

Landscape and visual assessment  
Turning area to existing haulage yard  
Hutchinson Engineering Services Limited  
Great North Road  
Weston



MIKE SIBTHORP PLANNING  
LOGAN HOUSE, LIME GROVE, GRANTHAM, NG31 9JD  
TEL: 014765 569065 [REDACTED]

## Landscape and visual assessment

Proposed turning area  
Hutchinson Engineering Services  
Limited, Great North Road, Weston

### Introduction

This document comprises an assessment of the landscape and visual impact of proposals to provide a turning area at the southern end of the existing haulage yard of Hutchinson Engineering Services Limited, Great North Road, Weston.

The main objectives of this assessment are:

- To identify and assess the likely significance of the effects of change resulting from the development on the landscape (landscape effects)

- To identify and assess the likely significance of the effects of change resulting from the development on people's views and visual amenity (visual effects) .

### The site and proposals

The application site comprises an enclosed area of land, measuring approximately 70m wide by 40m deep, situated to the south of the existing haulage yard of Hutchinson Engineering Services Limited, which is located on the southern side of Great North Road, Weston.

The site, which is enclosed by hedgerows, is bounded on three sides by a single agricultural field. Approximately 300m to the south is the A1.

Details of the design and business rationale for the development can be found within the Design and Access Statement accompanying the application. Details of the proposed development are outlined on plans accompanying the application.

As the haulage and crane / equipment hire business has expanded, the yard area has become more congested and it is considered necessary - in the interests of effective site / space management and health and safety - to provide a dedicated vehicle turning facility at the southern end of the site. The proposals seek to provide such a turning area within the identified site. No storage of vehicles, trailers or other equipment will take place within the identified site. Significant additional landscaping is

proposed around the site perimeter, to infill gaps in the existing hedging and to introduce native hedgerow trees into the existing perimeter hedgerow.

The proposed development is modest in scale. This Landscape and Visual Impact Assessment has been prepared in the light of a recent appeal decision, in respect of proposals to extend the haulage yard operation onto this land (LPA Ref: 21/02245/FUL; PINS Ref: APP/B3030/W/22/3293016). Whilst the appeal decision considered those proposals - involving the use of the land for vehicle storage - would have an adverse visual impact, the decision specifically highlighted the absence of any landscape impact assessment. The proposals are a direct response to that decision. The proposals in this respect differ notably from the earlier proposals; the site will be simply used to facilitate vehicle turning and will not be used for any form of storage. The site has been the subject of a proportionate visual and landscape assessment, and landscaping proposals have been advanced in response to that assessment.

This statement comprises the following main elements

#### 1. The site and the surrounding area

Firstly, we consider the location of the site, its character, and the character of the surrounding area.

#### 2. The proposed development

This section summarises the development proposed in this case.

#### 3. Relevant studies

We consider relevant studies undertaken by the local planning authority and identify the conclusions drawn from those studies. In particular, we consider the Council's 2013 Landscape Character Assessment SPD.

#### 4. Potential vantage points

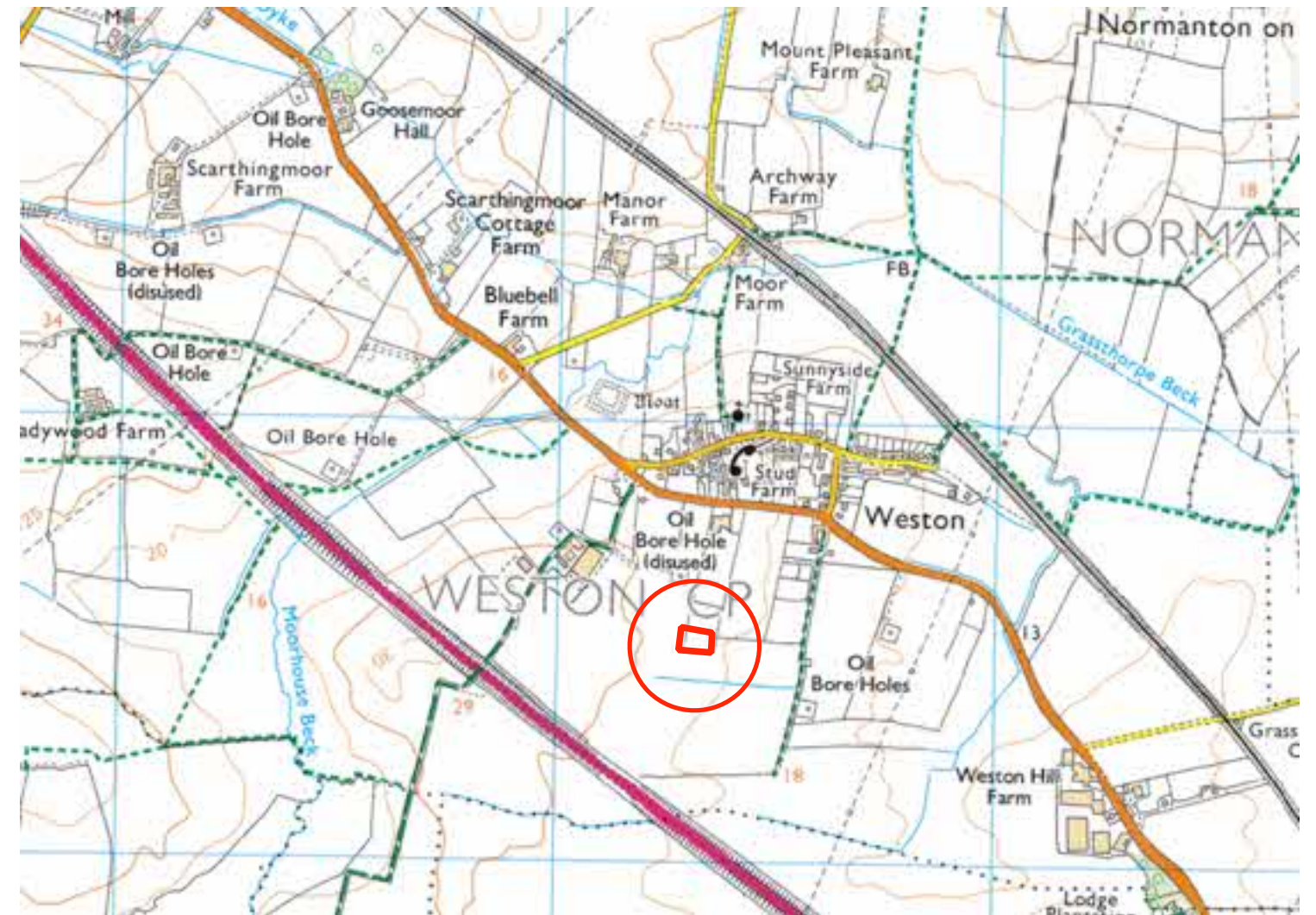
Thirdly, we consider, from a detailed study of the local area, the vantage points from which the site is visible, from public vantage points.

#### 5. Assessment of impact

From these identified vantage points we consider the impact of the proposed development. Where relevant we have included annotated photographs to illustrate the impact. From each potential vantage point, we assess impact through a structured, consistent approach.

#### 6. Mitigation / Conclusions

Finally we consider the extent to which any mitigation is required, and, as appropriate the nature and extent of any mitigation works.



#### 1. The site and the surrounding area

The application site is located in the village of Weston; a medium sized village located approximately 15km north of Newark on Trent.

Weston is located approximately 700m east of the A1 trunk road, and immediately to the west of the East Coast Main Line. The village comprises one of a number of settlements located alongside the former Great North Road. Whilst the main body of the village is located north of the Great North Road (which runs generally south-east to north-west at this point), the appeal site is located to the south of the road, comprising one of a number of scattered groupings of buildings between Great North Road and the A1. The landscape in this location is generally level, comprising large open fields separated by low maintained hedges.

As the photograph below illustrates the application site adjoins the established business operation Hutchinson Engineering Services Limited; a haulage / vehicle hire business. Site

activities include the repair, servicing and sales of commercial vehicles, specialist equipment hire (including cranes) and an operating base for haulage business. That haulage business involved in heavy and abnormal loads and occasions the site accommodates load transit. The site in particular lends itself to a specialist nature of the haulage use (dealing in particular in long and heavy loads); an operation that cannot conveniently operate from an urban area due to the tightly constrained nature of many urban roads.

The village of Weston and its residential core is generally located to the north of the B1164 Great North Road (which connects Sutton on Trent in the south, with Tuxford in the north), accessed principally along a single village street (Main Street) running off Great North Road, and along a connecting side road, Colley Lane. There is limited development set along the north side of Great North Road, although residential curtilages extend up to the road.



Aerial photograph identifying the location of the application site and its relationship to the existing yard area

To the southern side of the road there is a more fragmented and varied form of development, the most substantial development being the premises of Hutchinson Engineering Services Limited. West of the Hutchinson site, beyond an open arable field, is a cricket ground, which has an open frontage onto the road. West of the cricket ground, across Wadnall Lane (which runs southwards and crosses the A1 at an over-bridge is The Great Wall; a Chinese restaurant contained within a former public house / hotel building (The Boot & Shoe Hotel). The building is set back from the two road frontages and separated from them by an extensive surfaced car park. A short distance to the south of the restaurant and accessed from Wadnall Lane is the premises of Hall Farm Wild Bird Seed. This comprises an extensive range of large warehouse buildings utilised for the storage wild bird seed and associated produce. The buildings have a fairly agricultural appearance, albeit that the buildings are in use for B8 storage purposes. Planning permission has recently been granted for the extension of the buildings to provide additional storage and office space and an ancillary sales area (16/1004/FUL). To the east of the Hutchinson site, and again separated by an agricultural field are two dwellings; one set either

side of Infield Lane, a narrow track running southwards towards (but not as far as) the A1. Set between Great North Road and the A1 are a number of oil well compounds.

The existing Hutchinson site is not untypical of many haulage type operations. The site has a width of approximately 72m and a depth of approximately 300m, extending southwards away from the road. Set close to the road frontage is a large L-shaped workshop building with, an attached office section, part single storey and part two storey extending around the northern and eastern sides of the building. Set in front of the building is a staff and customer parking area. To the east of the building a forecourt area with fuel bunkers and a roadway that leads through to a yard area. Access to the workshops is via the yard area. To the south of the workshop building is an extensive yard area used for the parking of vehicles and trailers, equipment and in-transit goods. A number of secondary structures (as identified on the OS plan) extend alongside the western site boundary. The existing site has an area of approximately 2.1ha. The western and eastern boundaries to the site are defined by relatively tall, established

hedgerows, and set on the inside of the hedgerow is a concrete panel fence / wall.

South of the existing yard area is adjoining parcel of land that has the same width as the existing haulage yard, and which extends southwards a further 35m –45m (the western boundary is longer than the eastern boundary). This comprises the present application site. The site is bounded to west and east by a continuation of the boundary hedges / walls running along the western and eastern sides of the existing site, and the hedge also runs alongside the southern boundary forming a continuous hedge line around the land. The site, is set generally level with the existing site and the land itself is screened from surrounding land by the perimeter hedge. The area was originally planted with trees (as part of an earlier consent to extend the yard, although this planting was unsuccessful and the trees died).



Aerial photograph identifying the application site and surrounding area



## 2.The proposed development

The full planning application in this case proposes the use of the identified area of land as a turning area for vehicles as part of the operation of the adjoining yard area. The mixing wall is to be removed between the yard area and the site, and replaced by a low concrete barrier approx. 1m in height. As illustrated above, 2 openings will be provided between the yard area and the site enabling an in/out turning arrangement for vehicles.

The existing concrete walling that encloses the existing yard area will be extended around the perimeter of the application site. The existing hedge will be retained. Existing gaps in the hedge (which arose as a result of break-ins into the site). are to be infilled. As part of the proposals it is also proposed to carry out some tree planting within the hedge line, to introduce more depth and character to the hedgerow, and, over time, a more substantive screening of the application side and the wider yard area.

As part of an earlier consents to extend the yard area , approximately 60 trees were to be planted within the application site. These trees were planted, but did not successfully establish. The introduction of tree planting into the existing hedge is considered to represent a more appropriate landscaping option in this case - introducing tree planting around the perimeter of the site rather than within it - offering scope to screen the both the application site and the existing yard area.

No vehicles, trailers, equipment or machinery will be stored in the site (the boundary between the existing yard area and the site will be defined by a physical barrier.

The provision of a bespoke turning area enables a more efficient use of the overall site, enabling more vehicles and equipment to be parked within the yard area (without the need for a turning facility within the site itself.

### 3. Relevant landscape studies

There are no national landscape designations affecting the application site. The site is not located within a conservation area.

#### Trent & Belvoir Vales LCA

Weston and the application site are located within Natural England's Trent & Belvoir Vales National Character Area. This is an extensively drawn character area which extends from Nottingham in the south-west to Gainsborough in the north-east. Whilst centred upon the level floor of the valley of the River Trent, the overall area is contained to west, south and east by the rising ground that contains the river valley. This includes the fringes of the Lincoln Cliff to the east, the escarpment of the Vale of Belvoir to the south and the dumbled landscape to the north-east of Nottingham.

The LCA summary document describes the landscape characteristics of the local area as follows;

*"The Trent and Belvoir Vales National Character Area (NCA) is characterised by undulating,*

*strongly rural and predominantly arable farmland, centred on the River Trent. A low-lying rural landscape with relatively little woodland cover, the NCA offers long, open views. Newark-on-Trent (generally referred to as Newark) lies at the centre with Grantham, Nottingham, Lincoln and Gainsborough on the peripheries. The southern and eastern edges of the Vales are defined by the adjoining escarpments of the Lincolnshire Edge and the Leicestershire and Nottinghamshire Wolds NCA. To the west, the escarpment of a broad ridge of rolling landscape defines the boundary with the neighbouring Sherwood and Humberhead Levels NCAs. The area's generally fertile soils and good quality agricultural land have supported a diversity of farming over a long period but, because of this, little semi-natural habitat remains. The powerful River Trent and its flood plain provide a strong feature running through the landscape. It is the greatest biodiversity resource, being a major corridor for wildlife moving through the area and supporting a variety of wetland habitats. It also provides flood storage as well as large amounts of cooling water for local power stations.*

The key characteristics of the character area are summarised as follows;

- ❖ *A gently undulating and low-lying land form in the main, with low ridges dividing shallow, broad river valleys, vales and flood plains. The mature, powerful River Trent flows north through the full length of the area, meandering across its broad flood plain and continuing to influence the physical and human geography of the area as it has done for thousands of years.*
- ❖ *The bed rock geology of Triassic and Jurassic mudstones has given rise to fertile clayey soils across much of the area, while extensive deposits of alluvium and sand and gravel have given rise to a wider variety of soils, especially in the flood plains and over much of the eastern part of the NCA.*
- *Agriculture is the dominant land use, with most farmland being used for growing cereals, oilseeds and other arable crops. While much pasture has been converted to arable use over the years, grazing is still significant in places, such as along the Trent and around settlements.*
- *A regular pattern of medium to large fields enclosed by hawthorn hedgerows, and ditches in low-lying areas, dominates the landscape.*

- *Very little semi-natural habitat remains across the area; however, areas of flood plain grazing marsh are still found in places along the Trent.*
- *Extraction of sand and gravel deposits continues within the Trent flood plain and the area to the west of Lincoln. Many former sites of extraction have been flooded, introducing new waterbodies and new wetland habitats to the landscape.*
- *Extensive use of red bricks and pantiles in the 19th century has contributed to the consistent character of traditional architecture within villages and farmsteads across the area. Stone hewn from harder courses*

What this summary highlights is the undulating strongly rural characteristics of the LC combined with the pervasive, dominating impacts of the Trentside power stations, including Cottam and West Burton.

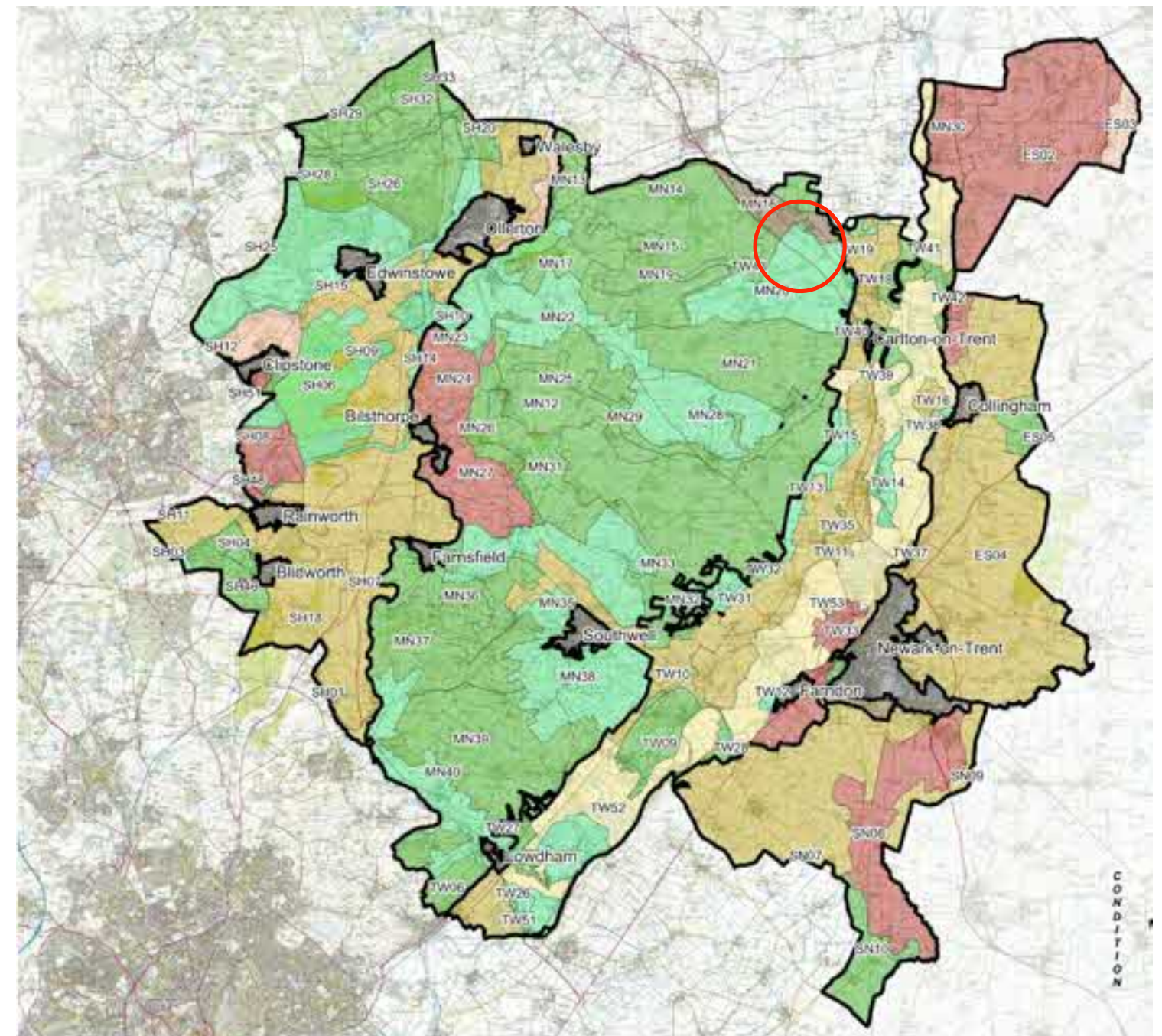
#### Newark & Sherwood Landscape Character Assessment 2013 (from 2009 survey)

Weston and the application site fall within the Mid-Nottinghamshire Farmlands character area, within the above document.

The Mid-Nottinghamshire Farmlands is an area of undulating landscape with a distinctively rural agricultural character. Arable farming is predominant land use on the clay soils, although there is some mixed farming. The histo



Trent & Belvoir Vales LCA and site location circled



pattern of land use and settlement is influenced by the physical characteristics of the region, particularly its soils. Many villages have been established along the margins of the Mercia Mudstone outcrop where a wider range of physical resources is accessible. A more limited range of resources has historically been available to the inhabitants of the central parts of the region, consequently, a sparser settlement pattern is evident.

The region is relatively remote from major population centres and has a well-defined and largely undeveloped rural character. Industry is of little significance, save for the occasional clay quarry and brick works. A number of main highways cross the area, but typically roads are narrow country lanes linking the scattered nucleated settlements. The villages are well integrated into the surrounding countryside with small-scale field patterns, unimproved pastures, species-rich hedgerows and remnant orchards forming common features along their edges.

A characteristic of the Mid-Nottinghamshire Farmlands is the strong sense of enclosure which exists over most of the region. Field patterns have remained largely intact although they have become somewhat eroded in the most intensively farmed areas, especially to the north and east. Ancient hedgerows are scattered throughout and hedgerow trees are usually ash and oak, and have a localised importance in the landscape.

The landscape has a generally well-wooded character, except over tracts of land to the far north and east. Woodlands tend to be mainly deciduous or mixed and are typically small to medium in size. A particular feature of the area is the many ancient woodlands, often prominently sited on hilltops and rising ground.

Scattered pockets of parkland add to this well-wooded character, along with the many tree-lined streams which drain the area from west to east.

The Mid-Nottinghamshire Farmlands Regional Character Area is extensive, running north-south through the centre of the district and extending northwards into Bassetlaw district and southwards into Gedling borough and Nottingham city areas.

Within the Mid-Nottinghamshire Farmlands the site lies within Policy Zone (PZ) PZ MN20). This area is focussed on the village of Ossington, Weston and parts of Sutton on Trent.

The LCA, summarises the condition of the landscape thus;

*A large area encompassing numerous varied landscape uses. Arable farming is the principal land use, with some pastoral farming, small industry and some commercial land use evident. Landform is gently undulating and rounded, resulting in views being medium to long distance throughout most of the area, with frequent wooded skylines. Vegetation within the area (woodlands and hedgerows) often encloses the views, especially along fields and tracks.*

*Three settlements are present – Weston, most of Ossington, and part of Sutton on Trent. These towns differ to a large extent, with Ossington composed predominantly of characteristic, vernacular buildings, Weston having an historic core with vernacular buildings, and more recent buildings to the periphery with some infill, and Sutton on Trent being composed mainly of more recent developments.*

*A number of vernacular, isolated farmhouses with associated agricultural buildings are scattered throughout the area.*

*Associated with the vernacular nature of the settlements, there are a number of Listed Buildings designated throughout the area including the Grade 1 Church of the Holy Rood and, Church of All Saints.*

*There are a number of linear features which bisect the area, including pylons and power lines, the A1 and a railway. Most of these elements lie to the east, towards the more industrial area east of the A1.*

*There are, however, numerous areas of semi-natural habitat throughout the Policy Zone, with numerous small scale blocks of mixed deciduous woodland (including species such as Ash, Ilex, Birch, Sweet Chestnut, Elm, Hawthorn and Oak). There are also areas of mixed deciduous and coniferous plantations (Speakers Plantation, Lake Plantation, Pamela Plantation, Wednal Plantation and Commonsides Plantation).*

Characteristic visual features of the area are summarised as follows;

- ❖ *Undulating, rolling topography.*
- ❖ *Strong intact landscape of woods and riparian vegetation around Ossington*
- ❖ *Some areas of open water and streams with associated riparian vegetation*

- ❖ *Intensive arable and some low intensity pastoral farming in medium to large scale fields*
- ❖ *Numerous blocks of deciduous woodland*
- ❖ *Some linear features bisect the area (mainly the east) such as pylons and pylon lines, the A1 and a Railway*

The overall narrative suggests that the landscape qualities are generally of a higher quality in the western parts of the policy area around Ossington, and that the vicinity of Weston is particularly impacted by strong linear features such as power lines, the A1 and the railway line.

**Landscape condition** is described as **good**

**Landscape sensitivity** is described as **moderate**

Landscape actions are summarised as follows;

**Conserve & Reinforce;** ie. actions that conserve distinctive features and features in good condition, and strengthen and reinforce those features that may be vulnerable

Landscape features

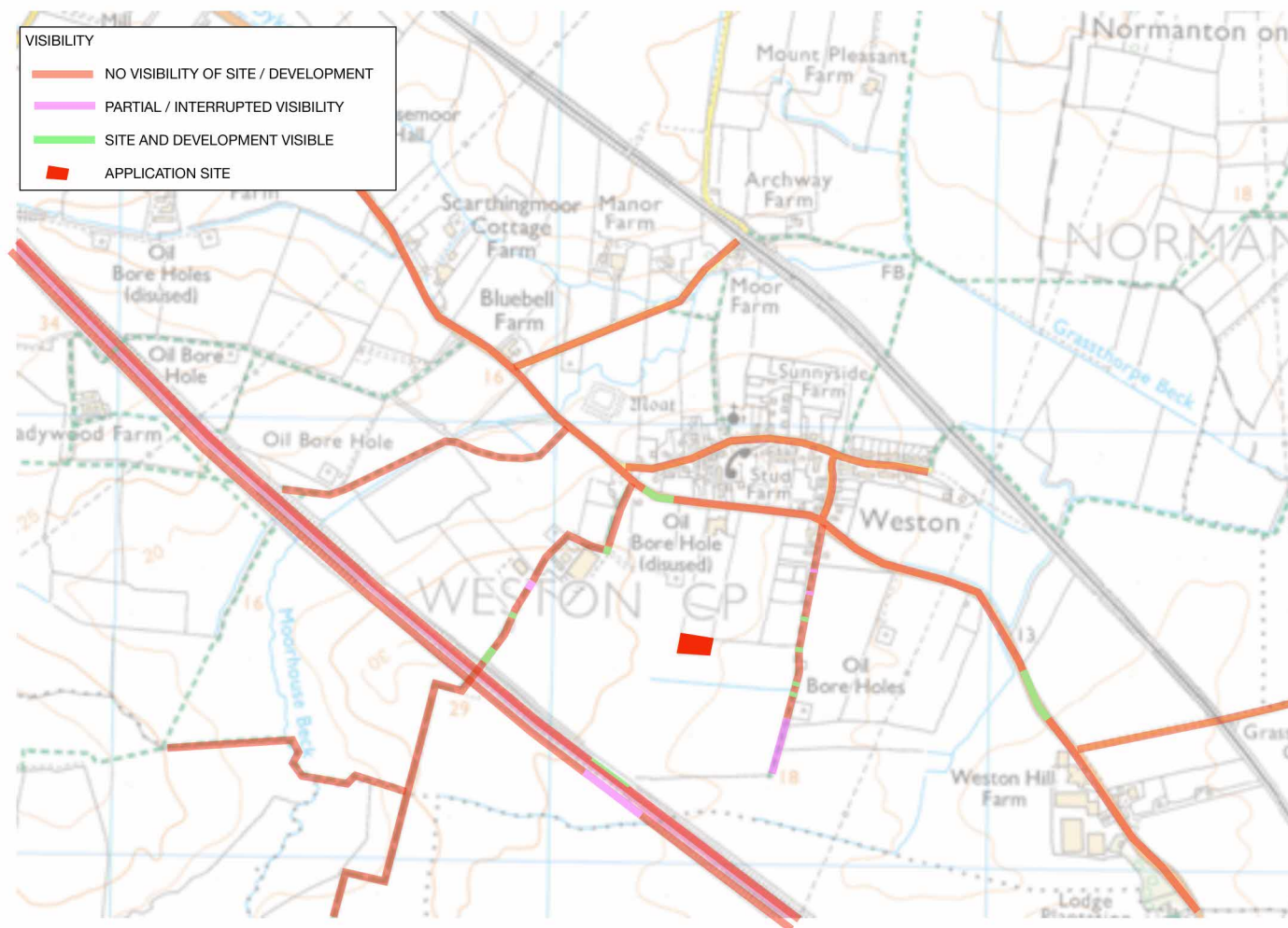
- ❖ *Maintain any existing historic field patterns.*
- ❖ *Conserve and enhance the ecological diversity of deciduous woodland through consistent management.*
- ❖ *Conserve and maintain hedgerows and prevent fragmentation (through lack of management and intensification of arable farming). Infill hedgerows where necessary.*

Built Features

- ❖ *Maintain use of vernacular materials, style and scale in any new developments around Moorhouse.*
- ❖ *Promote measures for reinforcing the traditional character of existing farm buildings using vernacular building styles.*

In the present context, features of particular note are;

- ❖ The vicinity of the application site is particularly impacted by 'linear features highlighted within the LCA. These features include the A1, the East Coast Main Line and by pier lines that run south-north to both the east and west of Weston.
- ❖ There are a number of large scale industrial and agricultural undertakings set within the landscape. This includes not only the application site, but also nearby complexes such as Hall Farm, and the Walton Kybotech complexes on the northern side of Sutton on Trent. Some of these complexes, such as Hall Farm occupy prominent positions on higher ground. Generally speaking the topography is less pronounced that further to the west within the P Zone.
- ❖ Longer distance visibility is often constrained by the physical landform (including man made landscape changes such as cutting and embankments alongside roads and railway lines), established field hedges and tree development.
- ❖ The application site and vicinity include a number of characteristic landscape features as described in the MN 20 Policy Zone. For example, there are established hedgerow features around the site (and the existing Hutchinson site) capable of conservation and enhancement, with infilling of gaps where they exist.
- ❖ Dominant hedgerow trees within the Mid-Nottinghamshire farmlands Character Area are Ash and Oak, with other species comprising crab apple, field maple and willow. Hedgerow species predominantly comprise Hawthorn with the following additional species; blackthorn, buckthorn, dogwood, midland hawthorn, hazel, holly, privet and dog rose.



#### 4. Potential vantage points

Our visual impact assessment looks at the potential impact of the development when viewed from public vantage points in the wider vicinity of the site. The plan above identifies that there will be very few public vantage points from where the application site will have any material visibility.

The local topography - including earthworks, cuttings and embankments - principally associated with the A1 - and the location of buildings and hedgerow planting are the principal factors affecting site visibility.

From points north of the application site, there is generally a fairly limited visibility of the site, as it is generally set beyond the existing Hutchinson Engineering Services site. From the north, the only location where there is any visibility of the site, is in the vicinity of the cricket ground on Great North Road. At this point, the western boundary of the site is some 300m-plus from the viewpoint and viewed at a fairly oblique angle. The site is seen in conjunction with the existing yard, which is a more visible feature.

To the south, views from the A1 are very limited. There is a view from the south-bound lay-by on the A1 (from parked vehicles). From moving

vehicles travelling southbound, the site is not generally seen as it is behind the forward looking field of view. Travelling northbound views are transitory and frequently interrupted by vehicles. Where seen, the site is seen against the backdrop of the existing yard, rather than in isolation.

From the east there are a limited number of viewpoints from the footpath that leads south from Great North Road (Infield lane). There is tall hedging along the unmade lane, and visibility eastwards is limited to a number of field entrances and gaps in the hedge. Beyond the oil well site the footpath is visibly overgrown and unused. The hedge in this location is lower and affords interrupted views. The ground levels are generally lower than the site and the eastern boundary hedge is the only visible site element. Further east there is a short section of Great North Road where the site is visible. However, at this point the vehicles and equipment and buildings on the existing site are the more visible feature.

From the west, there are a limited number of vantage points along Wadnall Lane from where the site can be seen. These are generally limited to points where there are short gaps in the

hedges. From some viewpoints visibility is interrupted by the fencing around the Hall Farm complex. The application site is generally seen in conjunction with the existing yard and not in isolation.

From our visual appraisal of the site and village, the only points of note, from where there is any full or partial visibility of the site are;

- ❖ Great North Road (East of site)
- ❖ Great North Road (North-west of site)
- ❖ Public footpath to east of site (Infield Lane)
- ❖ Wadnall Lane to west of site
- ❖ A1

In relation to each of these vantage points, we consider the degree of visibility, and the impact of the proposed development, with and without mitigation.

As will be illustrated, from these locations, the site will have a very limited visibility and proposed use of the land, involving no storage activity and no buildings, will have no adverse or detrimental impacts. From those points where the site is visible, it is generally seen in conjunction with the existing yard. There is a robust hedge around the site, and this is capable of being enhanced with supplementary tree and hedge planting within the hedge. As a result, from the identified vantage points views will generally be enhanced by the additional planting. There will be no detrimental visual impacts that would justify the withholding of consent.

## 5. Assessment of visibility and impact

(Square bracketed numbers reference photos at rear of statement)

### Viewpoint 1

#### Great North Road (east of site)

Distance from application site: Approx. 750m

Orientation from site: East

Height relative to site: Marginally below site level

#### Description of viewpoint

Great North Road follows a meandering and undulating route between Sutton on Trent and Weston. Views along the road are frequently constrained by building groupings and woodland areas (such as Lodge Plantation in the vicinity of Weston Hill Farm, and by roadside hedges. In other locations more expansive views are available. A short distance to the north-east of Weston Hill Farm, there is a section of road approximately 100m in length, where there is no roadside hedge on the southern side of the road, which affords views eastwards towards the application site and the existing haulage yard. Traffic on the A1 is also visible from this location as well as a large overhead power line, and a large barn structure that has recently been erected on

Infield Lane (19/01034/FUL). The viewpoint in this location is on a relatively fast, free-flowing section of road, subject to the national speed limit. It is a relatively short viewpoint which is only visible when travelling eastwards towards Weston. There are a number of semi-mature trees set along the roadside that break the view.

#### Visibility of application site and development

The views towards the application site form part of a relatively brief, transitory but relatively expansive westward view when travelling westwards from Sutton towards Weston.

There is an approximate 100m stretch of road where the application site's eastern boundary hedge will be visible. However, interposed between the site and the view point is a large overhead power line. The more visible elements in this view are the A1 - where traffic is readily visible, the existing haulage yard set within the haulage yard see, and the large timber clad barn structure set on the eastern side of Infield Lane. Visible beyond the haulage yard site on higher ground to the west are the large barn structures at Hall Farm on Wadnall Lane [1] [2].

Whilst the westward views from this location are briefly fairly expansive, it is not a view of particular note. There are many features that detract from this view, most notably the large overhead lower line [3][4]. Moving traffic on the A1 is similarly a distraction towards which the eye is attracted. The short section of hedge that defines the eastern boundary of the application site is not a significant or particularly distinguishable element in this view. There are further intervening hedges of a similar character set along both sides of Infield Lane

Given that the site is proposed to be used as a turning area only, there will be no storage taking place on this site and there will be no buildings. The concrete security fencing set to the rear of the hedge will be unseen. The view of the site from this vantage point will as a result, without additional mitigation, be unchanged as a result of the development proposed.

The application proposals in this case include proposals to improve and strengthen the perimeter hedge around the site by the infilling of gaps and by the introduction of native trees within the hedge line. This will off-set the loss of trees within the site itself. Trees set within the boundary hedge will be more effective in assimilating the wider site

into the landscape than trees planted within the site itself.

Tree species will draw from the identified dominant species for the Mid Nottinghamshire Farmland area set out in the Landscape Character Assessment SPD.

#### Viewpoint 1 conclusions

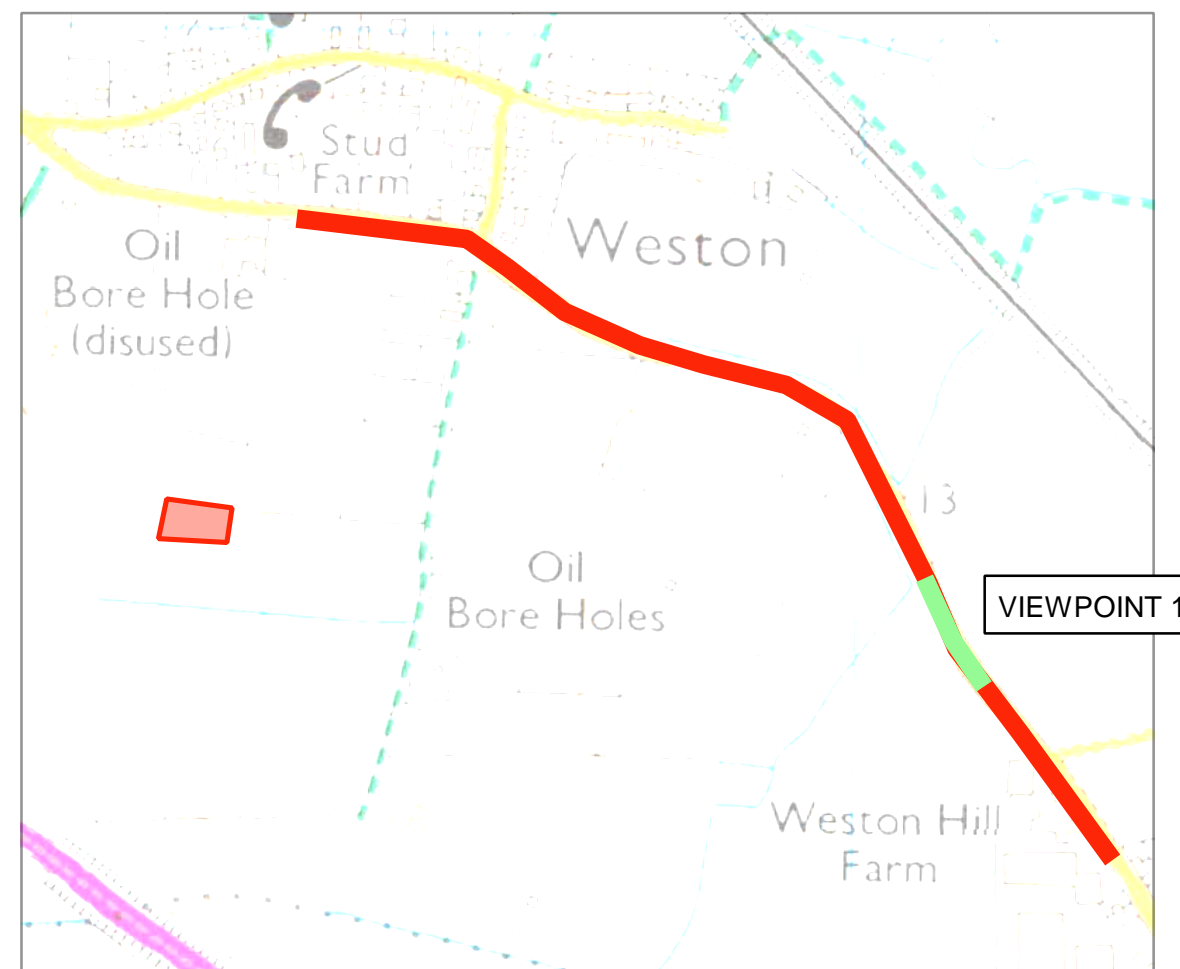
Whilst the eastern boundary of the application site is visible from this viewpoint, it forms part of a wider expansive viewpoint that embraces a number of significant detracting elements. As a result the site is not a significant or notable element of the view.

The proposed use of the site will not impact upon views experienced from this viewpoint.

Additional boundary tree planting and hedge reinforcement proposed within the application will offer some enhancements to this view by screening activities within the existing yard area and screening the hall farm site beyond.



Photo A: View westwards towards application site from Great North Road to the north-west of Weston Hill Farm. From this viewpoint the site has a limited visibility. The existing haulage yard is visible together with a recent barn on Infield Lane. Set between the application site and the view point is a high-voltage power-line.





## Viewpoint 2

### Great North Road (north-west)

Distance from application site: 300-330m

Orientation from site: NW

Height relative to site: The viewpoint is set slightly above the level of the application site

### Description of viewpoint

To the west of the Hutchinson Engineering Services site, on Great North Road, there is field, beyond which is the former village cricket ground (now disused). Running along the roadside boundary of the field is a tall conifer hedge that effectively prevents any southwards views from this section of Great North Road [C]. The cricket ground has an open boundary with the road that enables fairly wide southward views [D]. These views extend across the A1 to rising ground in the vicinity of Ossington. The open frontage to Great North Road is approximately 80m in length.

There are some trees along the western boundary of the cricket field, and these partially obstruct views [5].

In this location, there is no footway running along the southern side of Great North Road,. There is a footway that runs along the northern side of the road.

### Visibility of application site and development

There is limited visibility of the application site from this viewpoint. The only visible element is the hedge that forms the western side boundary, which is a continuation of the hedge that runs along the western side of the HESL site. The application site at this point is located over 300m from the footway / road and at this distance there is no significant visibility. From this viewpoint, the main body of the site is set behind the existing haulage yard.

The view in this location is fairly expansive and there is a long distance vista towards rising, wooded ground in the vicinity of Ossington. However, it is not a view of any particular note, being marred by the moving traffic on the A1, by high-voltage power lines and wind turbines [7]. Some storage / parking activity on the HESL site is perceptible above the hedge that forms the western boundary of the site. The hedge is however fairly high in this location and this serves to limit the impact of the haulage yard use on views [7].

Given that the site is proposed to be used as a turning area only, there will be no storage taking place on this site and there will be no buildings. The concrete security fencing set to the rear of the hedge will be unseen. The view of the site from this vantage point will as a result, without additional mitigation, be unchanged as a result of the development proposed.

The application proposals in this case include proposals to improve and strengthen the perimeter hedge around the site by the infilling of gaps and by the introduction of native trees within the hedge line. This will off-set the loss of trees within the site itself. Trees set within the boundary hedge will be more effective in assimilating the wider site into the landscape than trees planted within the site itself.

### Viewpoint 2 conclusions

Whilst the western boundary of the application site is visible from this viewpoint, it forms part of a wider expansive viewpoint that embraces a number of significant detracting elements. As a result the site is not a significant or notable element of the view.

The proposed use of the site will not impact upon views experienced from this viewpoint.

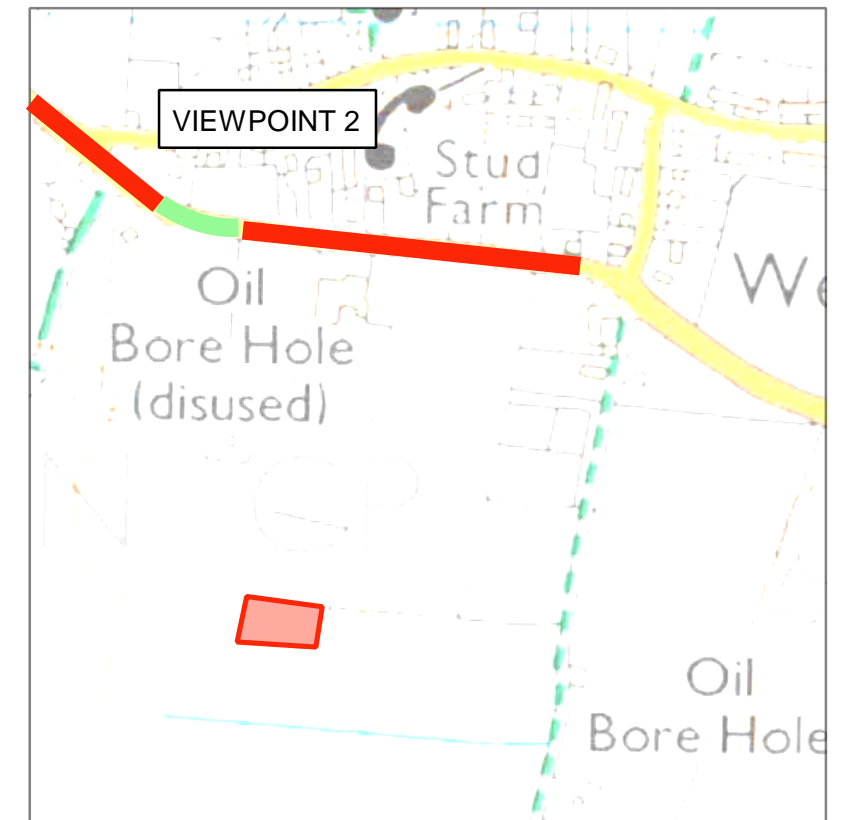
Additional boundary tree planting and hedge reinforcement proposed within the application will offer some enhancements to this view by screening activities within the existing yard area.



PHOTO C: West of the cricket field (between the cricket field and the HESL site) the established line of conifers that prevent any southward views towards the application site



PHOTO B: View across the former cricket field towards the application site. Whilst there is a partial visibility of the existing yard area, there is no discernible view of the application site beyond other than the western boundary hedge. This view is dominated by other elements; the moving traffic on the A1, overhead power lines, wind turbines. The western boundary hedge of the HESL site effectively limits view of the on-site vehicles and storage.



### Viewpoint 3

#### Infield Lane (east of application site)

Distance from application site: 190-330m

Orientation from site: E

Height relative to site: The road generally follows, or is below the level of the site.

#### Description of viewpoint

Infilled Lane is an unmade and unadopted road that runs southwards from Great North Road approximately 190m east of the eastern boundary of the HESL site.

The lane, which runs southwards for a distance of approximately 560 metres serves a number of fields to either side of the lane, as well as serving an oil well compound, located approximately 400m south of the Great North Road junction. Whilst the road is of a reasonable quality up to the compound, beyond the compound, the final 160m is overgrown.

The road is identified as a public footpath, although the condition of the track beyond the compound is not conducive to use by walkers (the path is a dead end in any event and does not provide access to any further footpaths).

The path is lined by tall hedges to both sides of the lane [D]. Visibility eastwards towards the HESL site and the application site is confined to 6 gated access points or breaks in the hedge - which we have numbered IL1-IL6 on the photos at the back of this statement (some of these are locations where the hedge was removed by intruders in order to gain access to the HESL site across the adjoining field). At the southern end of the lane, beyond the access to the oil well compound, the hedge is lower and views are available over the hedge [19][20]. However, as highlighted above, this section of the lane is visibly unused.

#### Visibility of application site and development

Views from the Lane are generally limited by the tall hedges running along either side of the lane. Beyond the entrance to old well compound, the hedge is lower and affords clearer views towards the site. However, this is visibly a section of the footpath that is not frequently used and as a result the available views from this section of the lane are considered to be less significant.

There are a total of 6 gaps / openings in the hedge running along the eastern side of the lane,.

These generally serve paddock areas and there are a number of lateral hedges running between the lane and the hedge that defines the eastern boundary of the HESL site. This results in a number of 'compartments' beyond which outward views are fairly limited. This is most particularly the case in respect of openings IL1 [9] [10], IL2 [11] [12] and IL3 [13] where the lateral hedges serve to limit views towards the application site. From these viewpoints however, there are views towards the existing HESL site, although the substantial boundary hedge does serve to limit visibility of the on site parking / storage. The workshop building is however visible.

Openings IL4-IL6[14][15][16][17] offer views towards the application site (as does the section of lane south of the access to the oil well compound). However, all that is visible is the eastern boundary, and further south, parts of the southern boundary. At the southern end of the eastern boundary hedge, there is a discernible gap in the hedge, where intruders broke into the site, taking down hedges on Infield Lane and on the eastern boundary to gain access to the HESL site. This is a gap that is proposed to be infilled with new native hedge planting to blend with the existing hedge.

Photographs[15][16][17][19] and [20] identify that directly to the rear of the application site and set on higher ground, is the Hall Farm complex on Wadnall Lane. This has a significant view on the landscape and the se violable view

Given that the site is proposed to be used as a turning area only, there will be no storage taking place on this site and there will be no buildings. The concrete security fencing set to the rear of the hedge will be unseen. The view of the site from these vantage points will as a result, without additional mitigation, be unchanged as a result of the development proposed.

The application proposals in this case include proposals to improve and strengthen the perimeter hedge around the site by the infilling of gaps and by the introduction of native trees within the hedge line. This will off-set the loss of trees within the site itself. Trees set within the boundary hedge will be more effective in assimilating the wider site into the landscape than trees planted within the site itself. They will also, too depress, limit view beyond to the Hall Farm complex.



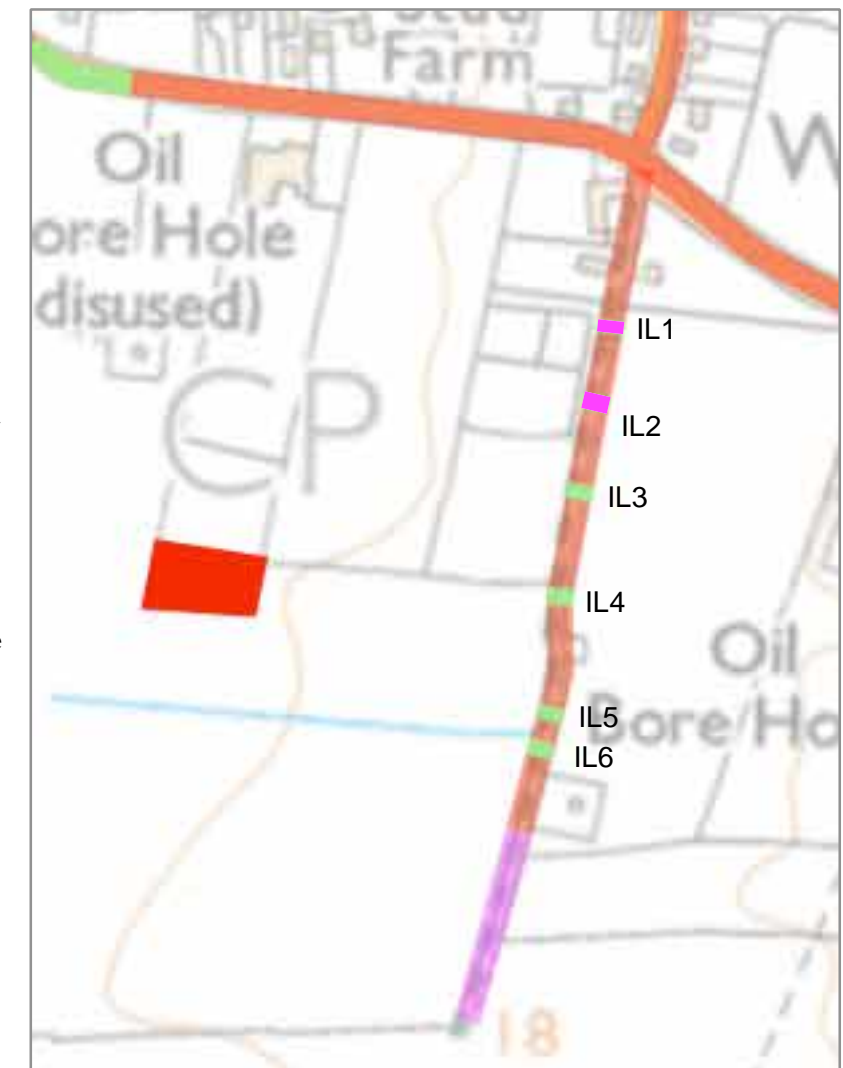
PHOTO D: Infield Lane looking south. The lane is mostly flanked by tall hedges that limit any outward views. Views west are generally confined to field gates, or locations where the hedges have illegally removed to gain access to the HESL across the adjoining field.

#### Viewpoint 3 conclusions

Whilst the eastern and southern boundaries of the application site are visible from a number of the gaps along the Lane, along most of the length of the lane, the site is unseen.

The proposed use of the site, which does not include any storage or parking of vehicles, or new buildings, will not impact upon views experienced from the Infield Lane viewpoints.

Additional boundary tree planting and hedge reinforcement proposed within the application will offer some enhancements to these views by screening activities within the existing yard area and by screening nearby Hall farm buildings.



#### Viewpoint 4

##### Wadnall Lane

Distance from application site: 265-440m

Orientation from site: W

Height relative to site: The available viewpoints

WL1-WL4 are set above the level of the application site

#### Description of viewpoint

Wadnall Lane runs southwards from Great North Road, between the Great Wall restaurant site and the former cricket ground. The road runs up to Hall Farm as a metalled road, and then extends around the western side of the farm complex, before continuing southwards, crossing the A1 at an overbridge. Ordnance Survey mapping identifies the lane as a bridleway.

From the lane there are a limited number of viewpoints from where the application site may be seen. In other locations, eastward views towards the site are either obscured by boundary hedges or by buildings and fencing at Hall Farm.

Approximately 160m south of the Great North Road junction, and at the point where the lane turns sharply westwards to run around the Hall farm complex is a brief viewpoint (WL1). This offers an uninterrupted view of the western boundary of the application site, at a distance of approximately 260m.

Passing around the Hall Farm, site, there is a gap in the hedgerow that offers south-eastward views. However, from this viewpoint (WL2) the application site is effectively obscured by the weld-mesh type fencing that defines the boundary of the Hall Farm site.

Continuing along Wadnall Lane, there is a tall hedge running along both side of the lane, that limit eastward views. WL3 comprise a small gap in the hedge and WL4 at the point where the lane is about to cross the A1, there is a wider gap. Both of these offer a view towards the application site. Each viewpoint is however some 400m-plus from the application site and as a result visibility is limited. Where seen the site is generally seen in conjunction with the adjoining HESL site.

#### Visibility of application site and development

The viewpoints along Wadnall Lane offer varied views towards the application site. The WL1 viewpoint [22][23], offers a fairly expansive view towards the site. Only the western boundary is

visible. As with the view from Great North Road (west), the expansive view is marred by interventions such as the overhead lines and the wind turbines and by the moving traffic on the A1. The western boundary of the application site is well defined by strong established hedges and the main body of the site itself is not visible.

The WL2 viewpoint south-west of Hall Farm does not offer any views of the application site itself as the site is effectively screened by the fencing around the Hall farm site [24].

The WL3 and WL4 viewpoints [25][26][27] do offer views towards the application site. From these viewpoints the southern and western boundary hedges are visible. These are defined by strong, established hedges and the main body of the site is not visible. These are quite distant viewpoints and the views fairly expansive. The HESL site and buildings have some visibility. Wider views are impacted by the overhead lines. In this context, the application site does not contribute significantly to the overall view.

Given that the site is proposed to be used as a turning area only, there will be no storage taking place on this site and there will be no buildings. The concrete security fencing set to the rear of the hedge will be unseen. The view of the site from the Wadnall Lane vantage points will, as a result, without additional mitigation, be unchanged as a result of the development proposed.

The application proposals in this case include proposals to improve and strengthen the perimeter hedge around the site by the infilling of gaps and by the introduction of native trees within the hedge line. This will off-set the loss of trees within the site itself. Trees set within the boundary hedge will be more effective in assimilating the wider site into the landscape than trees planted within the site itself.

#### Viewpoint 4 conclusions

Whilst the western and southern boundaries of the application site are visible from a number of the gaps along the lane, along most of the length of the lane, the site is unseen.

The proposed use of the site, which does not include any storage or parking of vehicles, or new buildings, will not impact upon views experienced from the Wadnall Lane viewpoints.

Additional boundary tree planting and hedge reinforcement proposed within the application will offer some enhancements to these views by screening activities within the existing yard area.



PHOTO E: Wadnall Lane looking east towards the applications site. The lane is mostly flanked by tall hedges that limit any outward views. There are some limited gaps that afford eastward views. From these views, the eastern and southern boundaries of the site are seen. The overall application site is generally viewed in conjunction with the existing HESL site.



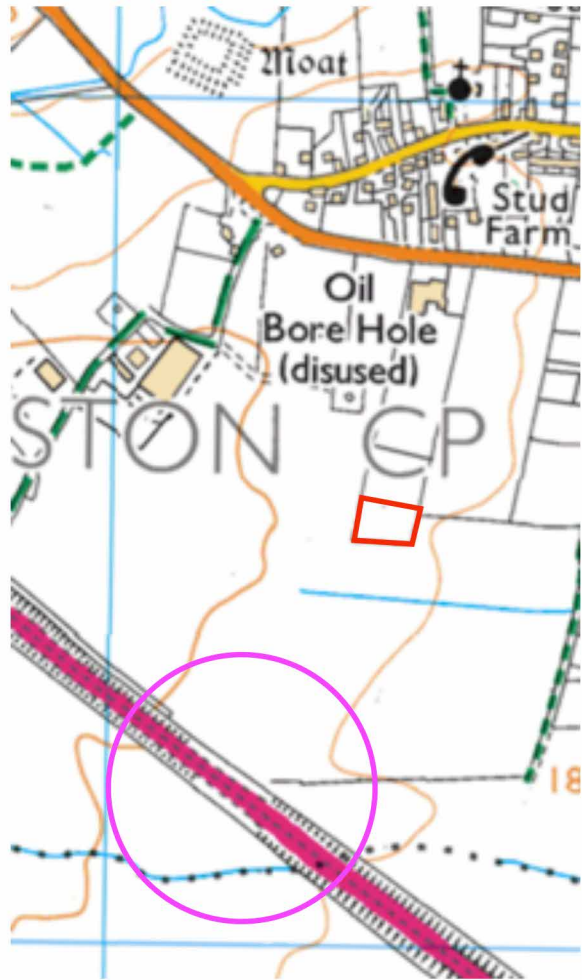
## Viewpoint 5

A1

Distance from application site: 310-330m

Orientation from site: SW

Height relative to site: No appreciable levels difference



## Description of viewpoint

There are brief, transitory views towards the application site from the A1. Os mapping above reveals a brief section of the A1 carriageway, where it emerges from a n area of cutting before re-entering a cutting. the se brief areas of level ground represent the only location where there is any possibility of views towards the the application site. At this point there are lay-by's alongside each carriageway, set directly opposite each other.

As photographs [29][30][31] and [32] illustrate there are views from the se lay-by's towards the application site. In each instance , the application site is seen to be located directly in front of the exiting HESL site. there is an established hedge running along the southern side boundary.

Visibility from the northbound lay-by is transitory, and very affected by passing traffic and by traffic parked in the southbound lay-by. HGV's parked in the southbound lay-by appear to often obscure visibility towards the site. Visibility from the southbound lay-by is an uninterrupted view.

Travelling along the A1 itself, there is the potential of a glimpsed, very brief view towards the application site when travelling northwards. Again visibility is traffic dependent, and passing traffic very often obscures views towards the site.

There is in practical terms, no visibility of note when travelling southwards. The position of the site relative to the carriageway is such that the site falls out the field of vision which is typically centred on the direction of travel. Emerging from the area of cutting, there is no time to see the site before re-enetring a cutting.

## Visibility of application site and development

The most significant feature of the views from the A1 is that the application site is almost entirely framed by and set against the backdrop of the existing HESL site. It is not perceived or seen in isolation from it. The site is surrounded by an established hedge.

Given that the site is proposed to be used as a turning area only, there will be no storage taking place on this site and there will be no buildings. The concrete security fencing set to the rear of the hedge will be unseen. The view of the site from the A1 vantage points will, as a result, without additional mitigation, be unchanged as a result of the development proposed.

The application proposals in this case include proposals to improve and strengthen the perimeter hedge around the site by the infilling of gaps and by the introduction of native trees within the hedge line. This will off-set the loss of trees within the site itself. Trees set within the boundary hedge will be more effective in assimilating the wider site into the landscape than trees planted within the site itself.

## Viewpoint 5 conclusions

Whilst there is a very brief visibility from the A1, those views would not change as a result of the development.

The proposed use of the site, which does not include any storage or parking of vehicles, or new buildings, will not impact upon views experienced from the A1 viewpoints.

Additional boundary tree planting and hedge reinforcement proposed within the application will offer some enhancements to these views by screening activities within the existing yard area from the A1.

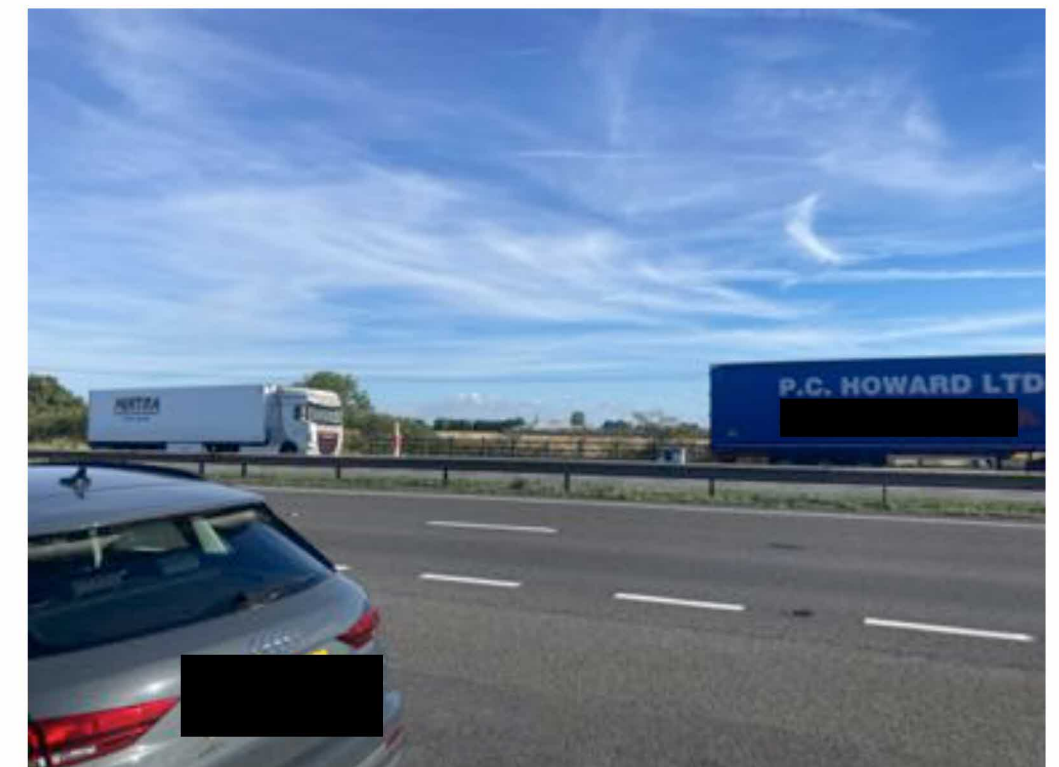
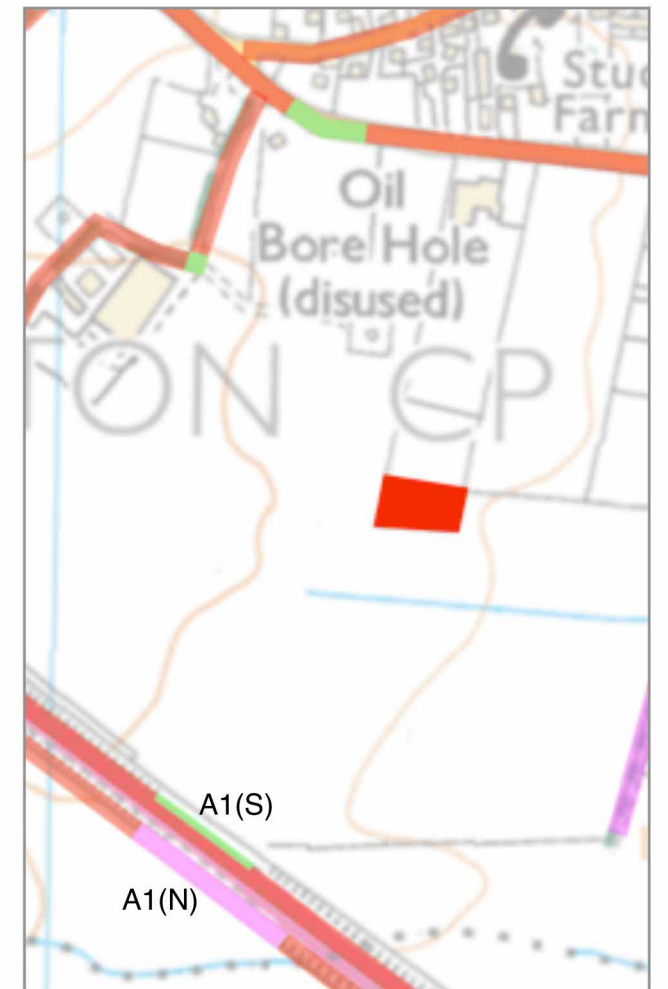


PHOTO F: A1 looking north towards the applications site. The site, which has a very limited visibility for the lay-by areas is often obscured by parked or passing vehicles. The site is seen against the backdrop of the existing site. The view will not change as a result of the development.

## 6. Mitigations / Conclusions

The foregoing has illustrated that the proposed development, will have limited visibility from a limited number of viewpoints in the surrounding area.

There is some, visibility from Great North Road directly to the east and west of the site, and some limited views form Infield Lane and Wadnall Lane, as well as transitory views from the A1. Whilst the site has some visibility from the identified locations, all that is generally seen is the established hedge that surrounds the site. the nature of the development proposed, where the area is to be used for vehicle turning only, will mean that the appearance of the site when viewed from the se vantage points will not change.

Whilst earlier proposals contemplated the use of the land for the storage and parking of vehicles, trailers and equipment - which gave rise to visual impact concerns, the present application explicitly states that there will be no storage / parking on the land - which will be used for vehicle parking only. The development as a result will have no adverse visual impact.

The application proposals in this case include proposals to introduce tree planting into the existing hedge line. There are presently a number of established trees in the hedge line and these are quite effective in screening the existing site and creating a hedgerow with a rich character. Additional tree planting within the existing hedge line, both around the application site and the existing site will provide a more effective screening of the sites that the previously proposed planting within the site.

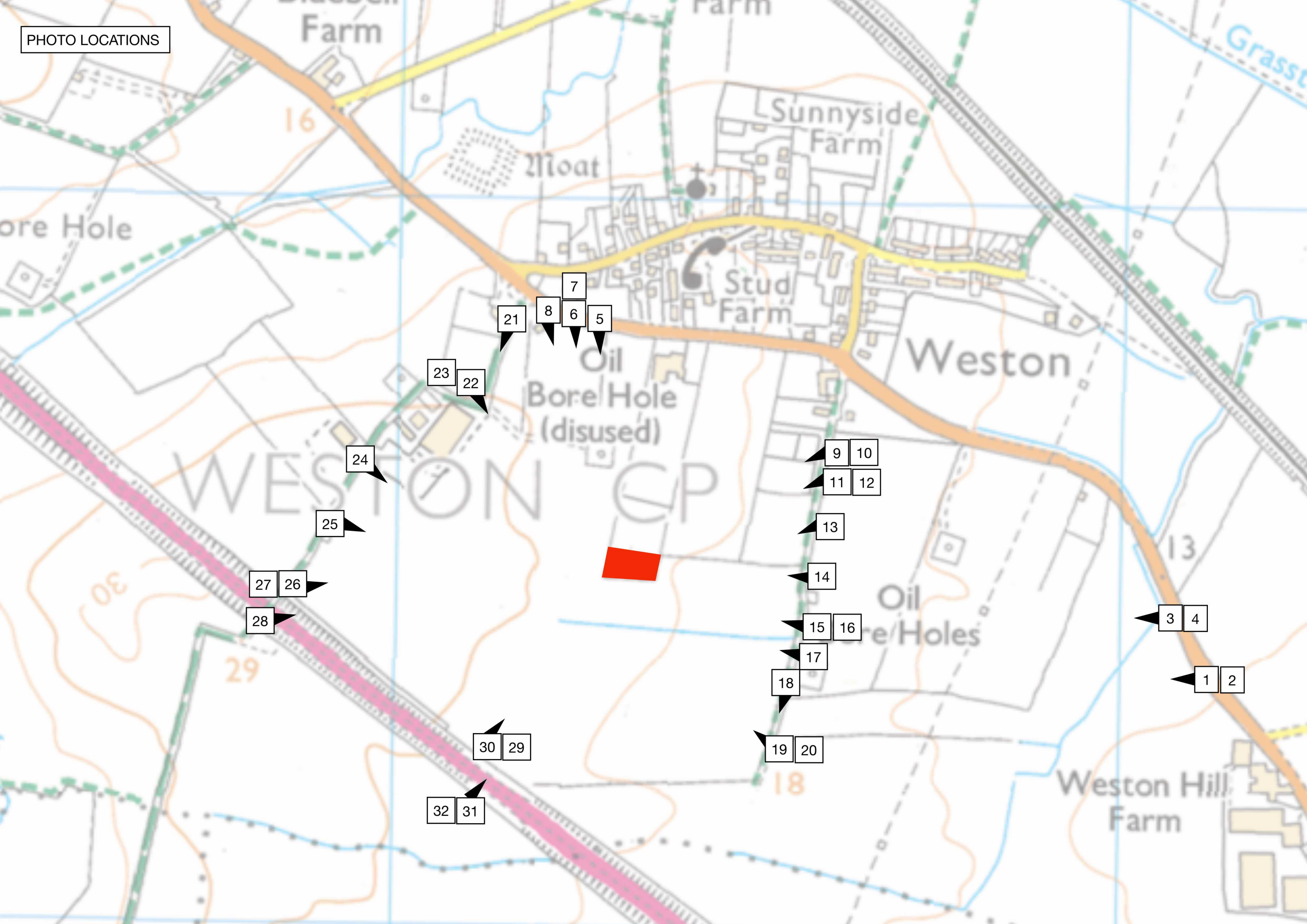
The proposed development will result in no adverse impact upon the existing landscape (landscape effects) and will result in no material change to the appearance of the site (visual effects).

The landscape management objectives for the locale , as set out in the NSDC Landscape Character Assessment SPD - conserve and reinforce - will be addressed in this case.

The overall landscape impact is considered to be minimal. Indeed, the extensive tree planting in the headline will offer tangible enhancements to the wider locale.

Mike Sibthorp  
**Mike Sibthorp Planning**  
September 2022

PHOTO LOCATIONS



21 8 7 6 5

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32 31

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3 4

1 2

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13

18

29

30

Grass

Farm

Farm

Sunnyside Farm

Stud Farm

Weston

Oil Bore Hole (disused)

Oil Bore Holes

Weston Hill Farm

Moat

Bore Hole

WESTON CP



1. VIEWPOINT 1: GREAT NORTH ROAD (EAST): The location of the application site is highlighted between the two arrows



2. VIEWPOINT 1: GREAT NORTH ROAD (EAST): Zoom of Photo 1. The location of the application site is highlighted between the two arrows. Prominent in the view is the overhead line and the Hall Farm site set on elevated ground, beyond the haulage yard site.



3. VIEWPOINT 1: GREAT NORTH ROAD (EAST): The location of the application site is highlighted between the two arrows. It is at this point, on lower lying ground than Photos 1 & 2 that views toward application site are obscured by roadside hedges



4. VIEWPOINT 1: GREAT NORTH ROAD (EAST): Zoom of Photo 3. The location of the application site is highlighted between the two arrows.



5. VIEWPOINT 2: GREAT NORTH ROAD (WEST): The location of the application (obscured by trees on the western boundary of the cricket field site) is highlighted between the two arrows



6. VIEWPOINT 2: GREAT NORTH ROAD (WEST): The location of the western boundary of the application site is highlighted between the two arrows. Prominent in the view are the overhead lines, wind turbines and the moving traffic on the A1.



7. VIEWPOINT 2: GREAT NORTH ROAD (WEST): Zoom of Photo 6: The location of the western boundary of the application site is highlighted between the two arrows. Prominent in the view are the overhead lines, wind turbines and the moving traffic on the A1.



8. VIEWPOINT 2: GREAT NORTH ROAD (WEST): The location of the application site is highlighted between the two arrows.





9. VIEWPOINT 3: INFIELD LANE: Opening IL1:



10. VIEWPOINT 3: INFIELD LANE: Zoom of Photo 9: Opening IL1



11. VIEWPOINT 3: INFIELD LANE: Opening IL2. The application site is unseen from this opening



12. VIEWPOINT 3: INFIELD LANE: Zoom of Photo 11:Opening IL2. The application site is unseen from this opening



13. VIEWPOINT 3: INFIELD LANE: Opening IL3



14. VIEWPOINT 3: INFIELD LANE: Opening IL4



15. VIEWPOINT 3: INFIELD LANE: Opening IL5. Visible beyond / over the site is Hall Farm on Wadnall Lane



16. VIEWPOINT 3: INFIELD LANE: Zoom of Photo 15: Opening IL5. Visible beyond / over the site is Hall Farm on Wadnall Lane



17. VIEWPOINT 3: INFIELD LANE: Opening IL6. Visible beyond / over the site is Hall Farm on Wadhall Lane



18. VIEWPOINT 3: INFIELD LANE: The section of the lane south of the access to the oil well compound appears to be little used by pedestrians or farm vehicles



19. VIEWPOINT 3: INFIELD LANE: View from section of lane south of oil well compound



20. VIEWPOINT 3: INFIELD LANE: Zoom of Photo 19: View from section of lane south of oil well compound



21. VIEWPOINT 4: WADNALL LANE: The hedge to the eastern side of the initial section of the I prevents any views towards the application site



22. VIEWPOINT 4: WADNALL LANE: WL1: There is a brief glimpsed view of the western boundary of the application site from this location.



23. VIEWPOINT 4: WADNALL LANE: WL1: Zoom of Photo 22: There is a brief glimpsed view of the western boundary of the application site from this location.



24. VIEWPOINT 4: WADNALL LANE: WL2: Views towards the western boundary of the application site are obscured by the facing to the Hall Farm site.



25. VIEWPOINT 4: WADNALL LANE: WL3: There is a long distance view of the western / south boundary of the application site from this location. The site is set partly against the backdrop of the existing site



26. VIEWPOINT 4: WADNALL LANE: WL4: There is a long distance view of the western / south boundary of the application site from this location. The site is set partly against the backdrop of the existing site.



27. VIEWPOINT 4: WADNALL LANE: WL4: Zoom of Photo 26: There is a long distance view of western / southern boundary of the application site from this location. The site is set partly against the backdrop of the existing site.



28. VIEWPOINT 4: WADNALL LANE: There is no visibility of the site from the a1 over bridge



29. VIEWPOINT 5: A1 (NORTHBOUND LAY-BY): The location of the application site is highlighted between the two arrows. This view will not change as a result of the development.



30. VIEWPOINT 5: A1 (NORTHBOUND LAY-BY): Zoom of Photo 2: The location of the application site is highlighted between the two arrows. This view will not change as a result of the development.



31. VIEWPOINT 5: A1 (SOUTHBOUND LAY-BY): The location of the application site is highlighted between the two arrows.



32. VIEWPOINT 1: GREAT NORTH ROAD (EAST): Zoom of Photo 31. This view will not change as a result of the development.