



A park for  
AgriTech,  
Hinxton

**FURTHER  
ADDENDUM TO THE  
ENVIRONMENTAL  
STATEMENT**

May 2019

 SmithsonHill

  
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RTPI  
Learning Partner



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## 1 Introduction

- 1.1 In November 2017, SmithsonHill submitted an outline planning application to South Cambridgeshire District Council for the development of a park for AgriTech on land east of the A1301 and south of the A505 at Hinxton in South Cambridgeshire. The application sought approval for up to 112,000 m<sup>2</sup> (gross internal) employment floorspace, supporting infrastructure, amenities and landscape works, including publicly accessible informal open space, enhancements to parkland; vehicle and cycle parking; service areas; bus / cycle interchange on land west of the A1301 / north of the A505; and infrastructure works including new vehicular accesses, highway improvement works, pedestrian and cycle links with bridge crossings over the A1301 / A505 and River Cam, site re-profiling, drainage works, foul and water pumping stations and primary electricity sub-station; telecommunications infrastructure and other associated works (application reference: S/4099/17/OL). The application was accompanied by an environmental statement (ES).
- 1.2 An addendum to the ES was submitted in February 2018 to provide further information on transport, drainage and natural heritage. The application was refused by South Cambridgeshire District Council on 13 March 2018 and an appeal was submitted to the Planning Inspectorate on 24 August 2018 (appeal reference: APP/W0530/W/18/3210008).
- 1.3 Ongoing liaison with consultees, including officers from South Cambridgeshire District Council and Cambridgeshire County Council, undertaken to prepare Statements of Common Ground, has led to the requirement for additional environmental work to be undertaken as part of the appeal process, including the following:
  - Additional traffic modelling and revisions to proposed mitigation
  - Assessment of additional viewpoints and landscape character areas, lighting assessment, provision of wirelines and photomontages, and revisions to the zone of theoretical visibility (ZTV)
  - Update ecology walkover survey
- 1.4 In addition, the built ancillary facilities included within the proposed development (gym, restaurants, crèche etc) are no longer proposed to be available to the public. However, wider public access would still be permitted across the grounds and the swimming lake to those accessing the site by cycle, foot, horse, or public transport.
- 1.5 The ES submitted in support of the application, and the February 2018 ES addendum, have been reviewed to determine the further updates required as a result of this additional information. This document reports the results of this review and forms a second addendum to the original ES. It should be read alongside the November 2017 ES and the February 2018 addendum.
- 1.6 There have been some changes to planning policy since the original ES was prepared, including revisions to the National Planning Policy Framework (NPPF) in 2018 and 2019 and the adoption of the South Cambridgeshire Local Plan in September 2018. While the ES includes a short policy background to the various environmental topics, it does not examine compliance with planning policy. It is

therefore not considered necessary to update the planning policy sections in this ES addendum.

## **2 Amendments to the main ES document**

- 2.1 This section follows the order of the chapters in the ES and provides updates as necessary as a result of the additional information provided.

### ***Non-technical summary***

- 2.2 The second sentence of paragraph NTS.10 is revised to read as follows: “In addition to office use, the centre could provide a café, hot food takeaway, crèche / day nursery, conference facilities and gym / leisure facilities, which would be available for use by employees.”
- 2.3 Paragraph NTS.20, as amended by paragraphs 2.3 and 2.4 of the February 2018 ES addendum, is deleted and replaced with the following:
- “A range of highway improvements are proposed, including widening all four arms of the existing ‘McDonalds’ roundabout to a three-lane entry, improvements to the Station Road (East) junction with the A505, replacing the existing Moorfield Road and Hunts Road roundabout junctions with the A505 with traffic signal controlled junctions, widening the southbound off-slip at junction 10 of the M11 and introducing traffic signal control of the off-slip and circulatory carriageway, and widening the southbound off-slip road approach of the A1307 to the A11 / A1307 junction.”
- 2.4 The first sentence of paragraph NTS.33 is revised to read as follows: “A detailed alternative sites assessment was carried out that identified 14 sites that would be potentially suitable for the proposed development, including the application site.”
- 2.5 The penultimate sentence of paragraph NTS.55 is revised to read as follows: “The informal open space and outdoor natural pool / swimming lake will also be available for use by residents of the local area accessing the site by cycle, foot, horse or public transport.”
- 2.6 The first sentence of paragraph NTS.82 is revised to read as follows: “The proposed development will also introduce new informal public open space and bus / cycle interchange land uses to the site.”
- 2.7 Paragraph NTS.84, as revised by paragraph 2.8 of the 2018 ES addendum, is deleted and replaced with the following:
- “The 8 Greenacres, Duxford, and Cambridge City Football Club, Sawston schemes will introduce new public open space to the area and the Granta Park scheme includes two outdoor tennis courts. Together with the public open space use proposed at Hinxtton, this will be a moderate, significant, beneficial cumulative effect.”
- 2.8 The following sentence is added to the end of paragraph NTS.86: “At a local landscape character level, the site lies within the Granta Valley and Chalk Hill landscape character areas.”

- 2.9 The following sentence is added to the end of paragraph NTS.89: “Slight adverse effects that will not be significant are predicted on the wider Granta Valley and Chalk Hills local landscape character areas.”
- 2.10 The last two sentences of paragraph NTS.91 are deleted and replaced with the following: “Moderate, significant adverse effects are predicted on views from properties on the edge of Hinxton conservation area, Pampisford and Hinxton Grange and from Tichbault Road when the proposed development is first completed. In time, the changes to the first three views will reduce to slight adverse effects that will not be significant, as the new planting becomes established and provides further screening of the built development. The changes to views from Tichbault Road will reduce to moderate / slight as the new planting becomes established.”
- 2.11 The last sentence of paragraph NTS.92 is revised to read as follows: “No significant effects are therefore predicted on views from Pampisford Hall historic park and garden, the A1301, the A505, Duxford Road, Coploe Road, Quickset Road, or the public rights of way north of Ickleton and south of the works.”
- 2.12 The last sentence of paragraph NTS.99 is revised to read as follows: “No evidence was found of badgers using the area proposed for built development, but they were recorded in the surrounding area.”
- 2.13 Paragraph NTS.114, as amended by paragraph 2.10 of the February 2018 ES addendum, is deleted and replaced with the following:

“Junction modelling has shown that the proposed junction improvement works will offset the increased traffic flows as a result of the proposed development at a number of junctions and will lead to very substantial, significant beneficial effects on the A505 / M11 roundabout, A505 / Hunts Road junction, and A505 / Moorfield Road junction, a substantial, significant beneficial effect on the ‘McDonalds’ roundabout, and a moderate, significant beneficial effect on the A1307 / A11 roundabout as a result of reduced driver delay. While there will be minor increases in delay on some other junctions, no significant adverse effects are predicted.”

### ***Chapter 1: Introduction***

- 2.14 No changes are required.

### ***Chapter 2: Site description and proposed development***

- 2.15 The last sentence of paragraph 2.15 is revised to read as follows: “In addition to B1 office use, the area could accommodate a combination of A3 (café), A5 (hot food takeaway), D1 (crèche / day nursery / conference facilities) and D2 (gym / leisure) facilities, which would be available for use by employees.”
- 2.16 Paragraphs 2.29 and 2.30, as amended by paragraphs 2.16 and 2.17 of the February 2018 ES addendum, are deleted and replaced with the following:

“The following off site highway improvements are proposed, which are illustrated in TN04 in technical appendix J:

- Improvements to the existing 'McDonalds' roundabout junction of the A505 and the A1301 to widen all four arms to a three-lane entry, illustrated indicatively in TPA's 'Proposed mitigation at junction 7: A505 / A1301 roundabout' drawing (number 1803-72/PL04, revision A, July 2018)
- Improvements to the existing Station Road (East) junction with the A505, illustrated indicatively in TPA's 'Alternative mitigation scheme along the A505' drawing (number 1803-72/PL08, April 2019)
- The replacement of the existing Moorfield Road priority junction with the A505 with a traffic signal controlled junction, illustrated indicatively in TPA's 'Proposed mitigation at junction 3: A505 / Moorfield Road' drawing (number 1803-72/PL03, revision B, August 2018)
- The replacement of the existing Hunts Road roundabout junction with the A505 with a traffic signal controlled junction, illustrated indicatively in TPA's 'Proposed mitigation at junction 2: A505 / Hunts Road' drawing (number 1803-72/PL02, revision B, August 2018)
- The widening of the southbound off-slip road at junction 10 of the M11 motorway and the provision of associated works to provide traffic signal control of the southbound off-slip road and circulatory carriageway, illustrated indicatively in TPA's 'Proposed mitigation at junction 1: M11 junction 10' drawing (number 1803-72/PL01, revision C, April 2019)
- The widening of the southbound off-slip road approach to the grade separated junction of the A1307 with the A11 / A1307, illustrated indicatively in TPA's 'Sketch of possible mitigation at junction 9: A11 / A1307 junction' drawing (number 1803-72/SK01, revision A, April 2019)"

- 2.17 The first bullet point of the 'Amenity and wellbeing' section of table 2.1 is revised to read as follows: "Provision of facilities on site, including public open space and an outdoor natural pool / swimming lake for use by staff and the local community, and a crèche / day nursery and gym / fitness centre for use by staff."
- 2.18 The first sentence of paragraph 2.79 is revised to read as follows: "This site selection process identified 14 potentially suitable sites, including the application site, which were then reviewed against a more detailed series of criteria."
- 2.19 The following new rows are inserted above the title row of table 2.3:

A. Land between Stansted Mountfitchet, Birchanger and M11 junction 8	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 3 Does not meet = 3	7
B. Chelmer Mead, land south east of Little Dunmow and north of Fitch Green	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 5 Does not meet = 1	9
C. Land north of Priors Green, Takeley and south / west of Priors Wood	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 4 Does not meet = 2	8
D. Land north of Taylors Farm, Takeley Street	●	●	●	●	●	●	●	●	Fully meets = 3 Partially meets = 4 Does not meet = 1	10
E. Land east of Stansted Airport	●	●	●	●	●	●	●	●	Fully meets = 3 Partially meets = 3 Does not meet = 2	9
F. Former Radlett Aerodrome	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 2 Does not meet = 4	6
G. Napsbury Rural Estate - South	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 2 Does not meet = 4	6
H. Land at Nashes Farm Lane, Sandridge	●	●	●	●	●	●	●	●	Fully meets = 2 Partially meets = 1 Does not meet = 5	5

2.20 The following text is added to the end of the new paragraph inserted below paragraph 2.82 by paragraph 2.20 of the February 2018 ES addendum: “Further traffic modelling has led to additional changes to the proposed highway improvements to increase their effectiveness, as set out in TN01 and TN04 in technical appendix J.”

### ***Chapter 3: Environmental issues and methodology***

2.21 No changes are required.

### ***Chapter 4: Air quality***

2.22 No changes are required.

### ***Chapter 5: Community, social and economic effects***

2.23 The first sentence of paragraph 5.69 is revised to read as follows: “The informal open space and outdoor natural pool / swimming lake will also be available for use by residents of the local area accessing the site by cycle, foot, horse or public transport.”

2.24 No other amendments are required to this chapter and the results of the assessment are not affected.

### ***Chapter 6: Cultural heritage***

2.25 No changes are required.

### ***Chapter 7: Ground conditions and the water environment***

2.26 No changes are required.

### **Chapter 8: Land use and agriculture**

2.27 The first sentence of paragraph 8.28 is revised to read as follows: “The proposed development will also introduce new informal public open space and bus / cycle interchange land uses to the application site.”

2.28 The second column of the third row of table 8.5 is revised to read as follows:

Introduction of new informal public open space and bus / cycle interchange land uses
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2.29 Paragraph 8.39, as revised by paragraph 2.34 of the 2018 ES addendum, is deleted and replaced with the following:

“The 8 Greenacres, Duxford, and Cambridge City Football Club, Sawston schemes will introduce new public open space to the area, while the Granta Park scheme includes two outdoor tennis courts. Together with the public open space use proposed at Hinxton, this will be a large change leading to a moderate, significant, beneficial cumulative effect. The Lion Works, Whittlesford, electricity supply connection and possible off site wastewater rising main schemes do not include any land uses also proposed at Hinxton, so there is no potential for significant cumulative post-construction effects with these developments.”

### **Chapter 9: Landscape and visual effects**

2.30 The following new row is added above the title row of table 9.1:

South Cambridgeshire District Council, 2010, Local Development Framework District Design Guide: High Quality and Sustainable Development in South Cambridgeshire Supplementary Planning Document
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2.31 The last sentence of paragraph 9.12 is replaced with the following two sentences: “Details of the methodology used in the photographic survey and wirelines and photomontages are set out in technical appendix G part 3. A lighting assessment is contained within technical appendix G part 4.”

2.32 The following new paragraphs are inserted below paragraph 9.16:

“The Local Development Framework District Design Guide: High Quality and Sustainable Development in South Cambridgeshire SPD adopted March 2010 page 19, figure 3.1, uses the Countryside Agency’s Countryside Character for East of England landscape character assessment, which was also used within the 2005 draft design guide. This adopted SPD acknowledges that Natural England has subsequently identified new Joint Character Areas but that the Countryside Commission areas have been retained within the SPD, as they better reflect settlement character, particularly that of the Fen Edge villages.

The key characteristics of the Chalklands, which is the equivalent character area of the East Anglian Chalk character area 87 in the more recent Joint Character Areas, are as follows:

- *“A distinctive landform of smooth rolling chalk hills and gently undulating chalk plateau*
- *A mostly large-scale arable landscape of arable fields, low hedges and few trees giving it an open, spacious quality*
- *Remnant of chalk grassland occurs on road verges and along tracks*
- *Small beech copses on the brows of hills, and occasional shelterbelts, are important features*
- *A wealth of historic and archaeological features, including; ancient trackways, earthworks, small chalk pits and pre-nineteenth century enclosures*
- *Shallow valleys of the River Granta and River Rhee have a mosaic of grazing meadows and parkland*
- *Lanes are often straight, occasionally ‘dog-legging’*
- *Mostly strong rural character, though this is disrupted immediately adjacent to major roads such as the A505 and the M11.”*

- 2.33 The heading above paragraph 9.17 is revised to read as follows: “County and local landscape character areas (refer to figures 9.10 and 9.10a)”.
- 2.34 A new sentence is added to the end of paragraph 9.18 as follows: “Figure 9.10a has therefore been produced following site visits to illustrate the local district level character areas for the area south of the Cambridge green belt boundary, where no published information is currently available.”
- 2.35 The first sentence of paragraph 9.23 is revised to read as follows: “The potential effects of the development proposals on these character areas will be assessed within tables L1-L6 later in this chapter.”
- 2.36 The last sentence of paragraph 9.36 is revised to read as follows: “Those visual receptors, which may be potentially affected by the development proposals, are set out in table 9.2 and are numbered from V1 to V11.”
- 2.37 The penultimate sentence of paragraph 9.37 is revised to read as follows: “Illustrative views and the viewpoint location plan are provided in figures 9.12 to 9.22b, while wirelines and photomontages are provided in figures 9.24 to 9.62b.”
- 2.38 The following new rows are added below row V7 in table 9.2:

<b>Transport routes</b>	<p><b>V8: Coploe Road</b> This is a minor local road linking Ickleton to Catmere End that has a 60 mph national speed limit. It is a single lane with passing places. It is also part of the Sustrans National Cycle Network and is on-road route number 11. Motorists, cyclists and pedestrians will use this road. Along the majority of the road there are no roadside hedges, with open views across arable fields on the higher ground. As the road descends into the valley there are broken roadside hedges along both sides of the road.</p>	Viewpoint 7
	<p><b>V9: Quickset Road</b> This is a local road linking Elmdon to Ickleton that has a 60 mph national speed limit. This road has hedgerows and mature trees running along both sides along its length, with occasional farm access into the agricultural fields and occasional gaps in the hedges.</p>	Viewpoint 8
	<p><b>V10: Tichbalk Road</b> This is a private unnamed road known locally as Tichbalk Road. It connects the A1301 to Hinxtion Grange and Hinxtion Court and is also a permissive footpath for the parish of Hinxtion. The east-west part of the road is enclosed on both sides by a hedgerow, with occasional trees, and there are occasional field gate-size gaps along its length. The part of the road that travels north has a hedgerow on the west, again with occasional gaps, and is open to the agricultural fields to the east.</p>	Viewpoint 10
<b>Recreation routes</b>	<p><b>V11: From the public rights of way north of Ickleton and south of the works</b> These are footpaths 7 and 8 in Duxford parish and footpath 1 and bridleway 2 in Ickleton parish. They connect Ickleton to the works and Hinxtion Road. They either run alongside hedgerows or across open arable fields. Local residents and dog walkers are likely to use these public rights of way.</p>	Viewpoint 9

2.39 Paragraph 9.45 is deleted and replaced with the following:

“The effects on the landscape resources identified in the baseline are set out in the form of data sheets (L1-L6) for each identified character area within the ZTV on the following pages.”

2.40 The following additional data sheets are inserted after data sheet L4:

## L5 - Landscape effects on the Granta Valley landscape character area

<b>Sensitivity of the landscape receptor</b>	
<p><b>Value of the landscape receptor:</b> There are a small number of cultural designations in the form of part of the Brent Ditch scheduled monument and part of a Roman road along the alignment of the A11. Sawston, Duxford, Hinxtion, Whittlesford, Pampisford and Ickleton all have conservation areas in the village centres with a large number of listed buildings. The character area has no areas of ancient woodland and only Sawston Hall Meadows SSSI. There are two registered parks and gardens within this character area to the north of the site. These are Pampisford Hall and Sawston Hall; however, they are not open to the public. There are a number of public rights of way throughout the study area within the Granta Valley. There are no landscape designations; however, the area of land north of the A505 is green belt. The value of the Granta Valley landscape character area that lies within the study area is therefore medium.</p> <p><b>Susceptibility to change:</b> The topography is a river valley with low-lying, very gently undulating landform and a number of tributaries. The alluvial sediment allows arable agriculture in the higher areas and pasture / meadows in the floodplain. There are numerous villages in the river valley due to the proximity of fresh water, many of which are linear along the roads and following the river valley. The Cambridge Inner Green Belt Study describes its character as “<i>distinguished by its wooded appearance and by the relatively built-up and suburban character of its villages. The woodland within the landscape gives it a relatively enclosed character, increases the greenness of the landscape setting, and screens views. This restricts views to the villages, as well as more distant views to Cambridge.</i>” Between the settlements on the arable land in the higher areas the landscape gradually becomes more open and views across the wider landscape become more common. On the pasture and meadows within the floodplain, wider views are restricted by the wooded landscape. Urbanising features associated with the highway infrastructure and local employment areas are intrusive in the landscape, although the wooded nature helps to screen these elements. The susceptibility of the Granta Valley landscape character area that lies within the study area to the specific change associated with the proposed development is considered to be low.</p>	
<b>Sensitivity of landscape receptor</b>	The landscape receptor is therefore judged to be <b>medium / low sensitivity</b> .
<b>Landscape effects during construction</b>	
<p><b>Size / scale:</b> A large degree of activity and disturbance will be evident during construction in close proximity to the site; however, the construction activity is not expected to be readily noticeable from the majority of the character area due to the distance and screening by vegetation and settlements. There will be movement of machinery around the site and introduction of construction elements that will cause noise and vibration. These will, however, be phased and will therefore be limited to smaller areas of the site at any one time.</p> <p><b>Geographical extent:</b> The construction effects will principally relate to its visibility from this character area. The effects during construction will be limited and will not influence the whole of the character area. They will generally be contained to within close proximity of the site, mainly along the A1301, A505 and the immediately adjacent fields and with potential isolated areas on the rising land to the west and north.</p> <p><b>Duration:</b> The duration of the construction will be medium term and temporary.</p> <p><b>Reversibility:</b> The landscape effects during construction will be partially reversible.</p>	
<b>Magnitude of effect</b>	The magnitude of landscape effects during construction will be <b>negligible adverse</b> and temporary.
<b>Significance of landscape effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Landscape effects at completion</b>	
<p><b>Size / scale:</b> While the majority of the site falls within this landscape character area, for the purposes of this assessment the site itself has been assessed as a separate character area (see L1). New development will be built in the existing agricultural landscape. The built form will comprise up to two storeys (9 m) and three storeys (13.5 m), with the lower building heights located on the periphery of the development, on the higher slopes and adjacent to the parkland edge. A single storey electricity sub-station up to 6.5 m in height will be located on the eastern edge of the site adjacent to the A11. It is a low-density development of up to 25% built footprint, with the higher density located around the principal squares. The wooded character gives a relatively enclosed character, therefore very few of the sensitive key characteristics will be affected by the proposed development. Potentially only a limited number of wider views across the landscape may be affected from small areas of the higher agricultural fields. Overall, the proposals will have a minor impact on the landscape character area’s perceptual or aesthetic qualities.</p> <p><b>Geographical extent:</b> The landscape effects at completion are likely to influence a small part of the character area, with the main areas being in close proximity to the site, mainly along the A1301, A505 and the immediately adjacent fields.</p> <p><b>Duration:</b> The landscape effects at completion will be long term and beyond 25 years.</p> <p><b>Reversibility:</b> The landscape effects at completion will be permanent.</p> <p><b>Seasonal variation:</b> During summer the seasonal conditions from existing and proposed vegetation will provide a degree of screening, reducing the effects of the proposed development on the landscape character.</p>	

<b>Magnitude of effect</b>	The magnitude of landscape effects during operation will be <b>small adverse</b> and permanent.
<b>Significance of landscape effects</b>	The degree of effect will therefore be <b>slight adverse</b> and <b>not significant</b> .
<b>Night time landscape effects at completion</b>	
There will be an increase in lighting across the site; however, it will only be readily noticeable in close proximity to the site and viewed in the context of existing lighting.	
<b>Magnitude of effect</b>	The magnitude of night time landscape effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of landscape effects</b>	The degree of night time landscape effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .

## L6 - Landscape effects on the Chalk Hills landscape character area

<b>Sensitivity of the landscape receptor</b>	
<i>Value of the landscape receptor:</i>	
<p>There are a small number of cultural designations in the form of part of the Brent Ditch scheduled monument and part of a Roman road along the alignment of the A11. There are no settlements within the part of the character area in the 2.5 km study area. The character area has one area of ancient woodland and no SSSIs. Part of Pampisford Hall registered park and garden lies within this character area and this is not open to the public. There are a limited number of public rights of way throughout the study area within the Chalk Hills. There are no landscape designations. The value of the Chalk Hills landscape character area that lies within the study area is therefore medium.</p>	
<i>Susceptibility to change:</i>	
<p>The topography is a gently undulating chalk landform with smooth slopes up to rounded hills. The predominant land use is arable agriculture on the chalky soils with large areas of glasshouses, polytunnels and agricultural sheds south of Great Abington. There are relatively few settlements and little recreation value as there are limited public rights of way. There are small beech copses and occasional shelterbelts on the hillside and surrounding farms. It is mostly a strong rural character, although this is disrupted immediately adjacent to the M11. The susceptibility of the Chalk Hills landscape character area that lies within the study area to the specific change associated with the proposed development is considered to be medium.</p>	
<b>Sensitivity of landscape receptor</b>	The landscape receptor is therefore judged to be <b>medium sensitivity</b> .
<b>Landscape effects during construction</b>	
<i>Size / scale:</i>	
<p>A large degree of activity and disturbance will be evident during construction in close proximity to the site; however, the construction activity is not expected to be readily noticeable from the majority of the character area due to the distance and screening by vegetation and the topography. There will be movement of machinery around the site and introduction of construction elements that will cause noise and vibration. These will, however, be phased and will therefore be limited to smaller areas of the site at any one time.</p>	
<i>Geographical extent:</i>	
<p>The construction effects will principally relate to its visibility from this character area. The effects during construction will be limited and will not influence the whole of the character area. They will generally be contained to within close proximity of the site, mainly along Tichbalk Road and the fields to the west of the A11, with two very small isolated areas on the rising land to the east of the A11.</p>	
<i>Duration:</i>	
<p>The duration of the construction will be medium term and temporary.</p>	
<i>Reversibility:</i>	
<p>The landscape effects during construction will be partially reversible.</p>	
<b>Magnitude of effect</b>	The magnitude of landscape effects during construction will be <b>negligible adverse</b> and temporary.
<b>Significance of landscape effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Landscape effects at completion</b>	
<i>Size / scale:</i>	
<p>Only the eastern edge of the site falls within this landscape character area and for the purposes of this assessment the site itself has been assessed as a separate character area (see L1). New development will be built in the existing agricultural landscape. The built form will comprise up to two storeys (9 m) and three storeys (13.5 m), with the lower building heights located on the periphery of the development, on the higher slopes and adjacent to the parkland edge. A single storey electricity sub-station up to 6.5 m in height will be located on the eastern edge of the site adjacent to the A11. It is a low-density development of up to 25% built footprint, with the higher density located around the principal squares. Overall, the proposals will have a minor impact on the landscape character area's perceptual or aesthetic qualities.</p>	
<i>Geographical extent:</i>	
<p>The landscape effects at completion are likely to influence a small part of the character area, with the main areas being in close proximity to the site along Tichbalk Road and the fields to the west of the A11, with two very small isolated areas on the rising land to the east of the A11.</p>	
<i>Duration:</i>	
<p>The landscape effects at completion will be long term and beyond 25 years.</p>	
<i>Reversibility:</i>	
<p>The landscape effects at completion will be permanent.</p>	
<i>Seasonal variation:</i>	
<p>During summer the seasonal conditions from existing and proposed vegetation will provide a degree of screening, reducing the effects of the proposed development on the landscape character.</p>	
<b>Magnitude of effect</b>	The magnitude of landscape effects during operation will be <b>small adverse</b> and permanent.
<b>Significance of landscape effects</b>	The degree of effect will therefore be <b>slight adverse</b> and <b>not significant</b> .
<b>Night time landscape effects at completion</b>	
<p>There will be an increase in lighting across the site; however, it will only be readily noticeable in close proximity to the site and viewed in the context of existing lighting.</p>	

<b>Magnitude of effect</b>	The magnitude of night time landscape effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of landscape effects</b>	The degree of night time landscape effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .

2.41 Paragraphs 9.46 and 9.47 are deleted and replaced with the following:

“The effects on visual amenity to specific receptors are assessed in the following data sheets (V1-V11). To illustrate the visual effects, a number of representative, illustrative and specific viewpoints have been used and these have been agreed with South Cambridgeshire District Council through the scoping process and through the pre-inquiry Statement of Common Ground.

Figure 9.11 shows the ZTV of the proposals. In order to produce the ZTV the heights parameter plan (figure 2.4) was imported into the digital surface model. Selected points were added with varying height values to accord with the proposed building heights for each block. The selected points were increased by 0.5 m, 1 m or 2 m based on the worst case of additional earthworks, using figure 9.23 (cut and fill assumptions) to inform wireline visualisations for the LVIA.

Wirelines and photomontages should be referred to whilst reading the visual assessment tables as follows:

- V1 – figures 9.24 to 9.28
- V2 – figures 9.29 to 9.33
- V3 – figures 9.34 to 9.38
- V4 – figures 9.39a to 9.43b
- V5 – figures 9.44a to 9.48b
- V6 – figures 9.49 to 9.53
- V7 – no photograph available
- V8 – figures 9.54a to 9.55b
- V9 – figures 9.56a to 9.57b
- V10 – figures 9.58a to 9.59b
- V11 – figures 9.60a to 9.62b”

2.42 The ‘Visual effects at completion: size / scale’ row of table V1 Pampisford is deleted and replaced with the following:

“While the residents of these few properties will have views of the proposals, they will be in the distance beyond the busy A505. The wireline in figure 9.24 illustrates the worst-case development areas based on the building heights parameter plan with no mitigation. The photomontages in figures 9.25 to 9.28 show the illustrative masterplan during winter and summer with mitigation at years 0 and 15. The main part of the development will be located beyond the existing avenue of mature trees and the small area of development to the north of the avenue will have new planting surrounding it that, over time, will filter views. During the summer, the existing hedgerow along the A505 can grow to a height to obscure the majority of the development from view even at year 0, as illustrated in figure 9.27. Views of the higher agricultural land around Round

Copse will remain unaltered. There will be a small alteration to the composition of the view.”

- 2.43 The ‘Visual effects at completion: size / scale’ row of table V2 Hinxton conservation area is deleted and replaced with the following:

“Once the proposed development is completed, the two and three storey buildings will be visible in the distance above the existing roadside hedgerows and mature trees along Tichbault Road and field boundaries. The wireline in figure 9.29 illustrates the worst-case development areas based on the building heights parameter plan and no mitigation. Figures 9.30 and 9.32 illustrate summer and winter photomontages at year 0 based on the illustrative masterplan with mitigation. It can be seen from this that only the very tops of the proposed development are visible above the intervening vegetation. The proposed earth mounds will be up to 3.5 m high with native woodland planting and will be implemented along the southern and western boundaries. This will reduce the visual effects, although the upper parts of the buildings and point features, such as air conditioning plant, will still be visible. The development is low density and will be set within a strong landscape structure; therefore, the visual impact of the buildings will be filtered by landscape planting, including proposed semi-mature trees and woodland planting. The photomontages do not include this additional landscape planting, only allowing for the mitigation in the parameter plans. Figures 9.31 and 9.33 illustrate summer and winter photomontages at year 15 based on the illustrative masterplan with mitigation. It can be seen that after 15 years the proposed vegetation will almost screen views of the proposed development.”

- 2.44 The ‘Visual effects at completion: size / scale’ row of table V3 Hinxton Grange is deleted and replaced with the following:

“The wireline in figure 9.34 illustrates the worst-case development areas based on the building heights parameter plan and no mitigation. Figures 9.35 to 9.38 illustrate the illustrative masterplan at years 0 and 15 during winter and summer. These photomontages include mitigation detailed on the landscape parameter plan, but do not include the landscape planting within the development. The existing trees and hedgerows will be retained and enhanced through new native species woodland matrix planting on the southern and western boundary of the parkland. These are to be between 15-20 m wide, including whips, transplants and advanced nursery stock. The new woodland will filter views of the proposed development at completion and after 15 years. The heights and densities of development along the parkland edge have been carefully considered from the outset to ensure that the visual impacts are minimised, with the smaller elevation presented to the adjacent parkland and the maximum building dimensions set at 60 m long by 22 m wide. The two storey development has been located adjacent to the parkland edge, apart from an element of three storey that has been located behind an existing mature woodland, which will screen the buildings from views from the ground floor of the house and garden. There will be no point features on the plots adjacent to the parkland. The proposed development that lies immediately adjacent to the parkland edge will have between 40% and 50% landscape, with only 20% to 25% built footprint and between 25% and 40% infrastructure, including parking. The remaining development across the site will be between 20% and 25% built footprint, with the remainder landscape and infrastructure. This will ensure that the buildings

will be set within a strong landscape structure to further reduce visual impact. There will be beneficial effects in the restoration of the parkland to the west of the house and to the avenue, with planting of semi-mature trees to reflect the former layout on historic maps, including species such as yew, walnut and beech that are typical of the existing parkland. There will be a moderate alteration to the composition of the view at completion.”

- 2.45 The ‘Night time visual effects at completion’ row of table V3 Hinxton Grange is deleted and replaced with the following:

“Lighting associated with the new development will be clearly visible; however, the intervening vegetation and some of the buildings will filter views of the lighting.

The magnitude of night time visual effects at completion will be medium to small adverse and permanent.

The degree of effect will therefore be moderate and significant.”

- 2.46 The ‘Visual effects at completion: size / scale’ row of table V4 A1301 is deleted and replaced with the following:

“The high travelling speeds and roadside vegetation will contain views of the proposed development. The wireline in figures 9.39a and 9.39b illustrates the worst-case development areas based on the building heights parameter plan with no mitigation. The proposed 3.5 m high earth bund with woodland planting along the southern and western boundaries will reduce visibility of the proposals from the road, with only glimpsed views through and the tops of the proposed development visible, as illustrated in the winter and summer photomontages year 0 in figures 9.40a, 9.40b, 9.42a and 9.42b. The upper part of the buildings and point features, such as air conditioning plant, are likely to be visible above the intervening vegetation due to their height; however, over time visibility will diminish as illustrated in the winter and summer photomontages year 15 in figures 9.41a, 9.41b, 9.43a and 9.43b. There will be a moderate alteration to the composition of views for users of the A1301.”

- 2.47 The ‘Visual effects at completion: size / scale’ row of table V5 A505 is deleted and replaced with the following:

“Once the proposed development is completed the experience of motorists will alter as they drive along the A505. There is not likely to be any noticeable change from the M11 junction to Whittlesford. Between Whittlesford and the A1301 roundabout there will be a noticeable change to the view, with the construction of a bus / cycle interchange and pedestrian / cycle / equestrian bridge crossing above the roundabout. Viewpoint 5 from the A505 illustrates a worst-case view along the road. The wireline in figures 9.44a and 9.44b illustrates the building heights parameter plan and is also based on worst-case with no mitigation. The photomontages in figures 9.45a to 9.48b illustrate a more likely development based on the illustrative masterplan with mitigation during the winter and summer at years 0 and 15. This will only have a minor negative change to the balance of the view, as this roundabout is a busy service station area with petrol station, parking and a McDonalds. The bridge structure will not be higher than the existing lighting columns around the roundabout until

the motorist reaches the roundabout itself and new planting and earth mounding at either end of the bridge will help to reduce the visual impacts over time. Once the motorist has passed the roundabout, views of the proposed development will be restricted to glimpsed, oblique views to the south, of the upper parts of the buildings and point features, such as air conditioning plant. These will be set within a strong landscape structure and will be low density, with the lower two storey development located on the northern boundary, thereby reducing the visual impact from the A505. During summer, the hedgerow along the A505 grows to a height that reduces the visibility of the proposed development so that even at year 0 only the very tops of the buildings are likely to be visible.”

- 2.48 The ‘Visual effects at completion: size / scale’ row of table V6 Duxford Road is deleted and replaced with the following:

“Once the proposed development is completed the development plot to the north of the avenue is likely to be visible in the distance, as illustrated in wireline figure 9.49 and photomontages in figures 9.50 to 9.53. Point features, such as air conditioning plant, may also be visible; however, it will be minor at this distance. The development will be set down in the valley beyond the large sheds of Lion Works Business Park, with a wooded backdrop. New woodland planting will form the northern boundary of the plot that will help to break up the development edge. The development to the south of the avenue will not be visible from this location, as the intervening vegetation including the avenue to Hinxtan Grange and Whittlesford Bridge Plantation will screen it from view. The new bus / cycle interchange and bridge across the A1301 roundabout will be visible in front of the service station, as illustrated in wireline figure 9.49 and photomontages in figures 9.50 to 9.53; however, the bridge structure will not be higher than the existing lighting columns around the roundabout and new planting and earth mounding at either end of the bridge will help to reduce the visual impacts over time.”

- 2.49 The following additional data sheets are inserted after data sheet V7:

**V8 - Visual effects on users of Coploe Road**

Refer to representative viewpoint 7 on figure 9.19 and wireline and photomontages on figures 9.54a to 9.55b.

<b>Sensitivity of the visual receptor</b>	
<i>Value of the visual receptor:</i> This is a minor local road linking Ickleton to Catmere End that has a 60 mph national speed limit. It is a single lane climbing a hill with passing places. It is also part of the Sustrans National Cycle Network and is an on-road route number 11. Motorists, cyclists and pedestrians will use this road. Along the majority of the road there are no roadside hedges, with open views across arable fields on the higher ground. As the road descends into the valley there are broken roadside hedges along both sides of the road. The value of the local road is medium.	
<i>Susceptibility to change:</i> This rural lane is used by drivers, cyclists and pedestrians whose attention is likely to be on the surrounding landscape due to the rural nature of the lane. The rural nature of the view is, however, compromised by views of the M11, which is prominent in views. The susceptibility of the visual receptor to specific change associated with the proposed development is medium.	
<b>Sensitivity of visual receptor</b>	The visual receptor is therefore judged to be of <b>medium</b> sensitivity.
<b>Visual effects during construction</b>	
<i>Size / scale:</i> During the initial construction works, the receptors using this local road will see construction activity in the distance, on the lower slopes, beyond the existing large-scale development of Wellcome and the works at Hexcel Composites. The construction activities will be viewed at a distance of beyond 2.7 km, where they will be seen in the distance taking up a very small proportion of the view. The view is already influenced by noise and movement from the traffic on the M11.	
<i>Geographical extent:</i> The visual effects of the construction activity will only be visible over a very small stretch of Coploe Road from gaps within the existing mature hedgerow over approximately 0.97 km of a 3.5 km length road. These will potentially be experienced from Coploe Road as it crosses the M11, south west to the district boundary, with a few glimpsed areas of visibility beyond this, south west to footpath 47 in Uttlesford district.	
<i>Duration:</i> The visual effects during construction will be medium term and temporary.	
<i>Reversibility:</i> The visual effects during construction will be partially reversible.	
<b>Magnitude of effect</b>	The magnitude of visual effects during construction will be <b>negligible adverse</b> and temporary.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Visual effects at completion</b>	
<i>Size / scale:</i> The current view is expansive across the M11 and valley to the rolling chalklands that form a distant horizon beyond. The settlements of Hinxton and Ickleton, the Wellcome site and the works at Hexcel Composites lie within the valley beyond the motorway. Once the proposed development is completed it will be set down in the valley beyond the existing large-scale development of Wellcome and the works at Hexcel Composites, as illustrated in the wireline in figures 9.54a and 9.54b that is based on the worst-case building heights parameter plan (figure 2.4) with no mitigation. The new bus / cycle interchange and bridge across the A1301 roundabout will not be visible from this view. Figures 9.55a and 9.55b show a photomontage based on the illustrative masterplan during winter at year 0. This better reflects the likely final composition of the development proposal in terms of the skyline profile and includes the primary mitigation, but does not include the secondary mitigation of landscape planting within the development areas. The proposed development will alter a very small proportion of the view.	
<i>Geographical extent:</i> The visual effects of the proposed development will only be glimpsed over a small stretch of Coploe Road from gaps within the existing mature hedgerow. The length of Coploe Road is approximately 3.5 km and the extent of potential visibility is over approximately 0.97 km. While these views are from a hill at a higher elevation to the site, they are at a distance of between 2.7 km and 3.6 km.	
<i>Duration:</i> The visual effects at completion will be long term, beyond 25 years.	
<i>Reversibility:</i> The visual effects at completion will be permanent.	
<i>Seasonal variation:</i> During the summer the degree of effect will be reduced slightly due to the existing deciduous vegetation within the valley that will filter views of the proposed development.	
<b>Magnitude of effect</b>	The magnitude of visual effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Night time visual effects at completion</b>	
There will be an increase in lighting associated with the proposed development; however, this will be viewed beyond the lighting associated with Wellcome and the works at Hexcel Composites at a distance of beyond 2.7 km.	

<b>Magnitude of effect</b>	The magnitude of night time visual effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .

**V9 - Visual effects on users of Quickset Road**

Refer to representative viewpoint 8 on figure 9.20 and wireline and photomontages on figures 9.56a to 9.57b.

<b>Sensitivity of the visual receptor</b>	
<i>Value of the visual receptor:</i> This is a local road linking Elmdon to Ickleton that has a 60 mph national speed limit. This road has hedgerows and mature trees running along both sides along its length, with occasional farm access into the agricultural fields and occasional gaps in the hedges. Motorists, cyclists and pedestrians will use this road. The value of the local road is medium.	
<i>Susceptibility to change:</i> This rural local road is used by drivers and cyclists and pedestrians whose attention is likely to be on the surrounding landscape due to the rural nature of the lane. Traffic on the M11 motorway and the taller Wellcome buildings are clearly visible. The susceptibility of the visual receptor to the specific change associated with the proposed development is medium.	
<b>Sensitivity of visual receptor</b>	The visual receptor is therefore judged to be of <b>medium</b> sensitivity.
<b>Visual effects during construction</b>	
<i>Size / scale:</i> During the initial construction works, the receptors using this local road will see construction activity in the distance, on the lower slopes, beyond the settlement of Hinxton. The construction activities will be viewed at a distance of beyond 3.1 km, where they will be seen in the distance taking up a very small proportion of the view.	
<i>Geographical extent:</i> The visual effects of the construction activity will only be glimpsed over a small stretch of Quickset Road from gaps within the existing mature hedgerow. The length of Quickset Road is approximately 3.4 km and the extent of potential visibility is over approximately 1.6 km. While these views are from a hill at a higher elevation to the site, they are at a distance of beyond 3.1 km away.	
<i>Duration:</i> The visual effects during construction will be medium term and temporary.	
<i>Reversibility:</i> The visual effects during construction will be partially reversible.	
<b>Magnitude of effect</b>	The magnitude of visual effects during construction will be <b>negligible adverse</b> and temporary.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Visual effects at completion</b>	
<i>Size / scale:</i> The current view is an expansive view across the rolling chalklands that form the immediate setting to the view and a distant horizon beyond the valley floor. The settlements of Hinxton and Ickleton, the Wellcome site and the works at Hexcel Composites lie within the valley. Once the proposed development is completed it will be set down in the valley beyond Hinxton village, as illustrated in the wireline in figures 9.56a and 9.56b. This is based on the worst-case building heights parameter plan (figure 2.4) with no mitigation. The new bus / cycle interchange and bridge across the A1301 roundabout will not be visible from this view. Figures 9.57a and 9.57b are a photomontage based on the illustrative masterplan during winter at year 0. This better reflects the likely final composition of the development proposal in terms of the skyline profile and includes the primary mitigation, but does not include the secondary mitigation of landscape planting within the development areas. The proposed development will alter a very small proportion of the view.	
<i>Geographical extent:</i> The visual effects of the proposed development will only be glimpsed over a small stretch of Quickset Road from gaps within the existing mature hedgerow. The length of Quickset Road is approximately 3.4 km and the extent of potential visibility is over approximately 1.6 km. While these views are from a hill at a higher elevation to the site they are at a distance of beyond 3.1 km away.	
<i>Duration:</i> The visual effects at completion will be long term, beyond 25 years.	
<i>Reversibility:</i> The visual effects at completion will be permanent.	
<i>Seasonal variation:</i> During the summer the degree of effect will be reduced slightly due to the existing deciduous vegetation within the valley that will filter views of the proposed development.	
<b>Magnitude of effect</b>	The magnitude of visual effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .
<b>Night time visual effects at completion</b>	
There will be an increase in lighting associated with the proposed development; however, this will be viewed beyond the lighting associated with Wellcome and the works at Hexcel Composites at a distance of beyond 3.1 km.	
<b>Magnitude of effect</b>	The magnitude of night time visual effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .

## V10 - Visual effects on users of Tichbalk Road

Refer to representative viewpoint 10 on figure 9.22 and wireline and photomontages on figures 9.60a to 9.62b.

<b>Sensitivity of the visual receptor</b>	
<i>Value of the visual receptor:</i>	
This is a private unnamed road known locally as Tichbalk Road. It connects the A1301 to Hinxton Grange and Hinxton Court and is also a permissive footpath for the parish of Hinxton. The east-west part of the road is enclosed on both sides by a hedgerow, with occasional trees, and there are occasional field gate-size gaps along its length. The part of the road that travels north has a hedgerow on the west, again with occasional gaps, and is open to the agricultural fields to the east. The value of the local road is low.	
<i>Susceptibility to change:</i>	
This permissive path and private road is used by a very limited number of drivers, cyclists and pedestrians whose attention is likely to be on the surrounding landscape due to the rural nature of the lane. The susceptibility of the visual receptor to specific change associated with the proposed development is medium.	
<b>Sensitivity of visual receptor</b>	The visual receptor is therefore judged to be of <b>medium / low</b> sensitivity.
<b>Visual effects during construction</b>	
<i>Size / scale:</i>	
During the construction works, the limited number of receptors using this route will experience construction activity in close proximity to the road. The construction activity will be behind hoardings; however, noise and potentially dust will affect the experience of the receptors.	
<i>Geographical extent:</i>	
The visual effects of the construction activity will be visible along Tichbalk Road from the edge of the A1301 up to the woodland boundary of Hinxton Grange. North of the woodland edge of Hinxton Grange to Hinxton Court there will be no visibility of the construction activity. North of Hinxton Court there will be views of the construction activity around the bus / cycle interchange and development area, north of the Avenue.	
<i>Duration:</i>	
The visual effects during construction will be medium term and temporary.	
<i>Reversibility:</i>	
The visual effects during construction will be partially reversible.	
<b>Magnitude of effect</b>	The magnitude of visual effects during construction will be <b>large adverse</b> and temporary.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>moderate adverse</b> and <b>significant</b> .
<b>Visual effects at completion</b>	
<i>Size / scale:</i>	
Viewpoint 10 from this part of the road has been used to create a wireline in figures 9.60a and 9.60b that is based on the worst-case building heights parameter plan (figure 2.4) with no mitigation. Once the proposed development is completed, views from the east-west part of the road will be filtered by a combination of the existing retained hedgerow and mature trees, a planted earth mound beyond and a 3 m high hedgerow set to the north of the retained agricultural land on the boundary of the built development. This is illustrated in figures 9.61a to 9.62b showing winter photomontages based on the masterplan at years 0 and 15. Views from the north-south part of the road will be filtered by a 15 to 20 m wide native species woodland mix. Over time these will mature to form a screen to the majority of the development, apart from occasional designed views into the built development.	
<i>Geographical extent:</i>	
The visual effects of the proposed development will be visible along Tichbalk Road from the edge of the A1301 up to the woodland boundary of Hinxton Grange. North of the woodland edge of Hinxton Grange to Hinxton Court there will be no visibility of the proposed development. North of Hinxton Court there will be views of the bridge and development north of the Avenue.	
<i>Duration:</i>	
The visual effects at completion will be long term, beyond 25 years.	
<i>Reversibility:</i>	
The visual effects at completion will be permanent.	
<i>Seasonal variation:</i>	
During the summer the degree of effect will be reduced due to the existing deciduous vegetation along the edge of Tichbalk Road.	
<b>Magnitude of effect</b>	The magnitude of visual effects at completion will be <b>large adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>moderate adverse</b> and <b>significant</b> .
<b>Night time visual effects at completion</b>	
There will be an increase in lighting associated with the proposed development; however, this will be screened in part by the earth mound and proposed planting.	
<b>Magnitude of effect</b>	The magnitude of night time visual effects at completion will be <b>small adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>slight adverse</b> and <b>not significant</b> .

## V11 - Visual effects on users of the public rights of way north of Ickleton and south of the works

Refer to representative viewpoint 9 on figure 9.21 and wireline and photomontages on figures 9.58a to 9.59b.

<b>Sensitivity of the visual receptor</b>	
<i>Value of the visual receptor:</i> These are footpaths 7 and 8 in Duxford parish and footpath 1 and bridleway 2 in Ickleton parish. They connect Ickleton to the works and Hinxton Road. They either run alongside hedgerows or across open arable fields. They are mainly used by local residents and dog walkers, while the bridleway will be used by horse riders and possibly cyclists. There are no landscape designations or key associations along the routes or within the immediate landscape that contribute to the visual experience within the study area. The footpaths and bridleways are typical of a receptor's experience within open countryside on the edge of a settlement. The value of these public rights of way is medium.	
<i>Susceptibility to change:</i> These public rights of way are mainly used by local residents, dog walkers, horse riders and cyclists whose primary focus is on the landscape. The susceptibility of the visual receptors to the specific change associated with the proposed development is medium.	
<b>Sensitivity of visual receptor</b>	The visual receptor is therefore judged to be of <b>medium</b> sensitivity.
<b>Visual effects during construction</b>	
<i>Size / scale:</i> During the initial construction works, the receptors using these public rights of way will see glimpsed construction activity in the distance, beyond the intervening vegetation. Views of the construction activity on the site will diminish from the rest of this footpath as it descends towards the river and from the other public rights of way, north of Ickleton as they have less visibility of the site as the intervening vegetation screens more of the site. The construction activity will take up a small proportion of the view from localised areas of the public rights of way.	
<i>Geographical extent:</i> The visual effects of the construction activity will only be visible over a localised area at a distance of approximately 0.9 km for around 1.4 km.	
<i>Duration:</i> The visual effects during construction will be medium term and temporary.	
<i>Reversibility:</i> The visual effects during construction will be partially reversible.	
<b>Magnitude of effect</b>	The magnitude of visual effects during construction will be <b>small adverse</b> and temporary.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>slight adverse</b> and <b>not significant</b> .
<b>Visual effects at completion</b>	
<i>Size / scale:</i> Once the proposed development is completed it will be set down in the valley beyond the existing valley vegetation. The works at Hexcel Composites will be more prominent industrial features within the landscape from footpath 7 and walking north along footpath 8. The development will retain a wooded horizon. The new bus / cycle interchange and bridge across the A1301 roundabout will not be visible from these public rights of way. Viewpoint 9 illustrates the worst-case direct views from footpath 7 and figures 9.58a and 9.58b illustrate the worst-case wireline based on the building heights parameter plan (figure 2.4) with no mitigation. Figures 9.59a and 9.59b are a photomontage based on the illustrative masterplan that includes mitigation during winter at year 0. This better reflects the likely final composition of the development proposal in terms of the skyline profile and the primary mitigation. Views of the proposed development from the rest of this footpath as it descends towards the river and views from the other public rights of way, north of Ickleton, have less visibility of the proposed development as the intervening vegetation screens more of the site. The proposed development will take up a small proportion of the view from localised areas of the public rights of way.	
<i>Geographical extent:</i> The visual effects of the proposed development will only be visible over a localised area at a distance of approximately 0.9 km for around 1.4 km.	
<i>Duration:</i> The visual effects at completion will be long term, beyond 25 years.	
<i>Reversibility:</i> The visual effects at completion will be permanent.	
<i>Seasonal variation:</i> During the summer the degree of effect will be reduced due to the existing deciduous vegetation within the valley that will screen more of the proposed development from view.	
<b>Magnitude of effect</b>	The magnitude of visual effects at completion will be <b>small adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>slight adverse</b> and <b>not significant</b> .
<b>Night time visual effects at completion</b>	
There will be an increase in lighting associated with the proposed development; however, this will be viewed within the context of the lighting associated with the works at Hexcel Composites that is in close proximity to the receptors.	

<b>Magnitude of effect</b>	The magnitude of night time visual effects at completion will be <b>negligible adverse</b> and permanent.
<b>Significance of visual effects</b>	The degree of effect will therefore be <b>negligible adverse</b> and <b>not significant</b> .

2.50 The first sentence of paragraph 9.52 is revised to read as follows: “The majority of the visual receptors are within approximately 1 km of the site boundary.” The third sentence is revised to read: “Only the visual receptors at Pampisford, Hinxton conservation area, Hinxton Grange and Tichbault Road are expected to experience significant adverse visual effects during construction and at completion.”

2.51 The following sentences are added to the end of paragraph 9.53: “Along Tichbault Road the construction effects are expected to be moderate adverse due to the close proximity of construction activity. The degree of effects at completion will be moderate adverse and these will reduce to moderate / slight adverse over time as the proposed planting within the development and the planted bund along the southern boundary grows and begins to filter views.”

2.52 The following new row is added to table 9.3:

Landscape and visual effects	Tichbault Road	Medium / low	Large	Moderate	Moderate	Moderate / slight	Reasonable
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2.53 Paragraph 9.63 is deleted and replaced with the following:

“The introduction of a strong landscape structure throughout the site with tree, hedgerow and shrub planting, not only along the green corridors, but also within the development parcels, throughout the car parks and along the main infrastructure routes, will reduce the magnitude of visual change from Hinxton conservation area and Hinxton Grange to medium to small at completion and the magnitude of visual change from Tichbault Road to medium at completion. The degree of visual effect would therefore reduce to moderate adverse; however, these are still significant at completion. After 15 years the visual effects at Hinxton conservation area and Hinxton Grange are expected to reduce to slight adverse and not significant, while those at Tichbault Road will reduce to moderate / slight adverse,”

2.54 The following new row is added to table 9.4:

Landscape and visual effects	Change to views from Tichbault Road	Medium / low	Medium  Medium / small after 15 years	Adverse	Medium term  Long term	Moderate at completion  Moderate / slight (significant) after 15 years	Reasonable
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2.55 Paragraph 9.67 is deleted and replaced with the following:

“The visual receptors are limited and the 11 chosen and agreed with the local authority during scoping and pre-inquiry are within 3.1 km of the site boundary. Only the receptors at Hinxton Grange, Hinxton conservation area and Tichbault

Road will experience significant visual effects at completion. However, including secondary mitigation measures such as sensitive siting, orientation and the location of taller buildings in less sensitive areas and the scale and colour of materials used, and taking into account the growth over time of the landscape mitigation, the effects on the first two of these receptors will reduce to slight and will not be significant, while the other will reduce to moderate / slight. The park for AgriTech will be set within a strong landscape structure and it will help to create a network of green infrastructure of recreation and ecological value.”

- 2.56 Figures 9.11, 9.12 and 9.17 are deleted and replaced with the revised versions included at the end of this section. A number of new figures (9.10a, 9.17a and 9.19 to 9.62b) are added to the chapter. These new figures are included at the end of this section.

### ***Chapter 10: Natural heritage***

- 2.57 The following new sentence is added before the last sentence of paragraph 10.21, as amended by paragraph 2.38 of the 2018 ES addendum: “An update ecology walkover survey was undertaken in April 2019.”
- 2.58 The following new sentences are added to the end of paragraph 10.57: “The walkover survey in April 2019 recorded evidence of a new badger sett within the grounds of Hinxton Grange. The subsidiary sett showed some evidence of recent occupation, with one hole relatively clear of debris, along with latrines and tracks.”
- 2.59 The first sentence of paragraph 10.108 is revised to read as follows: “The survey works recorded the presence of a single outlying badger sett in the bus / cycle interchange site and a subsidiary sett within the grounds of Hinxton Grange.”
- 2.60 The first sentence of paragraph 10.141 is revised to read as follows: “While the badger surveys recorded no evidence of this species using the areas proposed for built development, they are clearly present in the wider area.” The third sentence is revised to read as follows: “However, with the lack of evidence of badgers currently utilising the area proposed for built development, the magnitude of change is considered to be negligible to small.”
- 2.61 The first sentence of paragraph 10.158 is revised to read as follows: “While badger activity was not recorded within the area proposed for built development, due to the presence of badger setts in the wider area, badgers will be allowed to move freely across the site as a precautionary measure during the construction period.”
- 2.62 No other amendments are required to this chapter and the results of the assessment are not affected.

### ***Chapter 11: Noise and vibration***

- 2.63 No changes are required.

### ***Chapter 12: Traffic and transport***

- 2.64 Paragraph 12.1 is deleted and replaced with the following:

“Alan Baxter Ltd undertook the traffic and transport assessment. Transport Planning Associates (TPA) were later appointed to undertake a review and further consultation with Cambridgeshire County Council and Highways England. The findings of the assessment are summarised in this chapter and the transport assessment (TA) is included as technical appendix J1. Technical Note 01 produced by TPA, which formed part of the statement of case, is included as technical appendix J2. Technical Note 04, which presents the outcome of the further stakeholder liaison with Cambridgeshire County Council and Highways England, is included as technical appendix J3. The references and data sources used in the assessment are set out in table 12.1.”

- 2.65 Paragraph 12.12, as amended by paragraph 2.48 of the February 2018 ES addendum, is deleted and replaced with the following:

“The Transport Research Laboratory’s (TRL) junction capacity assessment programs Junctions 8, Junctions 9, LinSig V3 and TRANSYT 15 were used to model the junctions for the baseline year (2017) and completion year (2030), which is the earliest year that the proposed development is likely to be fully occupied.”

- 2.66 The second sentence of paragraph 12.68 is revised to read as follows: “These are set out in full in the TA and Technical Note 04 in technical appendix J.” The third sentence is deleted and replaced with the following: “Figures indicate the worst modelling results on any approach at each junction for the 2017 existing baseline (using a flat profile; using lane simulation at the Hunts Road and the A1301 / A505 roundabouts), the 2030 future baseline (using the same assumptions used in the 2017 base) and the 2030 ‘with development’ (target scenario; flat profile; lane simulation at the A1301 / A505 roundabout.)”
- 2.67 Table 12.9, as amended by the February 2018 ES addendum, is deleted and replaced with the following:

Junction	2017 existing baseline			2030 future baseline			2030 with development		
	RFC*	Delay (s)	Queue (vehs)	RFC	Delay (s)	Queue (vehs)	RFC or DOS***	Delay (s)	Queue (vehs)
A505 / M11 roundabout	0.98	84	20	1.26	798	216	83.2%	27	13
A505 / Hunts Road roundabout	0.98	90	19	1.39	656	399	89.2%	69	36
A505 / Moorfield Road	0.67	57	2	****	Inf.**	345	91.7%	76	39
A505 / Station Road	0.33	18	1	0.68	57	2	N/A		
A1307 / A11 roundabout	0.63	9	2	1.04	211	48	0.81	18	4
A1301 / North End Road	0.11	10	0	0.15	11	0	0.16	12	0
A1301 / Hunts Lane	0.06	12	0	0.07	14	0	0.08	16	0
A1301 / Wellcome Trust roundabout	0.46	5	1	0.59	6	1	0.70	9	2
A1301 / A11 roundabout north	0.49	5	1	0.58	6	1	0.63	7	2
A1301 / A11 roundabout south	0.54	6	1	0.78	16	3	0.68	9	2
B184 / Newmarket Road roundabout	0.53	6	1	0.67	8	2	0.67	8	2
A1301 / A505 roundabout	0.99	84	25	1.14	770	451	1.01	169	115

**Table 12.9: Junction capacity analysis**

\*RFC = ratio of flow to capacity. A RFC of 0.9 or above indicates that the junction is operating above capacity

\*\*Inf = infinite

\*\*\*DOS = degree of saturation. A DOS of >100% indicates that the junction is operating above capacity

\*\*\*\*Indicates that the capacity of the particular arm has dropped to zero. In these circumstances, measures such as RFC effectively become infinite for a particular traffic stream

2.68 Paragraphs 12.69 to 12.80, as revised by paragraph 2.58 of the February 2018 ES addendum, are deleted and replaced with the following:

“Table 12.9 shows that the A505 / M11 roundabout will operate within maximum theoretical capacity with the proposed development in place on its worst performing arms (M11 north in the AM peak and A505 east in the PM peak). The highway improvements associated with the proposed development are predicted to lead to a significant reduction in driver delay of 97% on the worst performing arm at this roundabout (M11 north) compared to the future baseline scenario. With reference to figure 12.3, this is a large magnitude of change. Given that the junction was predicted to be over capacity in the 2030 future baseline, it is considered to be of high sensitivity, so the reduced delay is predicted to lead to a very substantial, significant beneficial effect.

The A505 / Hunts Road roundabout already has existing capacity issues and these are predicted to become worse in the 2030 future baseline scenario. The conversion of the roundabout to a signalised T-junction as part of the proposed development will mean that the junction will be within capacity in both peak periods, resulting in a reduction of delay by almost 90% during the AM peak hour. Therefore, a very substantial, significant beneficial effect is predicted at this location.

Table 12.9 shows that the A505 / Moorfield Road junction is predicted to be significantly over capacity in the 2030 future baseline and that the proposed development will lead to a large decrease in driver delay in both peak periods. The decrease in delay is not measurable; however, the queue on the minor arm is predicted to decrease by circa 89% during the AM peak hour. While acknowledging that the traffic signal control proposed here inherently introduces a small delay for the A505 traffic, no significant increases in delay are predicted

on the A505. In addition, the proposed highway improvements also provide controlled crossing facilities for pedestrians and cyclists. All arms are predicted to operate within capacity during the PM peak. In conclusion, a very substantial, significant beneficial effect is predicted at this location.

The A505 / Station Road junction is predicted to operate within capacity in the 2030 future baseline. The proposed highway improvements remove the conflicts at this location and, as a result, the otherwise predicted delay caused by the increased volume of through traffic along the A505 restricting vehicles leaving Station Road is removed. No significant effects are therefore predicted on the operation of this junction as a result of the proposed development.

The A1301 / A505 'McDonalds' roundabout is predicted to operate over maximum theoretical capacity in the future baseline. While some capacity issues will remain with the highway improvements included as part of the proposed development in place, these are predicted to lead to a 78% decrease in driver delay in the AM peak and a 90% decrease in delay in the PM peak, which are changes of medium and large magnitude respectively. While some issues remain, given the high sensitivity of the junction, this will be a substantial, significant beneficial effect.

The A1307 / A11 roundabout is predicted to operate over capacity in the 2030 future baseline scenario on the A11 north arm, but within capacity in the 'with development' scenario with the proposed highway improvement scheme in place. All the other arms will be within capacity in both scenarios. The delay is predicted to reduce by circa 91% during the AM peak as a result of the proposals. With reference to figure 12.3, this is a change of large magnitude and a moderate, significant beneficial effect on driver delay is predicted as a result at this junction.

Table 12.9 shows that the A1301 / North End Road junction, A1301 / Hunts Lane junction, A1301 / Wellcome Trust roundabout, A1301 / A11 roundabout north, A1301 / A11 roundabout south and B184 / Newmarket Road roundabout will all operate within capacity in all scenarios. The proposed development will not significantly affect the capacity of these junctions and there will be no significant effects on driver delay."

- 2.69 Table 12.10, as amended by the February 2018 ES addendum, is deleted and replaced with the following:

Topic	Significant residual effect	Receptor sensitivity	Impact magnitude	Nature	Duration	Degree of effect	Level of certainty
Traffic and transport	Reduced severance on the A505 as a result of the provision of a pedestrian / cycle / equestrian bridge and on the A1301 as a result of the proposed signalised crossings	Low	Large	Beneficial	Long term	Moderate	Absolute
	Improved pedestrian / cyclist amenity along the stretch of the A1301 adjacent to the site	Low	Large	Beneficial	Long term	Moderate	Absolute
	Reduced driver delay at the A505 / M11 roundabout as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
	Reduced driver delay at the A505 / Hunts Road junction in both peaks as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
	Reduced driver delay at the A505 / Moorfield Road junction as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
	Reduced driver delay at the A1301 / A505 'McDonalds' roundabout in both peaks as a result of highway improvements	High	Medium to large	Beneficial	Long term	Substantial	Reasonable
	Reduced driver delay at the A1307 / A11 roundabout as a result of highway improvements	Low	Large	Beneficial	Long term	Moderate	Reasonable

**Table 12.10: Significant residual effects**

2.70 The new paragraph inserted below paragraph 12.91 by the February 2018 ES addendum is deleted and replaced with the following:

“Following comments from Cambridgeshire County Council, both Alan Baxter Ltd and TPA carried out a sensitivity test for the M11 / A505, A505 / Hunts Road and A1301 / A505 roundabouts to assess the likely impact of the North Uttlesford Garden Settlement, Chesterford Research Park and other draft allocations in Uttlesford District Council’s emerging local plan. The full findings of the sensitivity test are provided in Technical Note 01 in technical appendix J. These indicate that further packages of highway improvements would need to be developed by other parties for these junctions if the development assumed in the emerging local plan comes forward.

Further cumulative assessments were undertaken and reported in Technical Note 04 following the planning application submitted by Wellcome Genome (South Cambridgeshire District Council reference S/4329/18/OL). It has been demonstrated in Technical Note 04 in technical appendix J that, should it be approved, sufficient spare capacity will be available in a 50% driver mode share scenario.”

**Chapter 13: Waste**

2.71 No changes are required.

**Chapter 14: Summary tables**

2.72 The first column of the first row of table 14.1 is revised to read as follows:

Facilities for employees, such as a crèche / day nursery and gym / leisure facilities, together with 48.5 ha of informal public open space and an outdoor natural pool / swimming lake will be provided on site

2.73 The first column of the 11<sup>th</sup> row of table 14,1, as amended by paragraph 2.69 of the February 2018 ES addendum, is revised to read as follows:

The existing ‘McDonalds’ roundabout will be widened on all four arms to a three-lane entry, as illustrated indicatively in TPA’s drawing 1803-72/PL04, revision A, July 2018. The existing Station Road East junction will be improved as illustrated indicatively in TPA’s drawing 1803-72/PL08, April 2019. The existing Moorfield Road priority junction with the A505 will be replaced with a traffic signal controlled junction, as illustrated indicatively in TPA’s drawing 1803-72/PL03, revision B, August 2018. The existing Hunts Road roundabout junction with the A505 will be replaced with a traffic signal controlled junction, as illustrated indicatively in TPA’s drawing 1803-72/PL02, revision B, August 2018. The southbound off-slip road at junction 10 of the M11 will be widened and traffic signal control of the southbound off-slip and circulatory carriageway will be provided, as illustrated indicatively in TPA’s drawing 1803-72/PL01, revision C, April 2019. The southbound off-slip road approach to the grade separated junction of the A1307 with the A11 / A1307 will be widened, as illustrated indicatively in TPA’s drawing 1803-72/SK01, revision A, April 2019

2.74 The first sentence of the second column of the second row of the ‘Natural heritage’ section of table 14.2 is revised to read as follows: “While badger activity was not recorded in the area proposed for built development, badger setts were recorded in the wider area.”

2.75 The first column of the last row of the ‘Land use and agriculture’ section of table 14.3 is revised to read as follows:

Introduction of new informal public open space and bus / cycle interchange land uses

2.76 The following new row is added at the end of the ‘Landscape and visual effects’ section of table 14.3:

Changes to views from Tichbault Road at completion and long term	Medium to low	Large Medium	Adverse	Medium term Long term	Moderate Moderate to slight	Reasonable
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2.77 The ‘Traffic and transport’ rows of table 14.3, as amended by paragraph 2.71 of the February 2018 ES addendum, are deleted and replaced with the following:

Reduced severance on the A505 as a result of the provision of a pedestrian / cycle / equestrian bridge and on the A1301 as a result of the proposed signalised crossings	Low	Large	Beneficial	Long term	Moderate	Absolute
Improved pedestrian / cyclist amenity along the stretch of the A1301 adjacent to the site	Low	Large	Beneficial	Long term	Moderate	Absolute
Reduced driver delay at the A505 / M11 roundabout as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
Reduced driver delay at the A505 / Hunts Road junction in both peaks as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
Reduced driver delay at the A505 / Moorfield Road junction in the AM peak as a result of highway improvements	High	Large	Beneficial	Long term	Very substantial	Reasonable
Reduced driver delay at the A1301 / A505 'McDonalds' roundabout in both peaks as a result of highway improvements	High	Medium to large	Beneficial	Long term	Substantial	Reasonable
Reduced driver delay at the A1307 / A11 roundabout as a result of highway improvements	Low	Large	Beneficial	Long term	Moderate	Reasonable

### ***Glossary***

2.78 No changes are required.

## Replacement and new figures

- Figure 9.10a Landscape character areas – Local
- Figure 9.11 Zone of visual influence
- Figure 9.12 Viewpoint locations
- Figure 9.17 Viewpoint 5: from the A505, looking south towards Hinxton Grange (winter)
- Figure 9.17a Viewpoint 5: from the A505, looking south towards Hinxton Grange (summer)
- Figure 9.19 Viewpoint 7: From Coploe Hill looking north (winter)
- Figure 9.20 Viewpoint 8: From Quickset Road looking north east (winter)
- Figure 9.21 Viewpoint 9: From public right of way 68/7 looking north west (winter)
- Figure 9.22a Viewpoint 10 (winter): From Tichbault Road looking north (left)
- Figure 9.22b Viewpoint 10 (winter): From Tichbault Road looking north (right)
- Figure 9.23 Assumptions to inform wireframe visualisations for LVIA
- Figure 9.24 Viewpoint 1 Pampisford (winter) wireline showing parameter plan massing year 0 with no mitigation
- Figure 9.25 Viewpoint 1 Pampisford (winter) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.26 Viewpoint 1 Pampisford (winter) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.27 Viewpoint 1 Pampisford (summer) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.28 Viewpoint 1 Pampisford (summer) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.29 Viewpoint 2 Hinxton church (winter) wireline showing parameter plan massing year 0 with no mitigation
- Figure 9.30 Viewpoint 2 Hinxton church (winter) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.31 Viewpoint 2 (Hinxton church winter) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.32 Viewpoint 2 Hinxton church (summer) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.33 Viewpoint 2 Hinxton church (summer) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.34 Viewpoint 3 Hinxton Grange (winter) wireline showing parameter plan massing year 0 with no mitigation
- Figure 9.35 Viewpoint 3 Hinxton Grange (winter) photomontage showing illustrative masterplan year 0 with mitigation
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- Figure 9.37 Viewpoint 3 Hinxton Grange (summer) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.38 Viewpoint 3 Hinxton Grange (summer) photomontage showing illustrative masterplan year 15 with mitigation
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- Figure 9.39b Viewpoint 4 A1301 (winter) wireline showing parameter plan massing year 0 with no mitigation (right)
- Figure 9.40a Viewpoint 4 A1301 (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)

- Figure 9.40b Viewpoint 4 A1301 (winter) photomontage showing illustrative masterplan year 0 with mitigation (right)
- Figure 9.41a Viewpoint 4 A1301 (winter) photomontage showing illustrative masterplan year 15 with mitigation (left)
- Figure 9.41b Viewpoint 4 A1301 (winter) photomontage showing illustrative masterplan year 15 with mitigation (right)
- Figure 9.42a Viewpoint 4 A1301 (summer) photomontage showing illustrative masterplan year 0 with mitigation (left)
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- Figure 9.43a Viewpoint 4 A1301 (summer) photomontage showing illustrative masterplan year 15 with mitigation (left)
- Figure 9.43b Viewpoint 4 A1301 (summer) photomontage showing illustrative masterplan year 15 with mitigation (right)
- Figure 9.44a Viewpoint 5 A505 (winter) wireline showing parameter plan massing year 0 with no mitigation (left)
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- Figure 9.45a Viewpoint 5 A505 (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)
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- Figure 9.46a Viewpoint 5 A505 (winter) photomontage showing illustrative masterplan year 15 with mitigation (left)
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- Figure 9.49 Viewpoint 6 Whittlesford (winter) wireline showing parameter plan massing year 0 with no mitigation
- Figure 9.50 Viewpoint 6 Whittlesford (winter) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.51 Viewpoint 6 Whittlesford (winter) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.52 Viewpoint 6 Whittlesford (summer) photomontage showing illustrative masterplan year 0 with mitigation
- Figure 9.53 Viewpoint 6 Whittlesford (summer) photomontage showing illustrative masterplan year 15 with mitigation
- Figure 9.54a Viewpoint 7 Coploe Road (winter) wireline showing parameter plan massing year 0 with no mitigation (left)
- Figure 9.54b Viewpoint 7 Coploe Road (winter) wireline showing parameter plan massing year 0 with no mitigation (right)
- Figure 9.55a Viewpoint 7 Coploe Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)
- Figure 9.55b Viewpoint 7 Coploe Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (right)

- Figure 9.56a Viewpoint 8 Quickset Road (winter) wireline showing parameter plan massing year 0 with no mitigation (left)
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- Figure 9.57a Viewpoint 8 Quickset Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)
- Figure 9.57b Viewpoint 8 Quickset Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (right)
- Figure 9.58a Viewpoint 9 Ickleton PROW (winter) wireline showing parameter plan massing year 0 with no mitigation (left)
- Figure 9.58b Viewpoint 9 Ickleton PROW (winter) wireline showing parameter plan massing year 0 with no mitigation (right)
- Figure 9.59a Viewpoint 9 Ickleton PROW (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)
- Figure 9.59b Viewpoint 9 Ickleton PROW (winter) photomontage showing illustrative masterplan year 0 with mitigation (right)
- Figure 9.60a Viewpoint 10 Tichbault Road (winter) wireline showing parameter plan massing year 0 with no mitigation (left)
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- Figure 9.61a Viewpoint 10 Tichbault Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (left)
- Figure 9.61b Viewpoint 10 Tichbault Road (winter) photomontage showing illustrative masterplan year 0 with mitigation (right)
- Figure 9.62a Viewpoint 10 Tichbault Road (winter) photomontage showing illustrative masterplan year 15 with mitigation (left)
- Figure 9.62b Viewpoint 10 Tichbault Road (winter) photomontage showing illustrative masterplan year 15 with mitigation (right)