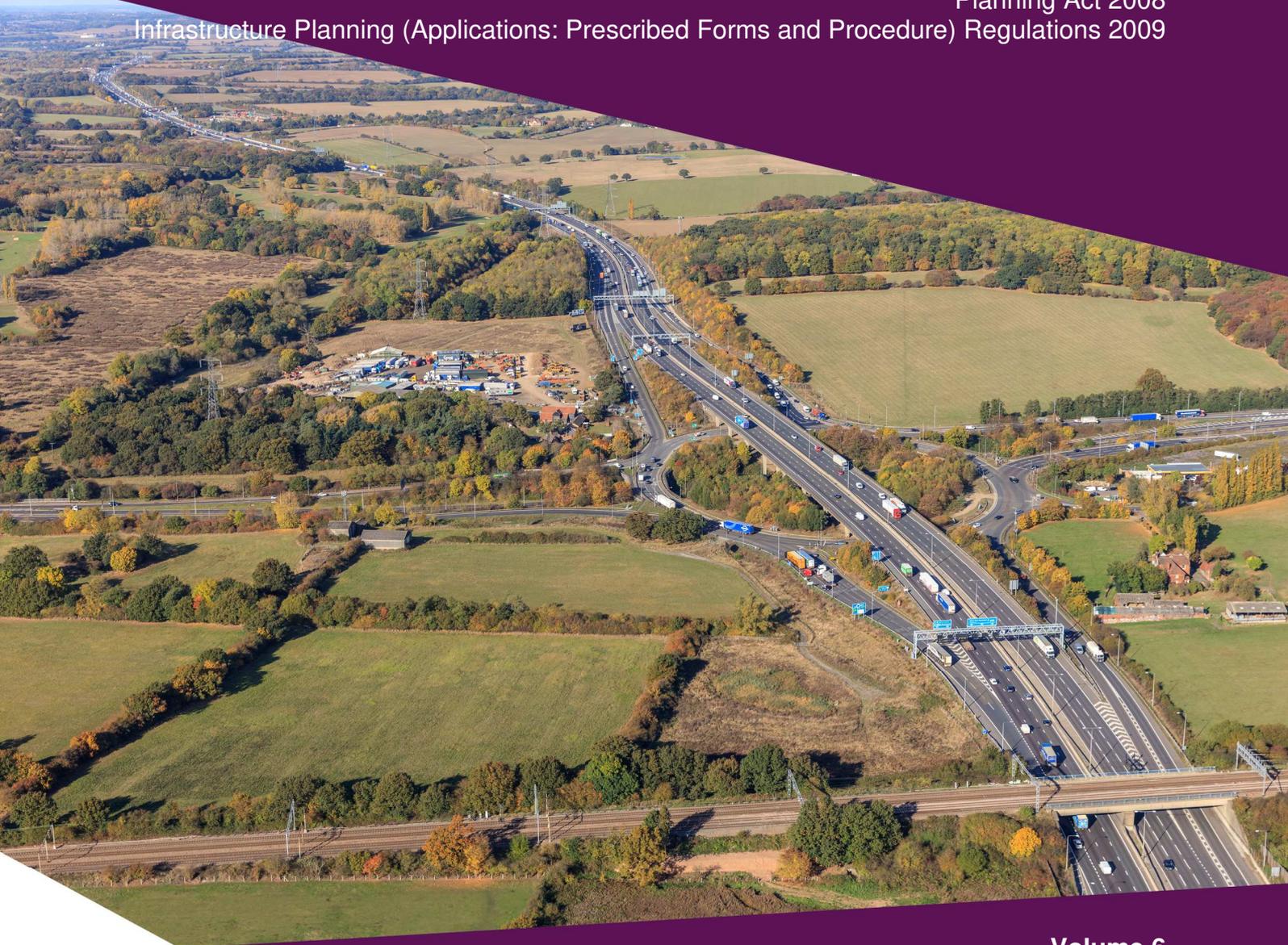


**M25 junction 28 improvement scheme
TR010029
6.3 Environmental Statement
Appendix 9.1: Landscape and visual
impact assessment**

APFP Regulation 5(2)(a)
Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M25 Junction 28 scheme Development Consent Order 202[x]

6.3 ENVIRONMENTAL STATEMENT APPENDIX 9.1: LANDSCAPE AND VISUAL IMPACT ASSESSMENT

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|--|---|
| Regulation Number: | Regulation 5(2)(a) |
| Planning Inspectorate Scheme Reference: | TR010029 |
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| Author: | M25 junction 28 improvement scheme project team, Highways England |

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**Appendix 9.1
Landscape and
visual impact
assessment**

9. Landscape and visual impact assessment

Table 9.1: Landscape and visual impact assessment

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|-------|---|--|--|
| <p>Users of Tyler’s Common, Nag’s Head Lane</p> <p>Located c.1,800 m to the south-southwest of junction 28.</p> | 1 | <p>Receptors are users of recreational facilities where the purpose of that recreation is enjoyment of the countryside.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity:</u> Characteristic existing views from this location towards the Scheme are slightly elevated and across open common/ scrub land. Mature vegetation along the northern boundary of Tyler’s Common, which while affording the occasional glimpsed view of the residential properties of Harold Park southwest of the M25 junction 28, precludes views of the M25. Utilities infrastructure (pylons) plays a key role in views, interrupting the skyline in the middle distance.</p> <p><u>Construction phase:</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation. During construction:</p> <ul style="list-style-type: none"> • No construction activities are likely to be discernible; • The magnitude of temporary impact is No Change. <p><u>Operational phase:</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation. During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of permanent impact is No Change. | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |
| <p>Users of the Holiday Inn, Brook Street</p> | 2A&2B | <p>Receptors are indoor workers and users of recreational</p> | <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme to the northwest are over open amenity grassland to sporadic deciduous tree trees on the property boundary which affords open and direct views of the A12</p> | <p>During construction, the significance of the effect(s) is likely</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|--|--|---|
| Located c.100 m to the south of the A12 and c.500 m to the east-northeast of junction 28. | | facilities where the purpose of that recreation is not related to the view. Low sensitivity to change. | <p>carriageway, along with associated vehicular movements and highways infrastructure. To the west and west-southwest, views towards the M25 junction 28 are oblique and screened by the intervening mature vegetation forming the property boundary.</p> <p><u>Construction phase</u> Changes to existing views to the northwest and the A12 would comprise construction activities, including traffic management, plant and material movements, and white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road. During construction:</p> <ul style="list-style-type: none"> • The above changes may be noticeable and readily apparent; • The magnitude of these temporary impacts is likely to be Moderate. <p><u>Operational phase</u> Changes to existing views to the northwest would comprise the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway. During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but form only a very small part of the project; • The magnitude of initial impact is Negligible. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but form only a very small part of the project; • The magnitude of permanent impact is Negligible. | <p>to be Slight Adverse.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Neutral as the Scheme is unlikely to cause deterioration to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Neutral as the Scheme is unlikely to cause deterioration to views.</p> |
| Users of Brentwood Garden Centre, Vicarage Close | 2C | Receptors are users of recreational facilities where | <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme to the west and west-southwest, are oblique and screened by the intervening mature vegetation forming the property boundary. To the northwest, views directly</p> | <p>During construction, the significance of the effect(s) is likely to be Neutral as the</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|--|---|--|
| Located c.350 m to the northeast of junction 28. | | <p>the purpose of that recreation is not related to the view.</p> <p>Low sensitivity to change.</p> | <p>towards the A12 are across the garden centre car park and associated storage areas to the top of the vegetation flanking the westbound carriageway of the A12, above which high-sided vehicular movements and the lighting columns lining the A12 rise prominently against the backdrop of mature vegetation adjacent to the A12 eastbound carriageway.</p> <p><u>Construction phase</u></p> <p>Changes to existing views may comprise movements of tall plant associated with the realignment of the A12 and associated infrastructure works.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes may be perceptible, but would not alter the balance of existing features within the view; • The magnitude of these temporary impacts is likely to be Minor. <p><u>Operational phase</u></p> <p>Changes to existing views towards the A12 may comprise rearrangement of associated highway infrastructure along the A12 eastbound carriageway.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but would be barely noticeable; • The magnitude of initial impact is Negligible. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but would be barely noticeable; • The magnitude of permanent impact is Negligible. | <p>Scheme is unlikely to cause deterioration to views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Neutral as the Scheme is unlikely to cause deterioration to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Neutral as the Scheme is unlikely to cause deterioration to views.</p> |
| <p>May Cottage and Freeman's Cottage, Brook Street</p> <p>Located c.270 m to the east-northeast of junction 28.</p> | 2E | <p>Receptors are occupiers of residential properties.</p> <p>High sensitivity to change.</p> | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from these properties towards the Scheme are likely to be from the upper stories only, and generally precluded by garden boundary vegetation. To the northeast, any afforded views are likely to be over garden</p> | <p>During construction, the significance of the effect(s) is likely to be Slight Adverse, as the Scheme is unlikely to cause perceptible damage to views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|-------------------------------------|--|---|
| | | | <p>boundary vegetation and across open scrubby grassland, directly to the A12 and eastbound A12 entry/ A12 westbound exit slip roads, and associated highways infrastructure and vehicular movements set against the background of vegetation adjacent to the eastbound carriageway of the A12.</p> <p><u>Construction phase</u> Changes to existing views to the northwest and the A12 would comprise construction activities, including traffic management, plant and material movements, and white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road. During construction:</p> <ul style="list-style-type: none"> • The above changes may be perceptible, but would likely not alter the balance of features and elements comprising existing views; • The magnitude of these temporary impacts is likely to be Minor. <p><u>Operational phase</u> Changes to existing views to the northwest would comprise the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway. During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but form only a very small part of the project; • The magnitude of initial impact is Negligible. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The above changes may be discernible, but form only a very small part of the project; • The magnitude of permanent impact is Negligible. | <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Slight Adverse.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse.</p> |
| Users of Mizu Restaurant, Roman Road | 2F | Receptors are users of recreational | <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme are over an approximately 1.5m high brick and timber wall which partially screens the scrubby</p> | <p>During construction, the maximum significance of the</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|--|---|
| <p>Located c.250 m to the east-northeast of junction 28.</p> | | <p>facilities where the purpose of that recreation is not related to the view.</p> <p>Low sensitivity to change.</p> | <p>grassland adjacent to the A12 westbound exit slip road, over which direct views of vehicular movements and the taller elements of highways structure associated with the A12 are afforded to the north and northeast set against the backdrop of vegetation adjacent to the A12 eastbound carriageway and the rising topography and woodland blocks beyond. Glimpses of vehicular movements and the taller elements of highways structure associated with the M25 junction 28 are afforded to the to the west, although these are partially screened by the intervening vegetation set within the junction.</p> <p><u>Construction phase</u></p> <p>Changes to existing views to the northwest and the A12 may comprise construction activities, including traffic management, plant and material movements, and white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road.</p> <p>Changes to existing glimpsed views to the west and the M25 may comprise construction activities associated with the removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The changes brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • The changes associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road may be perceptible, but would likely not alter the balance of features and elements comprising existing views; • The maximum magnitude of these temporary impacts is likely to be Minor. <p><u>Operational phase</u></p> <p>Changes to existing views would comprise the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway. The removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also comprise a change in views, albeit glimpsed, as</p> | <p>effect(s) is likely to e Neutral, as the Scheme would be unlikely to cause more than limited deterioration to the view.</p> <p>During the winter of the first year of operation, the maximum significance of the effect(s) is likely to be Neutral, as the Scheme would be unlikely to cause more than limited deterioration to the view.</p> <p>During the summer of the fifteenth year of operation, the maximum significance of the effect(s) is likely to be Neutral, as the Scheme would be unlikely to cause more than limited deterioration to the view.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|---|---|--|
| | | | <p>would the introduction of the tops of additional lighting columns on the new M25 loop road to the northwest of the junction.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The changes brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 and the additional lighting columns on the new M25 loop road may be discernible, but would be barely noticeable; • Changes brought about by the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway may be perceptible, but would not alter the overall balance of features and elements comprising the view; • The maximum magnitude of initial impact is Minor. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The changes brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 and the additional lighting columns on the new M25 loop road are unlikely to be discernible; • Changes brought about by the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway may be perceptible, but would not alter the overall balance of features and elements comprising the view; • The maximum magnitude of initial impact is Minor. | |
| <p>Residents of properties on Nags Head lane.</p> <p>Located between c.600 to c.800 m to the south of junction 28.</p> | 4 | <p>Receptors are occupiers of residential properties.</p> <p>High sensitivity to change.</p> | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme are likely to be from upper stories only, over garden boundary vegetation and the open fields and hedgerows beyond to the vegetation partially screening the railway line. Glimpsed views beyond the railway line of arable fields and hedgerows may be</p> | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|--|---|--|
| | | | <p>afforded, but views of the A12 and the M25 junction 28 are likely to be screened or filtered by the intervening vegetation.</p> <p><u>Construction phase</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by the intervening vegetation. During construction:</p> <ul style="list-style-type: none"> • No construction activities are likely to be discernible; • The magnitude of temporary impact is No Change. <p><u>Operational phase</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by the intervening vegetation. During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of permanent impact is No Change. | <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |
| <p>Residents of Boyles Court Farm, Dark Lane</p> <p>Located c.1.4 km to the southeast of junction 28.</p> | 5 | <p>Receptors are occupiers of a residential property</p> <p>High sensitivity to change.</p> | <p><i>NO DIRECT ACCESS.</i> <i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme are from a slightly elevated position, likely with upper storey views only afforded of deciduous woodland set within pastural agricultural land, which is likely to screen views of the M25 junction 28, the A12 east of the junction, and highways infrastructure associated with both the M25 and the A12.</p> | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|---|---|
| | | | <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> • No construction activities are likely to be discernible; • The magnitude of temporary impact is No Change. <p><u>Operational phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of permanent impact is No Change. | <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |
| <p>Users of the Bridleway adjacent to the northbound carriageway of the M25, north of Jer mains Wood</p> <p>Located c.1.3 km to the south-southeast of junction 28.</p> | 6A | <p>Receptors are users of a PRoW.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme are elevated, and across pasture land interspersed with deciduous mature field boundary vegetation beyond which the residential properties on Nags Head Lane are visible. Behind these properties, the taller elements of railway infrastructure and the M25 carriageway are clearly identifiable. Direct and open views of the M25, including the northbound entry slip road at junction 28, and the A12 are afforded, with the associated vehicular movements and infrastructure set against the rising topography with woodland blocks, including Alder Wood, beyond.</p> <p><u>Construction phase</u></p> <p>Changes to existing views would comprise vegetation clearance and construction activities, including plant and material movements associated with construction of the new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop</p> | <p>During construction, the significance of the effect(s) is likely to be Moderate Adverse as the Scheme may cause perceptible damage to views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Moderate</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|-------------|---|--|
| | | | <p>road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge. The construction compounds and associated materials storage areas to the south of Alder Wood and directly east of Maylands Cottages would also be introduced to views, as would the borrow pit and haul roads required to facilitate construction of the Scheme. Construction activities associated with the removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • All of the other changes noted above would likely be noticeable and apparent to receptors; • The maximum magnitude of these temporary impacts is Moderate. <p><u>Operational phase</u></p> <p>Changes to existing views would comprise the partial reduction of vegetation comprising Alder Wood, although this would be offset by the mitigation planting within the new M25 junction 28 loop road. The new M25 northbound anticlockwise entry slip road, the M25 Junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge would be introduced to existing views. The removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views, as would the introduction of the ponds within the M25 loop road.</p> <p>During the winter of the first year of operation:</p> | <p>Adverse as the Scheme may cause perceptible damage to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse, as the Scheme is unlikely to cause perceptible damage to views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|--|--|
| | | | <ul style="list-style-type: none"> The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; All of the other changes noted above would likely be noticeable and apparent to receptors; The maximum magnitude of initial impact is Moderate. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view. The mitigation planting within the new M25 junction 28 loop road would have matured to partially screen the new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the ponds set within the M25 loop road; while perceptible, these changes would likely not alter the balance of features and elements comprising the existing view. The change brought about by the introduction of the A12 eastbound entry slip road and M25 loop road overbridge would be perceptible but would likely not alter the overall balance of features and elements comprising the existing view; The maximum magnitude of permanent impact is Minor. | |
| <p>Users of the Bridleway adjacent to the northbound carriageway of the M25, south of Nags Head Lane</p> <p>Located c.1.0 km to the south-southeast of junction 28.</p> | 6B | <p>Receptors are users of a PRow.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme are slightly elevated, and across pasture land interspersed with deciduous mature field boundary vegetation which filters views of the residential properties on Nags Head Lane beyond. Behind these properties, the taller elements of railway infrastructure and the M25 carriageway are identifiable. Partially screened and filtered views of the M25 are afforded, with the associated vehicular movements and infrastructure set against the rising topography with woodland blocks, including Alder Wood, beyond.</p> | <p>During construction, the significance of the effect(s) is likely to be Moderate Adverse as the Scheme may cause perceptible damage to views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|-------------|--|---|
| | | | <p><u>Construction phase</u></p> <p>Changes to existing views would comprise vegetation clearance and construction activities, including plant and material movements associated with construction of the new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge. The construction compounds and associated materials storage areas to the south of Alder Wood and directly east of Maylands Cottages would also be introduced to views, as would the borrow pit and haul roads required to facilitate construction of the Scheme. Construction activities associated with the removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • All of the other changes noted above would likely be noticeable and apparent to receptors; • The maximum magnitude of these temporary impacts is Moderate. <p><u>Operational phase</u></p> <p>Changes to existing views would comprise the partial reduction of vegetation comprising Alder Wood, although this would be offset by the mitigation planting within the new M25 junction 28 loop road. The new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge would be introduced to existing views. The removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views, as would the introduction of the ponds within the M25 loop road.</p> | <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Moderate Adverse as the Scheme may cause perceptible damage to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse, as the Scheme is unlikely to cause perceptible damage to views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|--|---|--|
| | | | <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; All of the other changes noted above would likely be noticeable and apparent to receptors; The maximum magnitude of initial impact is Moderate. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view. The mitigation planting within the new M25 junction 28 loop road would have matured to partially screen the new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the ponds set within the M25 loop road; while perceptible, these changes would likely not alter the balance of features and elements comprising the existing view. The change brought about by the introduction of the A12 eastbound entry slip road and M25 loop road overbridge would be perceptible but would likely not alter the overall balance of features and elements comprising the existing view; The maximum magnitude of permanent impact is Minor. | |
| <p>Residents of Grove Farm</p> <p>Located c.150 m to the northwest of junction 28.</p> | 7 | <p>Receptors are occupiers of residential property.</p> <p>High sensitivity to change</p> | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme to the west are of The Grove woodland block. To the south, views are of the vegetated embankment adjacent to the eastbound exit slip road from the A12 to the M25 junction 28 northbound entry slip road and the M25 overbridge above junction 28,</p> | <p>During construction, the significance of the effect(s) is likely to be Very Large Adverse as the Scheme would constitute a dominant discordant element in views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|-------------|---|--|
| | | | <p>and to the east and north, views are of the predominantly vegetated embankment supporting the M25 junction 28 northbound entry slip road and the M25. High sided vehicular movements and infrastructure associated with the highways are likely visible to the north, east and south. To the northwest, views are over a haulage yard set against a rising topography set with woodland blocks, including Alder Wood which likely forms the horizon.</p> <p><u>Construction phase</u></p> <p>Changes to existing views would comprise vegetation clearance and construction activities, including plant and material movements associated with construction of the new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge. The construction compounds and associated materials storage areas to the south of Alder Wood and directly east of Maylands Cottages would also be introduced to views, as would plant movements along the haul roads required to facilitate construction of the Scheme. Partial removal of Grove Wood would also reduce the thickness of screening vegetation between the residential property and proposed A12 slip road. Construction activities associated with the removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • All of the other changes noted above would cause loss of views to a highly sensitive receptor, and would likely become dominant features or focal points of views; • The maximum magnitude of these temporary impacts is Major. | <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Large Adverse, as the Scheme would constitute a discordant element in views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Moderate Adverse, as the Scheme would constitute a noticeable feature in views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|------------------------|--|--|
| | | | <p><u>Operational phase</u></p> <p>Changes to existing views would comprise the partial reduction of vegetation comprising Alder Wood and Grove Wood, although this would be offset by the mitigation planting within the new M25 junction 28 loop road and the introduction of a visual screen adjacent to the A12 off slip and along the eastern edge of the proposed egress. The new M25 northbound anticlockwise entry slip road, the M25 junction 28 loop road, including the M25 northbound entry slip road overbridge and north bridge over Weald Brook watercourse, and the A12 eastbound entry slip road and M25 loop road overbridge would be introduced to existing views, as would the traffic thereon. The removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 would also constitute a change to views, as would the introduction of the ponds within the M25 loop road.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • All of the other changes noted above would cause loss of views to a highly sensitive receptor, and would likely become dominant features or focal points of views; • The maximum magnitude of these initial impacts is Moderate. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The change brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 would comprise a barely noticeable feature or element in the view; • On maturation of the mitigation planting within the M25 loop road, all of the other changes noted above would likely form noticeable features or elements of views which would be readily apparent to the receptor; • The maximum magnitude of these permanent impacts is Moderate. | |
| Users of Maylands Golf Course | 8 | Receptors are users of | <i>NO DIRECT ACCESS. Assessment is supplemented by desk study and aerial photography.</i> | During construction, the significance of |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|---|--|
| <p>Located c.650 m to the northwest of junction 28.</p> | | <p>recreational (Sports) facilities where the purpose of that recreation is not related to the view.</p> <p>Low sensitivity to change.</p> | <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme to the south east are likely to be partially screened by the mature vegetation comprising the golf course. Where views are afforded, they are likely to be over the fairways and driving range to the vegetation adjacent to Weald Brook watercourse and beyond to Alder Wood to the east and Grove Farm to the south east. Vehicular movements and highways infrastructure associated with the M25 are likely to be visible rising above Grove Farm.</p> <p><u>Construction phase</u> Changes to existing views would comprise vegetation clearance and construction activities associated with the new M25 loop road, including the north and south bridges over Weald Brook watercourse, the northbound anticlockwise entry slip to the M25, and the new A12 eastbound exit slip road. The construction of the proposed environmental bund and the construction site compound adjacent to Maylands Golf Course, including associated plant, materials storage, and vehicular movements associated with the site access will also be visible.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes are likely to become dominant features or focal points of views; • The magnitude of temporary impact is Major. <p><u>Operational phase</u> Changes to existing views would comprise a reduction of vegetation requiring clearance to facilitate the Scheme, although this would eventually be mitigated by the woodland planting within the new M25 loop road, planting along the proposed environmental bund and the hedgerow planting adjacent to the west of the M25 loop road and the new A12 eastbound exit slip road. The introduction of the new the new M25 loop road, including the north and south bridges over Weald Brook watercourse, the northbound anticlockwise entry slip road to the M25, and the new A12 eastbound exit slip road, along with rearrangements of/ additions to the</p> | <p>the effect(s) is likely to be Major Adverse, as the Scheme is likely to cause more than limited deterioration to views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Moderate Adverse, as the Scheme is likely to cause more than limited deterioration to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|-----------|---|---|---|
| | | | <p>infrastructure associated with the highway and vehicular movements, would also comprise change.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes are likely to become dominant features or focal points of views; • The magnitude of initial impact is likely to be Moderate. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • On maturation of the mitigation planting, the above changes would likely form noticeable features or elements in views that would be readily apparent to the receptor; • The magnitude of permanent impact is Minor. | |
| <p>Residents of Maylands Cottages</p> <p>Located c.900 m west-southwest of junction 28.</p> | <p>9A</p> | <p>Receptors are occupiers of residential property.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme to the northeast and east are likely to be from the upper stories only, over garden boundary vegetation and across the open grassland associated with Maylands Golf Course driving range to the vegetation adjacent to Weald Brook watercourse and beyond, to the northeast, Alder Wood and the haulage yard at Grove Farm, and to the east, The Grove woodland block above which vehicular movements and highways infrastructure associated with the M25 may be visible.</p> <p><u>Construction phase</u></p> <p>Changes to existing views would comprise vegetation clearance and construction activities associated with the new M25 loop road, including the north and south bridges over Weald Brook watercourse, the northbound anticlockwise entry slip to the M25, and the new A12 eastbound exit slip road. The construction of the proposed environmental bund and the construction site compound adjacent to Maylands Golf Course, including associated plant, materials storage, and vehicular movements associated with the site access will also be visible.</p> | <p>During construction, the significance of the effect(s) is likely to be Very Large Adverse, as the Scheme would constitute a dominant discordant element in views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Large Adverse, as the Scheme would constitute a</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|--|--|--|
| | | | <p>During construction:</p> <ul style="list-style-type: none"> The above changes are likely to become dominant features or focal points of views; The magnitude of temporary impact is Major. <p><u>Operational phase</u></p> <p>Changes to existing views would comprise a reduction of vegetation requiring clearance to facilitate the Scheme, although this would eventually be mitigated by the woodland planting within the new M25 loop road, and the hedgerow planting adjacent to the west of the M25 loop road, planting along the proposed environmental bund and the new A12 eastbound exit slip road. Scrub and scattered tree planting between the existing A12 and the new A12 eastbound exit-slip road would also mitigate the loss of vegetation. The introduction of the new the new M25 loop road, including the north and south bridges over Weald Brook watercourse, the northbound anticlockwise entry slip road to the M25, and the new A12 eastbound exit slip road, along with rearrangements of/ additions to the infrastructure associated with the highway and vehicular movements, would also comprise change.</p> <ul style="list-style-type: none"> During the winter of the first year of operation: The above changes are likely to become dominant features or focal points of views; The magnitude of initial impact is likely to be Moderate. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> On maturation of the mitigation planting, the above changes are likely to become dominant features or focal points of views; The magnitude of permanent impact is Minor. | <p>dominant discordant element in views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse as the Scheme would constitute a dominant discordant element in views.</p> |
| Residents of Johns Terrace, Harold's Park | 9B | Receptors are occupiers of residential property. | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme to the northwest are oblique, over garden boundary vegetation and Johns Terrace access road, to the mature scrub and scattered trees that variously afford open,</p> | <p>During construction, the significance of the effect(s) is likely to be Moderate Adverse, as the</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|--|---|
| <p>Located c.900 m to southwest of junction 28.</p> | | <p>High sensitivity to change.</p> | <p>filtered and partially screened views of the A12 carriageway with associated vehicular movements, and the dense vegetation adjacent to the eastbound carriageway of the A12 beyond.</p> <p><u>Construction phase</u></p> <p>Changes to existing views would comprise vegetation clearance, traffic management, and construction activities associated with the new A12 eastbound exit slip road and the M25 loop road, including the south bridge over Weald Brook watercourse, and the northbound anticlockwise entry slip to the M25. The construction site compound adjacent to Maylands Golf Course, including associated plant, materials storage, and vehicular movements associated with the site access will also be visible.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes would likely form noticeable features or elements in views that would be readily apparent to the receptor; • The magnitude of temporary impact is Moderate. <p><u>Operational phase</u></p> <p>Changes to existing views would comprise a reduction of vegetation currently adjacent to the eastbound carriageway of the A12, although this would be mitigated by the scrub, scattered tree, and hedgerow planting to either side of the new A12 eastbound exit slip road. The introduction of the new A12 eastbound exit slip road and the M25 loop road, including the south bridge over Weald Brook watercourse and the northbound anticlockwise entry slip to the M25, along with rearrangements of/ additions to the infrastructure associated with the highway would also comprise change.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes would likely form noticeable features or elements in views that would be readily apparent to the receptor; • The maximum magnitude of initial impact is likely to be Moderate. <p>During the summer of the fifteenth year of operation:</p> | <p>Scheme is likely to cause perceptible damage to views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Moderate Adverse, as the Scheme is likely to cause perceptible damage to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Moderate Adverse, as the Scheme is unlikely to cause more than perceptible damage to views.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|--|--|
| | | | <ul style="list-style-type: none"> On maturation of the mitigation planting, the above changes to the west of junction 28 would be perceptible, but would likely not alter the balance of features and elements that comprise the existing view; The maximum magnitude of permanent impact is Minor. | |
| <p>Residents of Oak Farm</p> <p>Located c.400 m southwest of junction 28.</p> | 10 | <p>Receptors are occupiers of residential properties.</p> <p>High sensitivity to change.</p> | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from this location towards the Scheme are from single storey residences and caravans only, to an existing 1.8m high close-board fence over which views beyond are by filtered by steel rail fencing. Beyond the immediate fence and to the northeast and north respectively, oblique views of the M25 junction 28 and views over the A12 to the dense vegetation adjacent to the eastbound exit slip road beyond, are unobstructed. Oblique glimpsed of vehicular movements and the taller elements of highways structure associated with the M25 junction 28 may be afforded to the to the northwest.</p> <p><u>Construction phase</u></p> <p>Changes to existing views over the 1.8m high close-board fence would comprise vegetation clearance along the existing A12 eastbound exit slip road, and potentially the taller aspects of construction activities associated with the new A12 eastbound exit slip road and the M25 loop road, including the south bridge over Weald Brook watercourse and the northbound anticlockwise entry slip to the M25. The removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28 may also constitute a change to views where afforded</p> <p>During construction:</p> <ul style="list-style-type: none"> The above changes would be perceptible, but would likely not alter the balance of existing features and elements comprising the existing view; The magnitude of temporary impact is Minor. | <p>During construction, the significance of the effect(s) is likely to be Slight Adverse, as the Scheme is unlikely to cause perceptible damage to views.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Slight Adverse, as the Scheme is unlikely to cause perceptible damage to views.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|--|---|--|
| | | | <p><u>Operational phase</u></p> <p>Changes to existing views over the 1.8m high close-board fence would comprise a reduction of vegetation currently adjacent to the eastbound carriageway of the A12, although this would eventually be mitigated by the scrub, scattered tree, and hedgerow planting to either side of the new A12 eastbound exit slip road. Rearrangements of/ additions to the infrastructure associated with the of the new A12 eastbound exit slip road and additional lighting columns on the new M25 loop road, including the south bridge over Weald Brook watercourse and the northbound anticlockwise entry slip to the M25, would also comprise change, as would the removal of an existing gantry and installation of a new gantry on the M25 immediately to the north of junction 28.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The changes brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 may be discernible, but would be barely noticeable; • All of the other changes noted changes would be perceptible, but would likely not alter the balance of existing features and elements comprising the existing view; • The maximum magnitude of initial impact is likely to be Minor. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The changes brought about by the effective relocation of the gantry on the M25 immediately to the north of junction 28 may be discernible, but would be barely noticeable; • On maturation of the mitigation planting, while all of the other changes noted above may be discernible, they would be barely noticeable; • The maximum magnitude of permanent impact is Negligible. | |
| Residents of Frenches Farm, Wigley Bush Lane | 11 | Receptors are occupiers of residential property. | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> | During construction, the significance of the effect(s) is likely |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|---|---|
| <p>Located c.800 m northeast of junction 28.</p> | | <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u> Characteristic existing views from this location towards the Scheme to the south, are over an arable field towards the hedgerow forming the field boundary with the A12 eastbound carriageway west of Wigley Lane overbridge, and the vehicular movements and highways infrastructure associated with the A12 beyond. To the west, significant blocks of deciduous woodland adjacent to the property and the eastbound carriageway of the A12 would preclude views of both the A12 eastbound entry slip road from the M25, and the M25 junction 28.</p> <p><u>Construction phase</u> Changes to existing views may comprise traffic management and white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes would likely be discernible, but comprise only a small part of the Scheme; • The magnitude of these temporary impacts is likely to be Negligible. <p><u>Operational phase</u> Changes to existing views may white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • Changes to the wine lining of the A12 are unlikely to be discernible; • The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • Changes to the wine lining of the A12 are unlikely to be discernible; • The magnitude of permanent impact is No Change. | <p>to be Slight Adverse.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|---|---|---|
| <p>Residents of Spital Lane, Wingrave Crescent and Leonard Way, Brentwood.</p> <p>Located c.800 m northeast of junction 28</p> | 12 | <p>Receptors are occupiers of residential property.</p> <p>High sensitivity to change.</p> | <p><i>NO DIRECT ACCESS.</i></p> <p><i>Assessment is supplemented by desk study and aerial photography.</i></p> <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from these properties towards the Scheme are through a belt of mature vegetation running adjacent to the A12 westbound carriageway, which is in cutting. Views to the southwest towards the M25 and junction 28 are screened, but glimpsed views of high sided vehicular movements on the A12 east of Wigley Bush Lane overbridge may be possible from upper stories during the winter months.</p> <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as there are no works proposed east of Wigley Bush Lane overbridge, and the proposals west of Wigley Bush Lane overbridge are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> • No construction activities are likely to be discernible; • The magnitude of temporary impact is No Change. <p><u>Operational phase</u></p> <p>There would be no changes to existing views, as there are no works proposed east of Wigley Bush Lane overbridge, and the proposals west of Wigley Bush Lane overbridge are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> | <p>During construction, the significance of the effect(s) is likely to be Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|--|---|--|
| | | | <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of initial impact is No Change. During the summer of the fifteenth year of operation: <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of permanent impact is No Change. | |
| <p>Residents of St Vincent's Hamlet, Weald Road</p> <p>Located c.2.2 km north-northwest of junction 28</p> | 13 | Receptors are occupiers of residential properties. High sensitivity to change. | <p><u>Baseline visual amenity</u></p> <p>Characteristic views from this location are over an open, large scale, undulating agricultural landscape. Field boundary hedgerows with individual mature trees are evident in both the middle and far distance, as are the woodland blocks, punctuated by utilities infrastructure, that form the horizon.</p> <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> No construction activities are likely to be discernible; The magnitude of temporary impact is No Change. <p><u>Operational phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of initial impact is No Change. During the summer of the fifteenth year of operation: <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|--|---|--|
| | | | The magnitude of permanent impact is No Change . | |
| <p>Users of the A12 dual carriageway</p> <p>Located east and west of junction 28</p> | 14 | <p>Receptors are users of main roads or passengers in public transport on a main arterial route.</p> <p>Low sensitivity to change</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from the A12 through the Scheme extents, both east and westbound, are dominated by the A12 and the M25 junction 28, and associated highways infrastructure.</p> <p><u>Construction phase</u></p> <p>Changes to existing views to the west of junction 28 would comprise vegetation clearance, traffic management, and construction activities associated with the new A12 eastbound exit slip road and the M25 loop road, including the south bridge over Weald Brook watercourse, and the northbound anticlockwise entry slip to the M25. The construction site compound, including plant and material storage may also be visible to users of the A12 west of junction 28. Changes to existing views to the east of junction 28 would comprise construction activities, including traffic management, plant and material movements, and white-lining associated with the realignment of the A12 eastbound entry-slip road from the M25 southbound exit-slip road.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes to the east of junction 28 would form noticeable features or elements of views that are likely to be readily apparent; • The above changes to the west of junction 28 may become a dominant feature in views; • The maximum magnitude of these temporary impacts is likely to be Major. <p><u>Operational phase</u></p> <p>Changes to existing views to the west of the junction would comprise a reduction of vegetation currently adjacent to the eastbound carriageway of the A12, although this would be mitigated by the scrub, scattered tree, and hedgerow planting to either side of the new A12 eastbound exit slip road. The introduction of the new A12 eastbound exit slip road and the M25 loop road, including the south bridge over the Weald Brook and the northbound anticlockwise entry slip to the</p> | <p>During construction, the significance of the effect(s) is likely to be Slight Adverse as the Scheme would be unlikely to cause more than limited deterioration to a view from a receptor of low sensitivity.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is likely to be Slight Adverse as the Scheme would be unlikely to cause more than limited deterioration to a view from a receptor of low sensitivity.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is likely to be Slight Adverse.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|--|--|--|
| | | | <p>M25, along with rearrangements of/ additions to the infrastructure associated with the highway would also comprise change. Changes to existing views to the east of the junction would comprise the realigned A12 eastbound entry-slip road from the M25 southbound exit-slip road, and rearrangement of associated highway infrastructure along the A12 eastbound carriageway.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • The above changes to the east of junction 28 would be perceptible, but would likely not alter the balance of features or elements comprising the existing view; • The above changes to the west of junction 28 may become a dominant feature in views; • The maximum magnitude of these initial impacts is likely to be Major. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • The above changes to the east of junction 28 would be perceptible, but would likely not alter the balance of features or elements comprising the existing view; • On maturation of the mitigation planting, the above changes to the west of junction 28 would form noticeable features or elements of views that are likely be readily apparent; • The maximum magnitude of permanent impact is Moderate. | |
| <p>Users of Weald Country Park, Lincoln's Lane</p> <p>Located c.2.2 km north of junction 28</p> | 15 | Receptors are users of recreational facilities where the purpose of that recreation is enjoyment of the countryside. | <p><u>Baseline visual amenity</u></p> <p>Characteristic views from this location are slightly elevated, and over open grassland with scattered individual and blocks of trees that generally preclude views further afield. Where long distance views are afforded between the intervening vegetation, the horizon is comprised of woodland.</p> <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|---|---|---|
| | | <p>High sensitivity to change.</p> | <p>During construction:</p> <ul style="list-style-type: none"> No construction activities are likely to be discernible; The magnitude of temporary impact is No Change. <p><u>Operational phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of permanent impact is No Change. | <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |
| <p>Users of the Byway Open to All Traffic connecting St Vincent's Hamlet to Weald Country Park, Lincolns Lane</p> <p>Located c.2.4 km to the north-northwest of junction 28.</p> | 16 | <p>Receptors are users of a PRow.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic views from this location are slightly elevated, and over a large-scale agricultural field enclosed by mature field boundary vegetation that generally precludes long distance views to the east and west. Where long distance views are available to the south, the field boundary vegetation partially screens a vegetated valley, beyond which the wooded horizon rises beyond.</p> <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> No construction activities are likely to be discernible; The magnitude of temporary impact is No Change. | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> <p>During the summer of the fifteenth year of operation, the</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|---|--|
| | | | <p><u>Operational phase</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; • The magnitude of permanent impact is No Change. | significance of the effect(s) is Neutral . |
| <p>Users of Dagnam Park</p> <p>Located c.1.75 km to the northwest of junction 28.</p> | 17 | <p>Receptors are users of recreational facilities where the purpose of that recreation is enjoyment of the countryside.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u> Characteristic existing views from this location are over an area of open grassland with scattered individual and clumps trees, that gently rises to a wooded horizon.</p> <p><u>Construction phase</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> • No construction activities are likely to be discernible; • The magnitude of temporary impact is No Change. <p><u>Operational phase</u> There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • No changes brought about by the Scheme are unlikely to be discernible; | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|---|------|---|--|--|
| | | | <ul style="list-style-type: none"> The magnitude of initial impact is No Change. During the summer of the fifteenth year of operation: <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of permanent impact is No Change. | |
| <p>Residents of Sheffield Drive and Mawbery Grove, Harold Hill</p> <p>Located c.1.4 km west of junction 28</p> | 18 | <p>Receptors are occupiers of residential properties.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u></p> <p>Characteristic existing views from the upper storeys of these properties are across gardens and garden boundary vegetation, over Sheffield Drive and Mawbery Grove to Duck wood, which precludes further views.</p> <p><u>Construction phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During construction:</p> <ul style="list-style-type: none"> No construction activities are likely to be discernible; The magnitude of temporary impact is No Change. <p><u>Operational phase</u></p> <p>There would be no changes to existing views, as the proposals are likely to be entirely screened by both topography and the intervening vegetation.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of initial impact is No Change. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> No changes brought about by the Scheme are unlikely to be discernible; The magnitude of permanent impact is No Change. | <p>During construction, the significance of the effect(s) is Neutral.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Neutral.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Neutral.</p> |

| Potential visual amenity receptor (incl. distance/ direction to proposals) | Ref. | Sensitivity | Magnitude of impact | Significance of effect(s) |
|--|------|---|---|---|
| <p>Residents of A12 (at the junction of Woodstock Avenue and Maylands Way)</p> <p>Located c.1 km & 0.8 km south west of junction 28</p> | 19 | <p>Receptors are occupiers of residential properties.</p> <p>High sensitivity to change.</p> | <p><u>Baseline visual amenity</u> Characteristic existing views from these properties are across the existing dual carriageway A12 which is divided by a hard central reserve and crash barrier. The locality is also characterised by retail units and an ESSO petrol station, associated road infrastructure includes lighting columns and signage.</p> <p><u>Construction phase</u> Changes to existing views would comprise traffic management, temporary signage and movement of construction vehicles.</p> <p>During construction:</p> <ul style="list-style-type: none"> • The above changes would likely form noticeable features or elements in views that would be readily apparent to the receptor; • The magnitude of temporary impact is Negligible. <p><u>Operational phase</u> Changes to existing views would comprise the introduction of new road signage at the junction of the eastbound A12 with Woodstock Avenue and junction with Maylands Golf Club approach. The introduction of this element would be seen within the context of the existing A12 infrastructure including road signage, crash barriers, light columns and advertising hoardings.</p> <p>During the winter of the first year of operation:</p> <ul style="list-style-type: none"> • Only a small part of the Scheme would be discernible; • The magnitude of initial impact is Negligible. <p>During the summer of the fifteenth year of operation:</p> <ul style="list-style-type: none"> • Only a small part of the Scheme would be discernible; • The maximum magnitude of permanent impact is Negligible. | <p>During construction, the significance of the effect(s) is Slight Adverse.</p> <p>During the winter of the first year of operation, the significance of the effect(s) is Slight Adverse.</p> <p>During the summer of the fifteenth year of operation, the significance of the effect(s) is Slight Adverse.</p> |

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