastern junction roundabout. Also glimpsed views of motorway and A14 road traffic movements with lighting columns visible above the horizon.</p> <p>Views of night time lighting from ground floor.</p>	1				<p>As for Westfield Lodge, clear views towards high sided vehicles on M1 to A14 (E) link on high embankment. Elevated bridge section of A14 to M1 (N) link would also be clearly visible against backdrop of existing vegetation at SW of M6 to M1 (S) link.</p> <p>Increased night time lighting impacts due to additional link at level of existing M6 to M1 (S).</p> <p>Loss of vegetation at the junction would substantially alter 'wooded' character of existing view from outer garden area however, existing vegetation at Cathorpe Hill would retain sense of enclosure.</p>			1		<p>Dense woodland planting would filter / screen glimpsed views of roads and traffic particularly during summer months however, taller structures, embankments and additional lighting would continue to exert a slight negative impact upon views.</p>

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9	120	Old Barn Farm	<p>2 storey detached property on elevated eastern edge of Catthorpe Hill. Views to south-west limited by higher ground and mature woodland north of Catthorpe Manor. Local views from house also limited by adjacent hedges and outbuildings. Views to north-east are open across an arable field but limited in distance by mature vegetation on M1 to M6 link cutting slopes. Visual detractors in proximity include a transmission mast to south-east, 11kV overhead line</p> <p>Lighting columns adjacent to M6 visible above tree line.</p>		1			<p>Break in established planting directly to north of property, to allow for temporary road diversion, would result in oblique views of traffic on M1 to M6 (N) link and filtered winter views to elevated bridge section of M6 to M1 (S) link. Views on the elevated link would be reduced in summer months due to existing vegetation retained on this SW embankment.</p> <p>Temporary visual intrusion during construction due to diverted traffic across field to NW of this property.</p> <p>Additional lighting columns along A14 to M1 (N) link would result in a slight increase night time lighting impact.</p>			1		<p>Dense woodland planting would begin to close gap in woodland along M1 to M6 (N) link, restore 'wooded' aspect and filter / screen views of traffic along this link, particularly during summer months.</p> <p>Lighting columns would remain visible, particularly at night.</p>
10	190	The Elms Station Road	<p>2 storey detached property elevated slightly above Station Road which provides clear views. Low clipped garden and roadside hedge only partly screens views to east across open arable field towards M1. Given established planting, filtered views are possible to traffic on the M1 motorway which is more effectively screened in the summer. Open views of traffic on the M1 over the River Avon Viaduct.</p> <p>Lighting along the M1 motorway is visible above existing planting and is a source of intrusion.</p> <p>Nearby pylons are an additional existing detractor.</p>			1		<p>Existing views would remain largely unchanged due to retained vegetation along the M1 cutting slopes and woodland north of the River Avon.</p> <p>Distant views of 1 new gantry would be clearly visible over the River Avon Viaduct at a range of 590 metres.</p>			1		No discernible deterioration or improvement
11	575	Morningside	<p>Elevated position with open views from both storeys to north-west. Traffic movements clearly visible on M1, A14 and Junction 19 visible in the distance. A high voltage transmission line on pylons is in close proximity to the north and a visual detractor.</p>			1		<p>Distant views of traffic along the M1 and A14 would remain as existing due to retained vegetation on M6 to M1 (S) link east embankment. Clear distant views of traffic on elevated section A14 to M1 (N) link at a range of 1.6 to 2.1 kilometres.</p> <p>Clear distant views of 1 new gantry along this route at a range of 1.75 kilometres.</p> <p>Additional lighting would add to night time visual intrusion with section of lit motorway extending around the River Avon.</p>			1		<p>Dense woodland planting behind the A14 to M1 (N) link would form a backdrop to elevated sections of traffic and, along with sections of planting to front embankment, would reduce visual impact, particularly during summer months. Glimpses of gantry would remain in view over establishing planting.</p> <p>Additional lighting would continue to exert a slight negative impact upon views.</p>

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APPENDIX D - Effect on Views from Properties - - SU = Substantial, M = Moderate, SL = Slight, N = Neutral													
Ref	Approx Distance to Scheme (metres)	Name	Existing/comment	No's Affected Year 0				Predicted Effects (Year 0)	No's Affected Year 15				Predicted Significance of Environmental Effects: Year 15
				SU	M	SL	N		SU	M	SL	N	
12	630	Lilbourne Lodge	Farm outbuildings restrict views towards the motorway and junction. Distant glimpses of A14, from second and third floor windows, over fields and existing vegetation.				1	Distant view of 1 new sign gantry and 1 new matrix sign along A14 over existing vegetation, at a range of 1.4 to 1.75 kilometres, especially during winter months.				1	No Discernible Change
13	1070	Clarkes Farm	Farm outbuildings and intervening vegetation restrict views towards the motorway and junction. Distant glimpse of A14 directly to north, from all north facing windows, over and through existing garden vegetation and field boundary hedges and trees.				1	Clear distant view of 1 new sign gantry on A14 across pasture fields, at a range of 1.1 kilometres, especially during winter months.				1	No Discernible Change
14	1040	New Clarkes Farm	Farm outbuildings and intervening vegetation restrict views towards the motorway and junction. Distant glimpses of A14 to north-east, from all east facing windows, partially screened by existing garden vegetation and field boundary hedges and trees.				1	Distant view of 1 new sign gantry and 1 new matrix sign along A14 over existing vegetation, at a range of 1.2 to 1.4 kilometres, especially during winter months.				1	No Discernible Change
15	250	Lilbourne Fields Farmhouse	Intervening vegetation and topography restricts views towards the motorway and junction to the north. Views, from upper storey windows over existing vegetation, of M1 and existing matrix signs to the south.			1		1 existing matrix sign would be replaced with a new sign gantry. This would be viewed over existing vegetation from upper storey windows at a range of 250 metres.			1		No Discernible Change
16	760	Lodge	2 storey detached property. Ground floor views screened by boundary hedge and trees. Possible very distant upper floor views towards junction. Night time views to south-west dominated by lighting at junction and along motorway corridors.			1		Substantial loss of existing established vegetation within and to east side of junction would result in more open views of earthworks structures and traffic on M1 to A14 (E) link and elevated link routes (M6 to M1 (S) and A14 to M1 (N)) and significantly alter the character of the views. Additional high level lighting along the A14 to M1 (N) link would add to the intrusion. The site compound would be within the arc of view at a range of 850 metres. The addition of buildings, lights and contractor's plant would result in <i>Moderate</i> visual impact for a temporary period.				1	Dense woodland planting would filter / screen glimpsed views of roads and traffic, particularly during summer months. There would be no long term effects from the proposed site compound as the land would be returned to agriculture after completion.
17	880	Property on Lutterworth Road	Bungalow in slightly elevated location with potential narrow, distant views towards junction.				1	Perceived change in the view would be very limited.				1	No Discernible Change

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APPENDIX D - Effect on Views from Properties - - SU = Substantial, M = Moderate, SL = Slight, N = Neutral															
Ref	Approx Distance to Scheme (metres)	Name	Existing/comment	No's Affected Year 0				Predicted Effects (Year 0)	No's Affected Year 15				Predicted Significance of Environmental Effects: Year 15		
				SU	M	SL	N		SU	M	SL	N			
18	270	Hill Farm	Views of M1 and existing matrix signs currently softened and screened by established planting.				1	Views, of 1 retained and 1 relocated matrix sign and 1 new sign gantry, would be screened by existing vegetation to east of M1. Oblique views to the south, over existing vegetation, of 1 relocated matrix sign at a range of 615 metres.				1	Existing vegetation would continue to mature with gantry signs less visible in summer months.		
19	320	Spinney Farm	Views of M1 currently screened by established garden planting and vegetation along M1. Views of 1 existing matrix sign, from upper storey windows, over established vegetation.				1	Views 1 new sign gantry, at a range of 515 metres. Removal of an existing matrix sign would offset visual impact.				1	No change.		
20	440	Holywell House	2 storey detached property. Ground floor views screened by garden vegetation and adjacent copse of trees. Glimpses of M6 and existing matrix signs from upper storey windows, particularly during winter months.				1	Change in view of 1 matrix sign, relocated from a range of 640 metres to a closer range of 475 metres.				1	No change.		
21	780	The Homestead	2 storey detached property. Distant glimpses of traffic on M6 over pasture land and through existing mature vegetation. Vegetation and topography screens existing matrix signs.				1	Distant view to south, over existing vegetation, of 1 new sign gantry along the M6 at a range of 885 metres.				1	No change.		
Effect on Views from Properties Totals				6	4	5	9					0	7	6	11
Effect on Views from Settlement (Table 5.7) Totals				0	0	18	45					0	0	6	57
All properties Totals				6	4	23	54					0	7	12	68

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Name	Existing/comment	No's Affected Year 0					No's Affected Year 15				Predicted Significance of Environmental Effects: Year 15
		SU	M	SL	N		SU	M	SL	N	
X10 footpath	Views to south across arable farmland with hedgerow and mature boundary trees on Shawell Road filtering the view Night time views to south dominated by lighting along motorway corridors and at junction. Limited views once within Swinford at the east and behind established vegetation screen alongside M1 at the north.		x	x	x	Substantial loss of existing established vegetation within and to east side of junction would result in more open views of earthworks structures and traffic on elevated link routes (M6 to M1 (S) and A14 to M1 (N)) and significantly alter the character of the views. Additional high level lighting along the A14 to M1 (N) link would add to the intrusion. Loss of existing vegetation, to the north-east corner of the Shawell Road bridge, would create views of the east section of the bridge and glimpses of traffic on Shawell Road and on the M1 beyond. The site compound would be within the arc of view at a range of 500 to 650 metres from Swinford Lodge to Swinford but screened by Lambcote Hill Farm to the west. The addition of buildings, lights and contractor's plant would result in <i>Moderate Adverse</i> visual impact for a temporary period.			x	x	Dense woodland planting would filter / screen glimpsed views of roads and traffic however, taller structures, embankments and proposed lighting would continue to exert a slight negative impact upon views. There would be no long term effects from the proposed site compound as the land would be returned to agriculture after completion.
X11 footpath	Footpath crosses open farmland. Hedgerow to east of M1 motorway screens views in this direction. Clear views to south towards existing junction. Night time views to the north are dominated by lighting along the M1 motorway and junction to south. Lighting is clearly visible above the horizon.	x				Loss of existing vegetation, to east side of M1, would increase views to M1 motorway. Clear views to south towards M1 to A14 (E) link, and elevated structures and sections of A14 to M1 (N) link and M6 to M1 (S) link.. Additional high level lighting along the A14 to M1 (N) link would add to the intrusion. This route crosses the proposed site compound and would be affected to a <i>Substantial</i> level.			x	Dense woodland planting within junction and on M1 to A14 (E) link road embankments would screen / filter certain views towards traffic however, taller structures, embankments and proposed lighting would continue to exert a slight negative impact upon views. There would be no long term effects from the proposed site compound as the land would be returned to agriculture after completion. The southern end of the footpath would be diverted alongside the proposed highway boundary following completion.	
X6 footpath	Footpath traverses farmland with hedgerows and trees allowing slightly elevated views to A14 and M1 motorway corridor. Distant filtered views to night time lighting at junction and M1 motorway.			x	x	Glimpsed, filtered views of traffic on A14 corridor at northern end. Impact would increase closer to A14. Additional lighting along the A14 to the River Avon would add to the intrusion.				x	Dense woodland planting on M1 to A14 (E) link embankments would screen / filter views towards traffic. Affect of lighting would remain.

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		SU	M	SL	N		SU	M	SL	N	
X7 footpath	<p>This route is proposed to be stopped up at the A14 and to the south, joining the diverted section of X8 alongside the A14. Comment relates to existing section north of A14.</p> <p>Views (from path north of A14) filtered slightly by existing hedgerow and trees although traffic movements significant source of intrusion.</p>	x	x	x				x	x	<p>Dense woodland planting, within junction and on M1 to A14 (E) link embankments, would screen / filter views towards traffic, although structures and traffic on the M6 to M1 (S) link, and lighting columns would remain a source of intrusion.</p> <p>Views of sign gantry, over woodland planting, would remain.</p>	
X8 footpath	<p>This route is proposed to be stopped up at the A14 and diverted alongside the A14 within the highway boundary, crossing under A14 at the Avon Bridge and then following a new line alongside the River Avon and old railway. Comment relates to existing section north of A14.</p> <p>Views to south-west towards existing junction screened / filtered to some extent by motorway boundary planting and dense hedgerows. Traffic movements significant source of intrusion on motorways and A14.</p> <p>Night time views to south-west dominated by lighting at junction and along motorway corridors.</p>	x		x				x	x	<p>Dense woodland planting, within junction and on M1 to A14 (E) link embankments, would screen / filter views towards traffic, although structures and traffic on the M6 to M1 (S) link and lighting columns would remain a source of intrusion.</p> <p>Views of sign gantry, over woodland planting, would remain.</p>	
X9 footpath	<p>View to south-west across farmland towards road and motorway corridors. Views confined and filtered by existing hedgerow and trees although traffic movements cause some intrusion.</p> <p>Night time views from southern sections of path affected by lighting at junction and along motorway corridors.</p>		x						x	<p>Dense woodland planting, within junction and on M1 to A14 (E) link embankments, would screen / filter views towards traffic, although structures and traffic on the M6 to M1 (S) link and lighting columns would remain a source of intrusion.</p>	
X51 footpath	<p>Existing hedgerows screen/filter views to south-west.</p>			x					x	<p>Elevated structures would remain more prominent in distant, glimpsed views.</p>	

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Name	Existing/comment	No's Affected Year 0					No's Affected Year 15				Predicted Significance of Environmental Effects: Year 15
		SU	M	SL	N		SU	M	SL	N	
X13 bridleway (North of Catthorpe Manor)	Section of path follows hedgerow that screens views to south-west. Slightly elevated views to north-east across farmland. Mature planting near Old Barn Farm and established planting on cutting slopes screen / filter views towards junction / motorways. Lighting columns break the horizon and night time views are dominated by lighting at junction and along M6 corridor.			x		Loss of established hedgerow along Swinford Road would initially open up views to traffic and structures of M1 to M6 link over Swinford Road. Clear views of traffic, earthwork and structure of M6 to M1 (S) link between retained vegetation on M1 to M6 link. Lamp columns and night time impacts would continue to be significant.			x		Planting alongside Swinford Road and around M1 to M6 link bridge structure would reduce impacts but M6 to M1 (S) link would remain a source of intrusion. Affect of lighting would remain.
X52 footpath (section north of Catthorpe Manor)	Northern section of path passes over elevated ground to reveal views to M6 corridor in the north to north-west. Views to NE limited by existing hedgerow. Night time views to north affected by lighting along M6 motorway corridor.			x		Traffic would continue to be visible along open sections of the M6. Traffic and bridge structure would be visible, over existing field boundary hedge, on the elevated section of the M6 to M1 (S) link. Upper sections of 2 sign gantries would be visible above the horizon line to the north and north-west. Lamp columns and night time impacts would continue to be significant.				x	Dense woodland planting to M6 south embankment would reduce current impact along open sections of M6. Traffic and bridge structure, of M6 to M1 (S) link, would remain a source of intrusion. Affect of lighting and gantries would remain.
X19 footpath	Path crosses open farmland with views to existing motorway corridor, filtered by mature field trees. Night time views to the south are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon.	x		x		Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic as footpath emerges from hedge at junction with X14 bridleway. Distant views east, toward elevated junction structures, from southern section of footpath. Clear view of 1 new signage gantry from southern length of footpath. Clear views of greenfield section of LRN, running parallel with M6, from southern section of footpath. No significant additional night time impacts.			x	x	Filtered views, over false cuttings during winter months, of traffic on M6. Planting would improve views towards M6, particularly during summer months, but lighting and top of gantry signage would remain visible. It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.

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		SU	M	SL	N		SU	M	SL	N	
X20 footpath	<p>Path crosses open farmland with distant views to existing motorway corridor, partially screened by Tomley Hall Farm, associated farm buildings, woodland copses and field boundary hedges.</p> <p>Night time views to the south are dominated by lighting along the M6 motorway.</p>			x	x	<p>Substantial loss of existing vegetation to north embankment of M6 creating distant glimpses of earthwork and M6 traffic as footpath emerges from hedge at junction with X14 bridleway. Distant views south-east, toward junction and elevated structures, from east section of footpath. Clear distant view of 1 new signage gantry from east length of footpath.</p> <p>Clear distant views of greenfield section of LRN, running parallel with M6, from southern section of footpath.</p> <p>No significant additional night time impacts. 4</p>			x	x	<p>Filtered views, over false cuttings during winter months, of traffic on M6. Planting would improve views towards junction and M6, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p>
X14 bridleway (North of M6 to Shawell Road)	<p>Path adjacent to hedgerow with slightly elevated views to existing motorway corridor, filtered by mature field trees.</p> <p>Night time views to the south and east are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon.</p>		x	x	x	<p>Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic as bridleway emerges from Shawell Road. Distant views east, toward elevated junction structures, from southern section of bridleway. Clear view of 1 new signage gantry from along length of bridleway.</p> <p>Clear views of greenfield section of LRN, running parallel with M6, becoming more dominant as bridleway approaches LRN.</p> <p>No significant additional night time impacts.</p>			x	x	<p>Filtered views of traffic on M6, over false cuttings during winter months. Planting would improve views towards M6 and main junction in the distance, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p>

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		SU	M	SL	N		SU	M	SL	N	
X21b footpath	<p>Existing track with mature trees that filter views slightly towards motorway and junction.</p> <p>Night time views to the south are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon to south of footpath.</p>	x	x			<p>Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic. Distant views east, toward elevated junction structures, from southern section of footpath. Clear view of 1 new signage gantry from along length of footpath.</p> <p>Clear views of greenfield section of LRN, running parallel with M6, becoming more dominant as footpath approaches LRN.</p> <p>No significant additional night time impacts.</p> <p>Should the Contractor's Site Compound be located at Alternative Site 1, distant views of the compound could be seen from the most southerly section of the footpath at a range of approx. 800 metres. The addition of buildings, lights and contractor's plant would result in <i>Slight Adverse</i> visual impact for a temporary period.</p>			x	x	<p>Filtered views of traffic on M6, over false cuttings during winter months. Planting would improve views towards M6 and main junction in the distance, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p> <p>There would be no long term effects from the proposed site compound as the land would be returned to agriculture or current use after completion.</p>
X21c footpath	<p>Path crosses open farmland with views to existing motorway corridor, partially screened by woodland copse to south-east of Tomley Hall Farm and field boundary hedge with trees.</p> <p>Night time views to the south are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon to south of footpath.</p>	x	x			<p>Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic. Distant views east, toward elevated junction structures, from southern section of footpath. Clear view of 1 new signage gantry from along length of footpath.</p> <p>Clear views of greenfield section of LRN, running parallel with M6, becoming more dominant as footpath approaches LRN.</p> <p>No significant additional night time impacts.</p>			x	x	<p>Filtered views of traffic on M6, over false cuttings during winter months. Planting would improve views towards M6 and main junction in the distance, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p>

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		SU	M	SL	N		SU	M	SL	N	
X21a footpath	<p>Footpath runs alongside woodland copse to south-east of Tomley Hall Farm and has direct views, south and south-east towards M6 approaching Junction 19 and distant views of M1, currently softened by mature boundary planting.</p> <p>Night time views to the south are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon to south of footpath.</p>	x	x			<p>Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic, also opening up to the west as footpath emerges from cover of woodland copse. Distant views south-east, toward junction and elevated structures. Clear distant view of 1 new sign gantry on M6 and 1 new sign gantry on M1 from southern length of footpath. Clear views of new drainage pond proposed south of Stonebank.</p> <p>Clear distant views of greenfield section of LRN, running parallel with M6.</p> <p>Additional high level lighting along the A14 to M1 (N) link would add to the intrusion.</p>			x	x	<p>Filtered views of traffic on M6, over false cuttings during winter months. Planting would improve views towards M6 and over main junction, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p>
X13 bridleway (North of M6 to Shawell Road)	<p>Bridleway runs alongside woodland copse to north-east of Tomley Hall Farm and has direct views, south and south-east towards M6 approaching Junction 19 and distant views of M1, currently softened by mature boundary planting. Views to the west are screened by both woodland copses to north-east and south-east of Tomley Hall Farm.</p> <p>Night time views to the south are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon to south of bridleway.</p>	x	x			<p>Substantial loss of existing vegetation to north embankment of M6 creating clear views of earthwork and M6 traffic, also opening up to the west as bridleway emerges from cover of woodland copses. Clear views south and south-east, toward junction and elevated structures. Clear distant view of 1 new sign gantry on M6 and 1 new sign gantry on M1 from southern length of bridleway. Clear views of new drainage pond proposed south of Stonebank.</p> <p>Clear distant views of greenfield section of LRN, running parallel with M6.</p> <p>Additional high level lighting along the A14 to M1 (N) link would add to the intrusion.</p>		x	x		<p>Filtered views of traffic on M6, over false cuttings during winter months. Planting would improve views towards M6 and over main junction, particularly during summer months, but lighting and top of gantry signage would remain visible.</p> <p>It is anticipated that a boundary hedge adjacent to the LRN, to be agreed with landowners as accommodation works, would reduce impact, but as subject to agreement not taken into account.</p>
Footpath (ix) (north of Shawell Road)	<p>Path crosses open farmland with views to traffic on existing M1 motorway corridor screened by boundary hedge at top of cutting slope. Top of existing matrix sign and extent of M1 lighting visible over boundary vegetation.</p> <p>Night time views to the south-east are dominated by lighting along the M1 motorway and Junction 19.</p>			x		<p>Loss of existing vegetation, to the north-west corner of the Shawell Road bridge and part way up the M1, would create clear views of the bridge and traffic on the M1 and Shawell Road. Views of the main junction to the south-east would remain unaffected. Removal of existing matrix sign would be offset by 1 new sign gantry in same vicinity.</p> <p>No significant additional night time impacts.</p>				x	<p>Dense woodland planting would screen / filter views toward the M1 and Shawell Road overbridge, particularly during summer months.</p> <p>Gantry and lighting would remain visible.</p>

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		SU	M	SL	N		SU	M	SL	N	
Footpath (x) (north of Hill Top Farm)	Path crosses open farmland with views to traffic on existing M1 motorway corridor screened by boundary hedge at top of cutting slope. Top of existing matrix sign visible over boundary vegetation.				x	Removal of existing matrix sign would be offset by 1 new sign gantry in same vicinity.				x	No change.
X14 Bridleway (crossing M1 at Shawell)	From Shawell Road, bridleway heads north along existing track and is screened from traffic on M1 motorway corridor by sections of adjacent hedges with intermittent trees. Where views open up over field to east, top of existing matrix sign and extent of M1 lighting visible over boundary vegetation.			x	x	Loss of existing vegetation, to the north-west corner of the Shawell Road bridge and part way up the M1, would create clear views of the bridge and traffic on the M1 and Shawell Road. Views of the main junction to the south-east would remain unaffected. Removal of 2 existing matrix signs would be offset by 2 new sign gantries in same vicinity. No significant additional night time impacts.				x	Dense woodland planting would screen / filter views toward the M1 and Shawell Road overbridge, particularly during summer months. Gantries and lighting would remain visible.
Footpath (i) (crossing M1 at Shawell, north of X14)	Path crosses open farmland to east of M1 with glimpses to traffic on existing M1 motorway corridor through existing boundary hedge at top of cutting slope. Top of existing matrix sign visible over boundary vegetation to south of M1 crossing.			x		Removal of existing matrix sign would be offset by 1 new sign gantry in same vicinity. Views of additional matrix sign, to the north of the M1 crossing, would be offset by presence of existing road and traffic.			x		No change.
FC3 bridleway (north of A14)	Bridleway crosses open pasture land, close to the A14 with traffic clearly visible until it falls into cutting.			x		Clear views of 2 new sign gantries and 2 new matrix signs but offset by presence of existing road.			x		No change
Footpath (iii) (south of A14)	Footpath crosses open pasture land, close to the A14 at west end, with traffic clearly visible until it falls into cutting.			x	x	Clear views of 2 new sign gantries and 2 new matrix signs but offset by presence of existing road.			x		No change
EX7 bridleway	Bridleway crosses farmland with breaks in hedgerows and trees allowing glimpsed views to A14 and M1 motorway corridor and possible views of existing junction. Views from path become more open towards the east as boundary vegetation becomes sparse. Lighting visible above horizon.			x	x	Distant glimpsed views of earthwork, traffic and structures along A14 and A14 to M1 (N) link. Clear views, from east section of bridleway, of 2 new sign gantries and 2 new matrix signs along A14 but offset by presence of existing road. Additional lighting along the A14 to the River Avon would add to the intrusion.			x	x	Dense woodland planting would filter / screen glimpsed views of traffic on elevated sections of junction, particularly during summer months. Lighting / columns, gantries and matrix signs would remain visible.
Footpath (iv) (west of M1 south of Lilbourne)	Path crosses open farmland to west of M1 with glimpses to traffic on existing M1 motorway corridor through existing field boundary hedgerows. Clear views of existing matrix signs, some partially screened by field boundary vegetation along certain lengths of footpath. Radio masts a dominant feature.				x	Removal of 1 existing matrix sign would be offset by 1 new sign gantry in same vicinity.				x	No change.

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

Unless otherwise stated, Predicted Impacts are described for winter months.

* Indicates Listed Building. Impacts listed are adverse – unless otherwise stated as beneficial

Name	Existing/comment	No's Affected Year 0					No's Affected Year 15				Predicted Significance of Environmental Effects: Year 15
		SU	M	SL	N		SU	M	SL	N	
Bridleway (v) (west of M1 south of Lilbourne)	Path crosses open farmland to west of M1 with glimpses to traffic on existing M1 motorway corridor through existing field boundary hedgerows. Clear views of existing matrix signs, some partially screened by field boundary vegetation along certain lengths of footpath. Radio masts a dominant feature.				x	Removal of 1 existing matrix sign would be offset by 1 new sign gantry in same vicinity.				x	No change.
EX3 footpath (Northamptonshire)	Path crosses open area of farmland with views west to established planting on M1 embankment which screens much of the traffic except for glimpses, mostly views of traffic on the M1 over the River Avon Viaduct. Transmission line on pylons an existing detractor. Lighting along the M1 motorway is visible above existing planting and is a source of intrusion.			x		Existing views would remain largely unchanged due to retained vegetation along the M1 cutting slopes and woodland north of the River Avon. Distant views of 1 new gantry would be clearly visible over the River Avon Viaduct.			x		No change.
X49 footpath	Path has extensive, elevated views to the north across relatively open agricultural land. Traffic on the M6 motorway corridor is prominent in the view although impacts limited slightly by clipped hedgerow and hedgerow trees. The existing Catthorpe to Shawell road is screened by dense hedgerow and hedgerow trees. Night time views to the north are dominated by lighting and traffic movements along the M6 motorway. Lighting is clearly visible above the horizon.				x	Traffic would continue to be visible along open sections of the M6. Distant views of traffic and bridge structure, over existing field boundary hedges, of the elevated section of the M6 to M1 (S) link. Upper sections of 2 sign gantries would be visible above the horizon line to the north and north-west, particularly from the slightly elevated section to the south. Lamp columns and night time impacts would continue to be significant.				x	Dense planting, along the embankment to the south edge of the M6 and to the south embankment of the M6 to M1 south link, would more effectively filter views towards traffic than is achieved by existing planting, particularly in summer. Affect of lighting and gantries would remain.
X14 Bridleway (South of M6)	Views from path dominated by M6 corridor immediately adjacent. Night time views to the north are dominated by lighting along the M6 motorway. Lighting is clearly visible above the horizon.			x		Views of new sign gantry over existing vegetation on M6 south embankment. No significant additional night time impacts.			x		No change.
Footpaths (vi) & (vii) (south of M6 at Newton)	Paths cross open farmland with glimpses of traffic, to the north along M6 motorway corridor, partially screened by mature woodland vegetation along the cutting slopes of the Great Western Walk and to the M6 southern cutting slope. Adjacent industrial units a dominant feature.			x	x	Clear views through gap in screen vegetation, particularly from north section of footpaths, of 1 new matrix sign along north side of M6 but offset by presence of existing road.			x	x	No change.
Bridleway (viii) (either side of M6 at Newton)	Bridleway crosses open field on north of M6 with open views of traffic, existing matrix sign and Newton Lane bridge. Bridleway passes over bridge and crosses open field, with open views of M6 traffic, and crossing Great Central Walk before heading south across open field alongside Footpath (vii) with similar views. Adjacent industrial units a dominant feature.			x	x	Clear views across open fields and through gap in screen vegetation, particularly from section of bridleway adjacent to M6, of 1 new matrix sign along north side of M6 but offset by presence of existing road and existing matrix sign.			x	x	No change.

