

Appendix D. Landscape and visual

D.1. Visual effects schedule

Table D-1 Visual effects schedule (refer to drawing HA549348-AMAR-ELS-SWI-DR-YE-000039 for viewpoint locations)

Viewpoint No. from Scoping Report	Current Viewpoint No (HA549348-AMAR-ELS-SWI-DR-YE-000039).	Key representative viewpoint description	Approx. dist. to Scheme	Existing view and sensitivity (refer to criteria provided in section 4.3.4 of the Scoping Report HA549348-AMAR-EGN-SWI-RP-YE-000100)	Magnitude of impact and significance of effect Winter Year 1 (refer to criteria provided in section 4.3.4 of the Scoping Report)	Magnitude of impact and significance of effect Summer Year 15 (refer to criteria provided in section 4.3.4 of the Scoping Report)
2	25	Looking south-west from the Nene Way at Willow View, Kislingbury. Represents views of users of Nene Way and residential properties along Willow View, Kislingbury.	500m	Middle distance views of traffic and signage infrastructure on the M1 across farmland and filtered through intervening vegetation. The M1 corridor is elevated and is noticeable and partially visible along the full extent of the horizon line. Sensitivity: High	Vegetation loss would slightly exacerbate views of traffic on embankment. Two proposed gantries and four ROTTMS would be visible on the embankment, but they would replace two existing signs and be set within the context of the existing highway infrastructure. It is considered that, although the perception of the motorway would be increased, it wouldn't be enough to alter the overall balance of features and elements that comprise the existing view. Impact: Minor adverse Effect: Moderate adverse	Established mitigation planting would filter views of traffic on embankment between chainages 37200 and 38350 since it would provide the same level of screening that the existing vegetation does at the moment. Impact: Negligible adverse Effect: Slight adverse
3b	24	Looking east from Bugbrooke Rd overbridge, Kislingbury.	0m	This view shows the M1 in slight cutting. The top of the banks are planted with continuous dense shrubs and occasional trees. The vegetation along the southbound edge of the motorway helps to screen views to and from the M1 towards properties along Miller's Close. Sensitivity: Low	The introduction of two ERAs and a noise barrier would cause the removal of existing vegetation on top of the banks and would introduce more infrastructure elements into the existing view. It is considered that these changes would be noticeable and readily apparent to the receptors. Impact: Moderate adverse Effect: Slight adverse	Established mitigation planting between chainages 36450 and 37100 would soften the appearance of the motorway infrastructure and would help to screen views of traffic and proposed signage from the surrounding areas. The noise barrier would have weathered and be visually screened by the proposed vegetation which would provide a similar level of coverage to the existing vegetation. Impact: Negligible adverse Effect: Slight adverse

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4	23	Looking north-east from Kislingbury Rd, Bugbrooke. Representative view from Bugbrooke settlement.	1300m	Open long distance views towards the hills beyond the M1. The views are over agricultural fields, generally flat, with low field hedges and occasional trees. The M1, associated infrastructure and traffic are clearly visible in the distance. Towards the left it is possible to see the large built form of Bugbrooke Mills. The A4500 appears in the long distance, beyond the M1, going up Harpole Hill. Sensitivity: High	The Proposed Scheme would be viewed from the distance and within the context of the existing motorway. The introduction of several signs and gantries would constitute a minor change to the nature of the existing view, already dominated by the road infrastructure. It is considered that the proposed elements are at such a distance that they would barely be noticeable or would be in keeping with the existing view. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would filter views of traffic on the embankment between chainages 37200 and 38350 and would provide the same or a higher level of screening than the existing vegetation does at the moment. Impact: Negligible beneficial Effect: Slight beneficial
5	22	Looking south-west from the Grand Union Canal Walk (PRoW HW17) next to Drawbrigde Lock, Shelfleys Represents views of public rights of way users and users of the Grand Union Canal.	175m	Close range and well contained views of the M1 near J15a. The view features the Grand Union Canal, with a listed lock in the left foreground, passing under the A43. The M1 lays beyond the A43 slightly elevated on an embankment and mostly screened by a wide belt of deciduous trees and shrubs. Sensitivity: High	Vegetation loss along the highway verge would slightly open up views of passing traffic, however due to the intervening belt of existing vegetation it is considered that the views would be filtered glimpses of larger vehicles on the M1 and would be barely noticeable. These views would be more filtered in summer with the vegetation in leaf. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would filter views of traffic on the embankment between chainages 33300 and 38350 and would provide a similar level of screening than the existing vegetation does at the moment. Impact: Negligible adverse Effect: Slight adverse
6	21	Looking north-east from North St near Castle Farm, Rothersthorpe. Representative view from Rothersthorpe settlement and conversation area.	700m	Long distance view over agricultural fields with predominantly low lying vegetation. The M1 and associated infrastructure are visible in the distance to the right of the view. The maintenance depot at Northampton services and the National Lift Tower are dominant features towards the left hand side of the view. Sensitivity: High	Some vegetation clearance would occur adjacent to the M1, on the right hand side of the long distance view. The Proposed Scheme would not cause any changes to the rest of the view due to intervening topography and built form. This change would be barely noticeable in this view. Impact: Negligible adverse	Established mitigation planting would screen or filter most of the views of traffic and proposed signage, and would provide a better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial

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					Effect: <i>Slight adverse</i>	
7	20	Looking south-east from Towcester Rd overbridge near Milton Crematorium, Milton Malsor. Represents views of users of the M1.	0m	Elevated view of the motorway corridor gently bending to the left and rising towards the horizon, before disappearing in the background. The foreground shows the M1 in cutting, with well vegetated embankments. The dense vegetation of shrubs and trees on the southbound bank provides screening to a couple of adjacent residential properties. Sensitivity: <i>Low</i>	The introduction of one ERA, in conjunction with the verge widening on the southbound carriageway, will result in the clearance of vegetation on the embankment, potentially opening up views to and from the residential properties. It is likely that removal of this vegetation will make the environmental noise barrier visible to M1 users. A superspan gantry will replace the existing gantry visible in the middle distance. This structure in conjunction with the verge widening will result in the removal of several large trees in the middle distance. This line of large deciduous trees are an important feature in the view and provide visual screening from Shelfleys to the motorway. It is considered that these changes would be noticeable and readily apparent to the receptors. Impact: <i>Moderate adverse</i> Effect: <i>Slight adverse</i>	Established mitigation planting would soften the appearance of the motorway infrastructure and would help to screen views of traffic and proposed signage from nearby residential properties. Impact: <i>Negligible adverse</i> Effect: <i>Slight adverse</i>
8	19	Looking north-east from Collingtree Rd near a residential property immediately west of Maple Farm, Milton Malsor. Represents views of residential properties along Collingtree Road.	420m	Middle distance open views of the motorway over arable land. The M1 and passing traffic are clearly visible due to the flat topography and absence of intervening vegetation. The settlement of Wootton is visible beyond the motorway, laying on the gently rolling background hills. Sensitivity: <i>High</i>	The Proposed Scheme would be viewed in the middle distance and within the context of the existing motorway. The introduction of new signs and gantries would be barely noticeable and would not contrast with the existing view, which is already dominated by the road infrastructure. Impact: <i>Negligible adverse</i> Effect: <i>Slight adverse</i>	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide a better screening than current vegetation. Impact: <i>Negligible beneficial</i> Effect: <i>Slight beneficial</i>
9	18	Looking south-west from Watering Ln near the Hilton	335m	In this view the M1 is in deep cutting and therefore only the top half of HGV's and other large vehicles are visible in the middle distance and beyond fields of arable land. In	The verge widening would give rise to the loss of the thin hedge at the top of the highways bank, opening views to tall passing traffic. However, the Proposed Scheme doesn't	Established mitigation planting would soften the appearance of the motorway infrastructure and would help to screen views of traffic and proposed signage

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		<p>Northampton hotel, Collingtree.</p> <p>Represents views of residential properties along Watering Lane, allotment users and guests of the Hilton Hotel at J15.</p>		<p>the foreground, to the right hand side, it is possible to see the edge of the allotments along Watering Lane. A thin hedge defines the highway boundary and filters views of passing traffic. The gentle topography beyond the M1 corridor reveals a skyline of multiple blocks of deciduous and evergreen woodland.</p> <p>Sensitivity: Residential properties: High Sensitivity: Allotment users and hotel guests: Moderate</p>	<p>propose any new gantries or other signs that would be visible in the view at this location. It is likely that the west wing of the Hilton Hotel (J15) and approximately 10 residential properties along Watering Lane would have partial views from the upper storeys, of the proposed environmental noise barrier (CH 30100 – 30400) filtered by intervening vegetation. Allotment users would have open views of the Proposed Scheme.</p> <p>Since the motorway is in cutting and tall passing traffic is already visible, it is considered that the changes would be a perceptible element in the overall view.</p> <p>Impact: Residential properties: Minor adverse Effect: Residential properties: Moderate adverse</p> <p>Impact: Allotment users and hotel guests: Minor adverse Effect: Allotment users and hotel guests: Slight adverse</p>	<p>from the surrounding areas. The noise barrier would have weathered and be visually screened by the proposed vegetation which would provide a similar or better level of coverage than the existing vegetation.</p> <p>Impact: Residential properties: Negligible beneficial Effect: Residential properties: Slight beneficial</p> <p>Impact: Allotment users and hotel guests: Negligible beneficial Effect: Allotment users and hotel guests: Neutral</p>
10	17	<p>Looking south-west from PRoW LF1 next to Quinton Screen, Grange Park.</p> <p>Represents views of users of the PRoW.</p>	220m	<p>The motorway is seen in the middle to close distance, rising to the centre of the view, beyond fields of arable land. The highways bank to the left of the view accommodates deciduous trees and understory vegetation whilst the banks to the right are planted with a dense and continuous hedge. Views of passing traffic are possible both through the line of trees and above the hedge. The view is contained immediately beyond the motorway by a dense screen of deciduous and evergreen woodland.</p> <p>Sensitivity: High</p>	<p>The verge widening would result in the loss of the majority of vegetation within the highways bank to the left hand side of the view. It is likely that limited sections of the hedge in the right hand side bank would also be affected. It would also be possible to see a new gantry and two new ROTTMS.</p> <p>Since the motorway and passing traffic are already a dominant feature in the view, it is considered that the proposals would be perceptible but not enough to alter the overall balance of features in the view.</p> <p>Impact: Minor adverse Effect: Moderate adverse</p>	<p>Established mitigation planting would screen or filter views of traffic on embankment and proposed signage.</p> <p>Impact: Negligible beneficial Effect: Slight beneficial</p>

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11	16	<p>Looking south-east from a pedestrian overbridge and the Midshires Way (PRoW KY1) near Quinton Green, Quinton.</p> <p>Represents views of users of the motorway and the Midshires Way.</p>	0m	<p>Elevated view of the motorway corridor gently bending to the left and rising in the middle distance before dropping down in the background. The foreground shows the M1 in slight cutting, with the top of the banks planted with a continuous hedge. Is also possible to see a gantry at close range and another in the distance, just before Courteenhall footbridge.</p> <p>Sensitivity: PRoW users: High Sensitivity: Motorway users: Low</p>	<p>The Proposed Scheme would cause the loss of all the vegetation at the top of both banks. It would be possible to see three new gantries, two new ROTTMS and a new ERA, replacing the two gantries in the existing view. Since the motorway and passing traffic are the dominant feature in the view, it is considered that the proposals would be perceptible but not enough to alter the overall balance of features in the view.</p> <p>Impact: PRoW users: Minor adverse Effect: PRoW users: Moderate adverse</p> <p>Impact: Motorway users: Negligible adverse Effect: Motorway users: Slight adverse</p>	<p>Established mitigation planting would return the view back to its original condition.</p> <p>Impact: PRoW users: No change Effect: PRoW users: Neutral</p> <p>Impact: Motorway users: No change Effect: Motorway users: Neutral</p>
12	15	<p>Looking south-west from National Cycle Route 6 along Wootton Rd, south of Quinton Green, Quinton.</p> <p>Represents views of users of the National Cycle Route 6.</p>	520m	<p>Wide and open views over arable land of the motorway corridor sitting on an embankment in the middle distance. Gantries, lighting columns and other highway infrastructure are readily noticeable. The motorway banks are sparsely vegetated and passing traffic is clearly visible, composing most of the skyline. Beyond the motorway it is possible to see multiple large scale wind turbines, which are a dominating feature in the view.</p> <p>Sensitivity: High</p>	<p>The Proposed Scheme would result in the loss of the vegetation within the highways embankment slopes. A new gantry and ROTTMS sign will replace an existing gantry. It is considered that the proposals would be perceptible but not enough to alter the overall balance of features in the view.</p> <p>Impact: Minor adverse Effect: Moderate adverse</p>	<p>Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation.</p> <p>Impact: Negligible beneficial Effect: Slight beneficial</p>
13	14	<p>Looking north-east from PRoW KZ16 near Ashwood Farm, Hartwell.</p> <p>Represents views of users of the PRoW and residents at Ashwood Farm.</p>	430m	<p>Wide and open view over arable land of the motorway corridor in the middle distance. Gantries, lighting columns and other highway infrastructure are readily noticeable. The motorway verges are sparsely or non-vegetated and passing traffic is clearly visible. Three large wind turbines adjacent to the motorway are a dominating feature in the view. A large block of woodland sits beyond the motorway, to the right hand side of the</p>	<p>The loss of vegetation in this view would be minimal and only limited to the southbound embankment. Two new gantries would be located against the backdrop of woodland and would replace the existing ones. Two new ROTTMS would be introduced to the left hand side of the view. It is considered that these changes would form a barely noticeable feature within the context of the existing view.</p>	<p>Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation.</p> <p>Impact: Minor beneficial Effect: Slight beneficial</p>

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				view, and serves as a softening backdrop to the passing traffic. Sensitivity: High	Impact: Negligible adverse Effect: Slight adverse	
14	13	Looking north-west from National Cycle Route 6 passing over Forest Rd Bridge, Salcey Forest. Represents views of users of the National Cycle Route 6 and the M1.	0m	Elevated view of the motorway corridor gently bending and rising to the left, before disappearing in the background behind woodland. The view shows the M1 corridor well screened and contained by the dense evergreen and deciduous woodland of Salcey Forest. Lighting columns are a dominant feature in the centre of the view. Other noticeable elements are a gantry in the right hand side foreground and two other further into the distance. Sensitivity: NCR 6 users: High Sensitivity: Motorway users: Low	The three gantries in the view would be replaced by a new superspan gantry in the middle distance, in the proximity of a new ERA. Eight new ROTTMS would be introduced along this section. Due to the verge widening some vegetation loss would occur along both sides of the motorway. At this stage it is envisaged that the closest line of trees to the motorway on both sides would be lost. It is considered that the proposals would be noticeable but would not alter the overall balance of features in the view. Impact: National Cycle Route 6 users: Minor adverse Effect: National Cycle Route 6 users: Moderate adverse Impact: Motorway users: Minor adverse Effect: Motorway users: Slight adverse	Established mitigation planting would return the view back to its original condition. Impact: National Cycle Route 6 users: No change Effect: National Cycle Route 6 users: Neutral Impact: Motorway users: No change Effect: Motorway users: Neutral
15	12	Looking south-east from Forest Rd Bridge carrying the Hanslope Circular Ride and the Milton Keynes Boundary Walk over the M1. Represents views of users of the recreational routes and the M1.	0m	Elevated views of the motorway corridor gently bending to the left, before disappearing in the distance. The view shows the M1 corridor in slight cutting, well screened and contained by the dense deciduous vegetation. In the middle distance it is possible to see an overbridge. Sensitivity: PRoW users: High Sensitivity: Motorway users: Low	A new gantry and a ROTTMS sign would be introduced on the southbound carriageway in the foreground-middle distance, before the overbridge. The northbound carriageway will accommodate a new ERA which, in conjunction with the verge widening, will cause the removal of most of the foreground vegetation on the bank. This is likely to open views towards and from farm buildings just beyond the line of trees. The perception of a continuous vegetation screen and containment of the M1 would be affected however it is considered that this would not alter the overall balance of features in the view.	Established mitigation planting would replace part of the existing vegetation lost and would help to soften the appearance of the motorway infrastructure. Impact: PRoW users: Negligible adverse Effect: NCR 6 users: Slight adverse Impact: Motorway users: Negligible adverse Effect: Motorway users: Slight adverse

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					Impact: PRoW users: Minor adverse Effect: NCR 6 users: Moderate adverse Impact: Motorway users: Minor adverse Effect: Motorway users: Slight adverse	
16	11	Looking north-east from Eastfield Dr, Hanslope. Representative view from Hanslope settlement.	1300m	Open long distance views over agricultural fields, generally flat, with low field hedges and occasional trees. The M1, associated infrastructure and traffic are partially visible in the distance. Sensitivity: High	Due to the long distance away from the Proposed Scheme, the nature of intervening topography, and vegetation, it is considered that only very small parts of the project would be discernable. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial
17	10	Looking south-west from PRoW Hanslope BW 026 and Midshires Way near Yew Tree Farm, Tathall End. Represents views of users of the Midshires Way recreational route.	100m	Close range view, contained by existing vegetation and landform, of the M1 corridor along a track which carries the Midshires Way. Views of the M1 and passing traffic are limited to the bridge which crosses the track underpass. Sensitivity: High	A new gantry will be introduced along the southbound verge, near the bridge, which will require the clearance of some vegetation. However due to the presence of the bridge and the vegetation alongside the track, leading to the underpass, it is considered that only a very small part of the project would be discernable. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would return the view back to its original condition. Impact: No change Effect: Neutral
18	9	Looking west-southwest from PRoW Gayhurst FP 008 next to Longland's Wood, Gayhurst. Represents views of users of the PRoW.	550m	Middle distance view of the M1 corridor beyond agricultural fields with hedges and occasional trees. Passing traffic, in particular large vehicles, is clearly noticeable over a limited section of the view and against a backdrop of gently undulating farmland and blocks of woodland. Towards the right hand side, the M1 disappears behind landform, whilst towards the left it is screened by Gayhurst Wood. Sensitivity: High	A new superspan gantry will be visible in the center of the view, approximately aligned with the location of Park Farm. Verge widening and the introduction of other signs would result in the removal of most of the vegetation along the M1 verges. The motorway is currently a noticeable feature in the view and the existing vegetation doesn't provide effective screening. Although it is considered that the Proposed Scheme would be perceptible, the changes would not alter the balance of features that comprise the existing view.	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial

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					Impact: Negligible adverse Effect: Slight adverse	
19	8	Looking south-west from a track adjacent to Gayhurst House Registered Park and Garden, Gayhurst. Represents views from Gayhurst House Registered Park and Garden.	550m	Middle distance view of the M1 corridor beyond gently undulating agricultural fields with hedges and occasional small groups of trees. The M1 and passing traffic is seen on an embankment filtered through existing vegetation, present along most of the side slopes of the motorway, with the exception of a section of the left hand side of the view. The vegetation along the highway banks defines the skyline. Towards the right hand side the M1 disappears behind landform with exception of the top of a gantry. Towards the left it is screened by the woodland at Hoo Wood. The recreational route Three Shires Way runs along the bottom of the motorway embankment from Hoo Wood, for approximately 500m until it crosses the motorway through an underpass. Sensitivity: High	A new gantry will be visible approximately in the center of the view. Verge widening will result in the removal of all the vegetation within the M1 embankment between Hoo Wood and the block of woodland around Dairy Farm. These changes will expose the motorway and passing traffic. These elements would be readily apparent in the view to receptors from the Registered Park and Garden as well as users of the recreational route. Impact: Moderate adverse Effect: Large adverse	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial
21	7	Looking south-east from PRoW Haversham/Little Linford FP 012 and the Ouse Valley Way, Little Linford. Represents views of from nearby residents and users of the Ouse Valley recreational route.	465m	Middle distance and glimpsed views of the M1 corridor beyond an undulating grazing field and densely wooded areas. The M1 and passing traffic are seen through a small gap in the intervening vegetation. Sensitivity: High	It is possible that a new gantry would be visible from this location in conjunction with localized vegetation clearance at the edge of the motorway. However due to the distance, intervening topography, and vegetation, only a very small part of the project would be discernable from this view. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would screen or filter most of the views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial

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22	6	Looking north-west from Little Linford Ln bridge as it passes over the M1, just north of Newport Pagnell Services, Little Linford. Represents views of from users of the M1.	0m	Elevated view of the motorway corridor gently bending to the right in the foreground, before disappearing in the distance. The view shows the M1 corridor in cutting, well screened and contained by the dense deciduous vegetation. In the middle distance is possible to see an overbridge and two gantries. Sensitivity: Low	Two new gantries will replace the existing ones. The northbound one will be approximately in the same location as the existing whilst the southbound one will move closer into the foreground of the view. The verge widening will result in the loss of a large area of vegetation within the right hand side bank. This is likely to open up views from the motorway users to the noise barrier at the top of the bank which screens the residential properties beyond, located along Sorrell Drive and Portfields Farm. The replacement and introduction of a new noise barrier is likely to contribute to the loss of vegetation in this area. It is considered that the Proposed Scheme would result in a noticeable change in the view. Impact: Moderate adverse Effect: Slight adverse	Established mitigation planting would replace most of the vegetation lost and would screen the new noise barrier and properties beyond the bank. Impact: Negligible adverse Effect: Slight adverse
23	5	Looking south-west from Wolverton Rd through a dense residential area, Newport Pagnell. Represents views of from residential properties along Wolverton Road.	120m	Close range and glimpsed view, framed by existing vegetation and residential properties, of the M1 corridor on a bridge over Wolverton Road. Passing traffic is partially visible above the bridge parapet. Sensitivity: High	The Proposed Scheme will result in the considerable loss of vegetation within the bank on the left hand side of the bridge. It is likely that this will open up views from a group of residential properties, particularly the ones located on the right hand side before the bridge, towards passing traffic and/or an environmental noise barrier. It is considered that the Proposed Scheme would form a noticeable feature on the view from these properties. Impact: Moderate adverse Effect: Large adverse	Established mitigation planting would replace most of the vegetation lost and would screen the new noise barrier and other motorway infrastructure elements. Impact: Negligible adverse Effect: Slight adverse
24	4	Looking north-west from PRow Moulsoe FP 014 as it passes	0m	Elevated view of the motorway. The view shows the M1 corridor in slight cutting along the northbound and a deeper cutting along	A new gantry will replace the existing one in the foreground at approximately the same location. The verge widening will result in the	Established mitigation planting would return the view back to its original condition.

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		<p>over the M1 at Willen.</p> <p>Represents views of users of the PRoW and the M1.</p>		<p>the southbound edge. It is well screened on both sides, with the southbound edge more densely vegetated than the northbound. It is possible to see a gantry in the foreground and an overbridge in the middle distance. Due to the flat nature of the landform, the existing vegetation screens most of the views beyond.</p> <p>Sensitivity: PRoW users: High Sensitivity: Motorway users: Low</p>	<p>clearance of approximately two thirds of the vegetation between the gantry and the overbridge. This is likely to result in opening views from the motorway into the fields beyond which are currently undergoing mineral extraction activities. Vegetation loss along the northbound verge is unlikely to cause any changes in the view due to the presence of a wide belt of trees beyond.</p> <p>It is considered that the Proposed Scheme would result in a perceptible change in the view but wouldn't alter the overall balance of features.</p> <p>Impact: PRoW users: Minor adverse Effect: PRoW users: Moderate adverse</p> <p>Impact: Motorway users: Minor adverse Effect: Motorway users: Slight adverse</p>	<p>Impact: PRoW users: No change Effect: PRoW users: Neutral</p> <p>Impact: Motorway users: No change Effect: Motorway users: Neutral</p>
26	3	<p>Looking north-west from Cranfield Rd overbridge, carrying National Cycle Route 51 and Milton Keynes Boundary Walk over the M1 at Wavendon.</p> <p>Represents views of users of the recreational route, National Cycle Route 51 and the M1.</p>	0m	<p>Elevated view of the motorway corridor gently bending to the right in the foreground, before disappearing in the distance. The view shows the M1 corridor coming out of the cutting in the foreground. Vegetation screening is intermittent and allows for long distance views towards the west. In the middle distance it is possible to see two gantries.</p> <p>Sensitivity: PRoW and National Cycle Route 51 users: High Sensitivity: Motorway users: Low</p>	<p>A new superspan gantry will be located in the foreground. Verge widening along this area will necessitate minimal vegetation removal. A new ERA will be located beyond the superspan gantry on the northbound carriageway and is likely to give rise to some vegetation clearance. Three new ROTTMS will be located in the foreground before the superspan gantry.</p> <p>It is considered that these changes would be noticeable but would not alter the overall balance of elements that form the view.</p> <p>Impact: PRoW and National Cycle Route 51 users: Minor adverse Effect: National Cycle Route 51 users: Moderate adverse</p> <p>Impact: Motorway users: Minor adverse Effect: Motorway users: Slight adverse</p>	<p>Established mitigation planting would return the view back to its original condition.</p> <p>Impact: PRoW and National Cycle Route 51 users: No change Effect: PRoW and National Cycle Route 51 users: Neutral</p> <p>Impact: Motorway users: No change Effect: Motorway users: Neutral</p>

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27	2	Looking north from Lower End Rd - National Cycle Route 51 and Milton Keynes Boundary Walk near Eagle Farm at Wavendon. Represents views of users of the recreational route, National Cycle Route 51 and nearby residential properties.	1000m	Long distance view over agricultural fields, filtered at close range by intervening field hedges, of the A421 and the M1 corridor. The road infrastructure is clearly exposed by the lack of vegetation and the flat nature of the landform. Towards the left hand side of the view it is possible to see the large building mass of John Lewis distribution centre. Sensitivity: High	It is likely that a new superspan gantry will be visible from this location. However, due to the long distance away from the Proposed Scheme, the exposed nature of the view and intervening road infrastructure, it is considered that only very small parts of the project would be discernable. Impact: Negligible adverse Effect: Slight adverse	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Minor beneficial Effect: Slight beneficial
28	1	Looking west from Salford Rd near PRow FP10 at Brogborough. Represents views of users of the PRow and nearby farms.	250m	Middle distance view over agricultural fields towards the M1 corridor. It is possible to see the top of a superspan gantry rising above the vegetation present along the edge of the motorway and to afford glimpsed and filtered views of passing traffic. Sensitivity: High	Due to the verge widening, all of the vegetation along the northbound edge would be removed. This would result in having uninterrupted views of the motorway and passing traffic from this location. It is considered that this would cause a perceptible change in the view but wouldn't alter the overall balance of features that comprise the existing view. Impact: Minor adverse Effect: Moderate adverse	Established mitigation planting would screen or filter views of traffic and proposed signage, and would provide better screening than current vegetation. Impact: Negligible beneficial Effect: Slight beneficial
Due to lack of access to private residential property, the following residential receptors are not represented by viewpoint photographs, but have been assessed based on knowledge gleaned from aerial photography, Google Earth Street View and field work.						
N/A	N/A	Newport Pagnell, Green Park, properties along Dulwich Close.	100m	Middle to close distance view from approximately five residential properties over Burgess Park and towards a dense belt of tree which screens the M1. Sensitivity: High	Due to the verge widening and the installation of a new gantry sign and noise barrier, part of the vegetation along the southbound edge would be removed. It is likely that this would result in having uninterrupted views of the motorway noise barrier and passing traffic from this location. It is considered that this would cause a noticeable feature in the view from these properties.	Open views of the environmental barrier would remain, although it would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to filter narrow views of the gantry. Impact: Negligible adverse

Viewpoint No. from Scoping Report	Current Viewpoint No (HA549348-AMAR-ELS-SWI-DR-YE-000039).	Key representative viewpoint description	Approx. dist. to Scheme	Existing view and sensitivity (refer to criteria provided in section 4.3.4 of the Scoping Report HA549348-AMAR-EGN-SWI-RP-YE-000100)	Magnitude of impact and significance of effect Winter Year 1 (refer to criteria provided in section 4.3.4 of the Scoping Report)	Magnitude of impact and significance of effect Summer Year 15 (refer to criteria provided in section 4.3.4 of the Scoping Report)
					Impact: Moderate adverse Effect: Large adverse	Effect: Slight adverse
N/A	N/A	Newport Pagnell, Green Park, properties along Hornbeam	50m	Close distance view from approximately 15 residential properties towards a belt of trees which screens the M1. Sensitivity: High	Due to the verge widening and the installation of a new gantry sign and noise barrier, part of the vegetation along the southbound edge would be removed. It is likely that this would result in having uninterrupted views of the motorway noise barrier and passing traffic from this location. It is considered that this would cause a noticeable feature in the view from these properties. Impact: Moderate adverse Effect: Large adverse	Open views of the environmental barrier would remain, although it would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to filter narrow views of the gantry. Impact: Negligible adverse Effect: Slight adverse
N/A	N/A	Newport Pagnell, Poets Estate, properties along Sorrell Drive	30m	Close distance view from approximately 20 residential properties towards a bund accommodating a noise barrier and a belt of trees which screens the M1. Sensitivity: High	Due to the fact that the M1 is in deep cutting and the reasonable width of the motorway bank, it is unlikely that the Proposed Scheme would impact on the top of the bund and the vegetation between the noise barrier and the properties. Therefore it is considered that the changes would not alter the overall balance of elements in the view. Impact: Negligible adverse Effect: Slight adverse	Open views of the environmental barrier would remain, although it would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to restore the current condition. Impact: Negligible adverse Effect: Slight adverse
N/A	N/A	Hartwell, properties along Stoneway.	40m	Close distance view from the back of approximately 20 residential properties towards a dense belt of trees which screens the M1. Sensitivity: High	Due to the fact that the M1 is in deep cutting, and the reasonable width of the motorway bank and intervening vegetation, it is unlikely that the Proposed Scheme would alter the overall balance of elements in the view. The new noise barrier would be filtered through intervening vegetation. Impact: Negligible adverse	Filtered views of the environmental barrier would remain, but the barrier would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to restore the current condition. Impact: Negligible adverse

Viewpoint No. from Scoping Report	Current Viewpoint No (HA549348-AMAR-ELS-SWI-DR-YE-000039).	Key representative viewpoint description	Approx. dist. to Scheme	Existing view and sensitivity (refer to criteria provided in section 4.3.4 of the Scoping Report HA549348-AMAR-EGN-SWI-RP-YE-000100)	Magnitude of impact and significance of effect Winter Year 1 (refer to criteria provided in section 4.3.4 of the Scoping Report)	Magnitude of impact and significance of effect Summer Year 15 (refer to criteria provided in section 4.3.4 of the Scoping Report)
					Effect: Slight adverse	Effect: Slight adverse
N/A	N/A	Collingtree, properties along Collingtree Court (or High Street as it is also known).	25m	<p>Close distance view from the front of approximately 15 residential properties towards a noise barrier and the canopy of trees beyond, located within the motorway bank and providing visual screening to the M1.</p> <p>Sensitivity: High</p>	<p>The Proposed Scheme proposes the introduction of two gantries in this area, along the edge of the southbound carriageway. Since the M1 is in deep cutting and the bank is planted towards the top with large trees, it is likely that some trees might be affected due to impacts on their root system. Replacement of the noise barrier is likely to cause some vegetation loss too. Due to the small width of the tree belt it is likely that the M1 corridor will be visible from the upper floors of the residential properties. Therefore it is considered that this would cause a noticeable feature in the view from these properties.</p> <p>Impact: Moderate adverse</p> <p>Effect: Large adverse</p>	<p>Open views of the environmental barrier would remain, although it would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to restore the current condition for properties No. 60b to 82. However, properties no. 71 to 77 would have direct and open views of the new gantry and noise barrier which would not be able to be mitigated due to the lack of space to introduce planting between the gantry and the noise barrier.</p> <p>Impact on properties No. 60b to 82: Negligible adverse Effect on properties No. 60b to 82: Slight adverse</p> <p>Impact on properties No. 71 to 77 (odd numbers only): Moderate adverse Effect on properties No. 71 to 77 (odd numbers only): Large adverse</p> <p><i>A hierarchy of mitigation options has been developed in liaison with the design team and a preferred option will be integrated into the design during DF4 to reduce effects to below significant. One of the following options will be taken forward, and forms a commitment for the design team as part of the OEMP:</i></p> <ul style="list-style-type: none"> o 1 - To alter the design in the same location, such as refining the gantry base or a narrow verge design, to accommodate a line of tree planting between the noise barrier and gantry; o 2 - To move the gantry approximately 100m north;

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						<p>o 3 - To move the gantry 300m or more north. The latter two options will give rise to knock on changes elsewhere and departures from standard highway design would need to be approved, although at the time of writing it has been confirmed that either Option 2 or 3 can be implemented. The design and landscape teams have had a number of design workshops around the options and are in the process of identifying the preferred solution to reduce the level of these significant visual effects to not significant. There are no engineering constraints to either of these options and a departure from standard will be secured for the preferred option through PSCRG. It can therefore be confirmed for the purposes of assessment that one of the options outlined above will be implemented. During DF4 the landscape architects and design team will collaborate closely to ensure that the design is developed to provide this required mitigation as a requirement of the OEMP. The preferred option will be implemented during DF4 and will successfully reduce the effects on these receptors to levels below the significance threshold of Moderate and therefore will be not significant.</p>
N/A	N/A	Properties along an unnamed road south of the Counties Crematorium at Towcester Road.	10m	<p>Close distance view from three residential properties towards a noise barrier and the canopy of trees beyond, located within the motorway bank and providing visual screening to the M1.</p> <p>Sensitivity: High</p>	<p>The Proposed Scheme proposes the introduction of one ROTTM sign in this area, along the edge of the southbound carriageway. Since the M1 is in deep cutting and the bank is planted towards the top with trees and shrubs, several trees will be affected due to impact on their root system. Introduction of a retaining wall will cause some vegetation loss too. Due to the small width of</p>	<p>Established mitigation planting would screen or filter views of traffic and proposed signage.</p> <p>Impact: Negligible adverse</p> <p>Effect: Slight adverse</p>

Viewpoint No. from Scoping Report	Current Viewpoint No (HA549348-AMAR-ELS-SWI-DR-YE-000039).	Key representative viewpoint description	Approx. dist. to Scheme	Existing view and sensitivity (refer to criteria provided in section 4.3.4 of the Scoping Report HA549348-AMAR-EGN-SWI-RP-YE-000100)	Magnitude of impact and significance of effect Winter Year 1 (refer to criteria provided in section 4.3.4 of the Scoping Report)	Magnitude of impact and significance of effect Summer Year 15 (refer to criteria provided in section 4.3.4 of the Scoping Report)
					<p>the tree belt, the M1 corridor will be visible from the upper floors of the residential properties and over the noise barrier. Therefore it is considered that this would cause a noticeable feature in the view from these properties.</p> <p>Impact: Moderate adverse</p> <p>Effect: Large adverse</p>	
N/A	N/A	Kislingbury, properties along the south-west edge of Miller's Close.	30m	<p>Close distance view from the back gardens of approximately 10 residential properties towards a dense belt of shrubs which provides visual screening to the M1.</p> <p>Sensitivity: High</p>	<p>The Proposed Scheme proposes the introduction of one ERA and ROTTM sign in this area, along the edge of the southbound carriageway. However these will be filtered through existing vegetation which defines the edge of the property gardens facing southeast. Since the M1 is in slight cutting and the bank is planted towards the top with shrubs, the works required for the verge widening, and the introduction of a new noise barrier, are likely to cause significant vegetation loss in particular between ch 37100 and 36900. Due to the small width of the shrub belt it is likely that the M1 corridor will be visible from the upper floors of the residential properties which face southwest and over the noise barrier. Therefore it is considered that this would cause a noticeable feature in the view from these properties.</p> <p>Impact: Moderate adverse</p> <p>Effect: Large adverse</p>	<p>Open views of the environmental barrier would remain, although it would have weathered to be slightly less stark. Mitigation planting behind the barrier would have established to filter views of the M1 corridor and soften the noise barrier.</p> <p>Impact: Negligible adverse</p> <p>Effect: Slight adverse</p>

D.2. Landscape effects schedule

Table D-2 Landscape effects schedule (refer to drawing HA549348-AMAR-ELS-SWI-DR-YE-000039 for locations of Landscape Character Areas)

LCA No.	Landscape Character Area	Existing characteristics and sensitivity (refer to criteria provided in section 4.3.4 of the Scoping Report HA549348-AMAR-EGN-SWI-RP-YE-000100)	Magnitude of impact and significance of effect Winter Year 1 (refer to criteria provided in section 4.3.4 of the Scoping Report)	Magnitude of impact and significance of effect Summer Year 15 (refer to criteria provided in section 4.3.4 of the Scoping Report)
13C	Long Buckby	<p><i>The landscape is more elevated to the north and falls towards the floodplain of the River Nene in the south. A combination of arable farmland and improved pastures grazed by both sheep and cattle characterises the landscape. Although field sizes vary considerably across the area, larger fields are generally under arable cultivation. Woodland cover is relatively limited within the character area and confined mainly to broadleaved copses. Although woodland is generally limited, well treed stream courses, lined with oak, ash, willow and alder, and mature hedgerow trees of oak and ash contribute to the overall tree cover. Connecting settlements is a relatively extensive network of minor roads, along with the influence of major roads such as the A428 and M1 motorway, from which some noise intrusion is evident.</i></p> <p>This character area includes the locally designated Special Landscape Area at Glassthorpehill.</p> <p>Sensitivity: Moderate</p>	<p>There are no significant works proposed along the motorway verge that abuts this character area.</p> <p>Impact: No change</p> <p>Effect: Neutral</p>	<p>There are no significant works proposed along the motorway verge that abuts this character area.</p> <p>Impact: No change</p> <p>Effect: Neutral</p>
2D	Ouse Valley Northern Slopes	<p><i>The key characteristics of this area are gently sloping valley sides, large scale arable fields with low clipped hedges, occasional stone walls to fields boundaries and limestone in fields, low proportion of woodland and hedgerow trees, panoramic views over meandering valley, general absence of visual detractors and limited impact from built urban development, historic parklands, limestone villages, historic associations with William Cowper and John Newton and heavily wooded skyline of Yardley Ridge to the north.</i></p> <p>This character area includes the Ouse Valley locally designated Area of Attractive Landscape and the Registered Park and Garden of Gayhurst House.</p> <p>Sensitivity: High</p>	<p>A large proportion of the motorway soft estate vegetation would be lost within this character area and along both sides of the motorway, to allow for the verge widening and introduction of signage. The banks of the motorway would be re-profiled due to the verge widening, however, these earthworks are unlikely to cause any changes to the landscape character apart from the loss of vegetation. It is considered that the aforementioned changes would cause slight damage to the existing features and elements of this area.</p> <p>Impact: Minor adverse</p> <p>Effect: Moderate adverse</p>	<p>Mixed native woodland and tree planting is proposed within the soft estate in various locations between chainages 15600 and 16150 to integrate the motorway infrastructure within the wider landscape. Once established, this would offer a similar level of screening and integration as provided by the existing soft estate.</p> <p>Impact: Negligible adverse</p> <p>Effect: Slight adverse</p>

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2B	Ouse Valley Urban Fringe	<p><i>The western section of the Ouse Valley skirts the northern edge of Milton Keynes and the settlements of Stoney Stratford, Wolverton and Newport Pagnell. This length of the valley has been significantly affected by extensive mineral extraction carried out in the building of Milton Keynes. However a new landscape is now emerging including lakes and important wildlife and recreational after uses. The key characteristics of this area are a meandering river in flood plain corridor with riparian vegetation, extensive restored mineral sites including lakes and semi natural vegetation, considerable recreational use including linear park, areas of pasture both on slopes and flood plain, associated areas of higher ground overlooking valley, isolated settlement but urban areas prominent in close proximity and historic and industrial archaeological features of interest.</i></p> <p>This character area includes the Ouse Valley locally designated Area of Attractive Landscape.</p> <p>Sensitivity: High</p>	<p>A proportion of the motorway soft estate vegetation would be lost within this character area and along both sides of the motorway, to allow for the verge widening and introduction of signage. The banks of the motorway would be re-profiled due to the verge widening, however, these earthworks are unlikely to cause any changes to the landscape character apart from the loss of vegetation. It is considered that the aforementioned changes would cause slight damage to the existing features and elements of this area.</p> <p>Impact: Minor adverse</p> <p>Effect: Moderate adverse</p>	<p>Mixed native woodland and tree planting is proposed within the soft estate in various locations between chainages 14200 and 15600 to integrate the motorway infrastructure within the wider landscape. Once established, this would offer a similar level of screening and integration as provided by the existing soft estate.</p> <p>Impact: Negligible adverse</p> <p>Effect: Slight adverse</p>
5C	Salford, Aspley Clay Vale	<p><i>The area is partly within the Forest of Marston Vale. Its key characteristics are large to medium scale, gently undulating landscape defined by the underlying Oxford Clay geology and relatively flat topography. Intermittent views provided across the vale to the prominent landscapes of the Greensand Ridge plus views to the elevated clay plateau landscape to the north. Land use predominantly defined by intensive arable cropping contained within large arable fields, although pockets of ridge furrow survive in small areas of pasture. Tributary streams and drainage channels (aligning Salford Road) associated with the River Great Ouse, cut through the landscape. The prominent, embanked M1 with conspicuous junction 13 with the A421 dual carriageway cuts east-west and dissects the landscape, having a dominant visual and audible presence together with the A421 and A507. The loosely clustered settlement of Salford and small hamlet of Hulcote. Settlement character is consistent and has some relationship with the vernacular style of the Wooded Greensand Ridge. Individual farmsteads and associated agricultural buildings are scattered throughout the landscape. Development surrounding J13 of the M1 including large scale building units exert a large scale and industrial influence in the south east of the area. Prominent views from the vale to Cranfield University and Technology Park located on an elevated area of plateau in the adjacent Clay Farmland landscape type. Some small remnant</i></p>	<p>A proportion of the motorway soft estate vegetation would be lost within this character area and along both sides of the motorway, to allow for the verge widening and introduction of signage. The banks of the motorway would be re-profiled due to the verge widening, however, these earthworks are unlikely to cause any changes to the landscape character apart from the loss of vegetation. It is considered that the aforementioned changes would cause slight damage to the existing features and elements of this area.</p> <p>Impact: Minor adverse</p> <p>Effect: Slight adverse</p>	<p>Mixed native woodland and tree planting is proposed within the soft estate in various locations between chainages 600 and 7300 to integrate the motorway infrastructure within the wider landscape. Once established, this would offer a similar level of screening and integration as provided by the existing soft estate.</p> <p>Impact: Negligible adverse</p> <p>Effect: Slight adverse</p>

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		<p><i>areas of woodland including the ancient woodland at Salford Wood. The recreational routes of the Milton Keynes Boundary Walk and various public footpaths link the vale with Woburn Sands and the adjacent village of Aspley Guise.</i></p> <p>Sensitivity: Moderate</p>		