

Lower Thames Crossing

6.3 Environmental Statement Appendices Appendix 7.10 – Schedule of Visual Effects (Clean version)

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1 Introduction

1.1 Overview

- 1.1.1 The assessment of effects on visual amenity considers the A122 Lower Thames Crossing (the Project) as detailed in Chapter 2: Project Description (Application Document 6.1). It considers residual effects following implementation of mitigation measures during the construction and operational phases of the Project. This appendix provides a detailed assessment of the effects on Representative Viewpoints and visual receptors identified within the study area.
- 1.1.2 A range of visual receptors has been identified for residential receptors, users of Public Rights Of Way (PRoWs) and recreational areas, users of transport routes and 'other' receptors such as industrial areas, schools and churches. For residential receptors, the assessment of receptor groups is based on worst-case views and not all properties within a group would necessarily experience the same level of effect.

1.2 Sensitivity and magnitude and nature of effect

1.2.1 The criteria for visual sensitivity, and for magnitude and nature of effect are set out in Table 7.4 and Table 7.6 of Chapter 7: Landscape and Visual (Application Document 6.1).

1.3 Significance of effect

- 1.3.1 Table 3.8.1 of Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring (Highways England, 2020) provides guidance on how to determine the level of significance from the assessment of visual sensitivity and magnitude of effect. Where Table 3.8.1 provides two significance categories, justification for the reporting of a single significance category is provided in the assessment commentary in this appendix.
- 1.3.2 Typical descriptors for visual significance of effect and the extent to which the level of significance is likely to be material to the decision-making process are set out in Table 4.1 of Appendix 7.2 (Application Document 6.3).
- 1.3.3 Effects on the visual receptors listed in Table 2.2, Table 2.4, Table 3.2 and Table 3.4 are illustrated on Figure 7.16 (Application Document 6.2) as a series of segmented circles, with each segment of the circle representing the significance of effects during construction, the opening year and the design year. The assessment of effects on visual receptors has been based on the location of these segmented circles.
- 1.3.4 The reporting of the design year operational effects, 15 years after opening of the Project, has been based on a summer view. A winter day 15 years after opening has also been reported to identify any seasonal variation, where applicable.

1.4 Terminology

- 1.4.1 The terminology used to describe the distance of features in the view from the visual receptor is as follows:
 - a. Close range/foreground: up to approximately 100m from the viewer
 - b. Mid-range/midground: over 100m and up to just below 1km from the viewer
 - c. Long range/distant: 1km and above from the viewer
- 1.4.2 The terminology used to describe the duration of effects is as follows:
 - a. Short term: less than five years
 - b. Medium term: between five to 10 years
 - c. Long term: more than 10 years
- 1.4.3 Temporary effects are considered to be those arising during construction and that would stop when construction is completed.
- 1.4.4 The Highway Section numbers referred to in Table 3.1 to Table 3.4 of this appendix refer to parts of the Project route. The locations of Highway Sections are shown in Figure 2.4: Environmental Masterplan (Application Document 6.2). (Receptor locations are shown on Figure 7.16 (Application Document 6.2).)

2 Construction

2.1 Effects on visual amenity during construction phase

South of the River Thames

2.1.1 Refer to Figure 7.16 (Application Document 6.2) for the location of the Representative Viewpoints and visual receptors. For Representative Viewpoint photography, refer to Figure 7.17: Representative Viewpoints – Winter and Summer Views and Figure 7.18: Representative Viewpoints – Night-time (inc. Winter) Views (Application Document 6.2).

Visual re	Visual receptor		Magnitude and nature of effect	Significance of effect	Commentary
S-01	View from footpath NS150, at Gadshill on the outskirts of Higham settlement (Local Landscape Character Area (LLCA) Higham Arable Farmland (sub area Gadshill)). View centred south-south-west for recreational receptors.	Moderate	No change	Neutral effect	The existing vegetation present along the A226 and A289, in combination with th viewpoint and the Project (approximately 1.7km) would result in no utility works o discernible from this location. There would also be no discernible change to the v Gravesend Road.
S-02	View from footpath NS160 located on the south- western edge of Great Crabbles Wood (LLCA Shorne Wooded Slopes). View centred south-west for recreational receptors.	Moderate	Negligible	Slight adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> <u>riders (WCHs)) – nature of effects</u> There would be limited glimpsed views, of construction activity in the midground of an attenuation basin and potential views towards the A2 widening works/M2 tie-ir tree belt. These works would be located beyond the intervening equestrian fields during the construction phase as ancient woodland compensation planting. Cons include replacement of street lighting, the dismantling of a gantry, installation of a construction of a retaining structure along the edge of a new WCH route parallel Construction works for the new attenuation basin would be largely screened due adjacent to the A2 would not be apparent in this view due to intervening vegetation There would not be a perceivable change in the view at night due to the existing Overall, construction works for the A2 widening would be barely noticeable in view <u>Project utility works – nature of effects</u> There would be no discernible view of the utility works from this viewpoint due to existing vegetation along and south of Bowesden Lane. <u>Justification for significance level where two significance categories are given in I</u> The significance of effect has been assessed as slight rather than neutral due to of the view.
S-03	View from the Kent Downs Area of Outstanding Natural Beauty (AONB) on footpath NS161, located north of Park Pale, east of Shorne Woods Country Park (LLCA West Kent Downs (sub area	Very high	Moderate	Large adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> There would be close- to mid-range, broad views south towards construction acti elevated position on the PRoW. This location represents the worst-case location maximum. Visibility closer to the Project along the PRoW to the south would redu Construction activity would be partially screened by retained vegetation and the la screening vegetation along the existing A2 corridor would increase visibility of co

Table 2.1 Schedule of	of visual effects on	Representative Viev	points south of the l	River Thames during construction

tion

the rolling landform and distance between the or Main Project construction activity being view from construction traffic using the A226

compounds, and walkers, cyclists and horse

d (approximately 0.5km) for an access track to -in works, densely filtered by the intervening ds, which would be planted with new woodland nstruction works along the A2 corridor would a new gantry and road signage and el to the eastbound local distributor road. ue to intervening vegetation. Woodland loss ation.

g lit condition of the A2/M2 corridor. iews.

to a combination of intervening landform and

<u>n LA 104</u> to construction works being perceivable in part

compounds and WCHs) – nature of effects

ctivity (approximately 0km to 0.5km) from this on where visibility of the Project would be at its duce due to the lower elevation.

e landform, although the loss of some construction works along the highway.

Visual receptor		Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	Shorne)). View centred south-south-east for recreational receptors.				There would be views towards construction works for the new WCH route in the to the haulage yard and an access track to a new attenuation basin. Construction partially visible to the south-east. Widening of the A2 corridor with gantry disman of a new gantry and road signage, and construction of a retaining structure along local distributor road, would be visible across most of the view. During construction planted with new woodland as ancient woodland compensation planting. There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with the widened A2 corridor and associated vegetation would be noticeable in views.
					Project utility works – nature of effects
					The vegetation loss associated with the proposed diversion of a high-pressure gas increase visibility of the A2 corridor and associated traffic. There would be a read wooded ridgeline, which would be visible against the skyline due to the removal of planting. In addition, operation of Park Pale Utility Hub would be clearly visible in Overall, the utility works would result in a noticeable change to the view.
					Justification for significance level where two significance categories are given in I
					The significance of effect has been assessed as large rather than very large due context of the existing road corridor.
S-04	View from the Kent Downs AONB on Park Pale, part of the National Cycle Network (NCN) Route 177* and Darnley Trail recreational route adjacent to Park Pale overbridge. Also represents views from the end of footpath NS161 (LLCA West Kent Downs (sub area Shorne)). View centred south-east for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location.	High	Moderate	Large adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> There would be close-range views of construction activity from this elevated local would be diverted away from the existing Park Pale overbridge, however, recreat continue over this structure. Viewpoints S-05 and S-05a represent other views fro There would be views towards widening and realignment works along the A2/M2 access to the haulage yard and a WCH route and retaining wall parallel to the new works would be seen alongside vegetation loss adjacent to the A2/M2 carriageway local distributor road. Construction activity associated with replacement street light installation of a new gantry and road signage would also be clearly visible along the NCN Route 177 diversion would be visible between the A2 corridor and HS1 to the There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with the widened A2/M2 corridor and ass vegetation, would be noticeable in views. <u>Project utility works – nature of effects</u> The removal of existing vegetation within the A2 corridor would increase the visib to the east where the view of the A289 slip road off the A2 eastbound carriageway
					close- to mid-range views of multi-utility works, including works on Park Pale brid Overall, the utility works would result in a noticeable change to the view.
	Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).				Justification for significance level where two significance categories are given in The significance of effect has been assessed as large rather than moderate due viewpoint.
S-05	View from the Kent Downs	High	Major	Very large	Project construction activity would occur over a medium-term period.
	AONB on Park Pale overbridge, part of the NCN			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	Route 177* and Darnley			enect	Close-range and extensive north-west view of construction activity from this elevation of the Project, NCN Route 177 would be diverted away from the existing Park Pa

e foreground, and beyond for the new access ion works for the attenuation basin would be antling, replacement street lighting, installation ng a new WCH route parallel to the eastbound ction, much of the foreground fields would be

ng lit condition of the A2/M2 corridor. ociated structures, and the loss of mature

gas line and three multi-utility corridors, would adily apparent change in front of the existing al of the High Speed 1 (HS1) mitigation in the midground.

<u>n LA 104</u>

e to construction works being viewed in the

compounds and WCHs) – nature of effects

cation. As part of the Project, NCN Route 177 eational access for the Darnley Trail would from this bridge.

I2 corridor and construction works for the new ew eastbound local distributor road. These vay, in particular to accommodate the eastbound hting, dismantling of the existing gantry and the A2. Construction works associated with the the south-east.

ig lit condition of the A2/M2 corridor.

ssociated structures, and the loss of mature

sibility of activity along the highway, particularly way would be opened up. There would be ridge.

<u>n LA 104</u>

e to construction works being close to the

compounds and WCHs) – nature of effects evated location above the A2 corridor. As part Pale overbridge, however, recreational access

Visual ree	Visual receptor		Magnitude and nature of effect	Significance of effect	Commentary
	Trail recreational route (LLCA West Kent Downs (sub area Shorne)). View centred north-north-west for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).				for the Darnley Trail would continue over this structure. Viewpoints S-04 and S-0 bridge. Substantial mature vegetation loss within the central reservation and adjacent to the widening and realignment works along the A2 corridor, as well as some vege carriageway, would be apparent across the full view. Construction works for the carriageways would also be prominent in the view, as would construction activity earthworks and new retaining structure on the southern side of the A2. There would also be views towards dismantling of existing gantries, installation of replacement street lighting on the A2. There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with the widened A2 corridor and associve getation, would be dominant in views. <u>Project utility works – nature of effects</u> The removal of existing vegetation within the A2 corridor would increase the visi would be close- to mid-range views of multi-utility works to the north and west, inclu- range view of installation of a medium-pressure gas pipeline on the northern side of a mid-range view of the Park Pale Utility Hub to the north-east. Overall, the utility works would result in a noticeable change to the view. Justification for significance level where two significance categories are given im The significance of effect has been assessed as very large rather than large due viewpoint.
S-05a	View from the Kent Downs AONB on Park Pale overbridge, part of the NCN Route 177* and Darnley Trail recreational route (LLCA West Kent Downs (sub area Shorne)). View centred west for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location.	High	Major	Very large adverse effect	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction or</u> As part of the Project, NCN Route 177 would be diverted away from the existing access for the Darnley Trail would continue over this structure. Viewpoints S-04 bridge. The visual effects would be very similar to those reported for S-05, except that v location extend further due to the viewpoint being positioned above the central removal of the existing gantry above the eastbound carriageway would result in greater construction activity being visible from this location. These views would e Brewers Road overbridge. There would be views towards construction activity associated with the A2 carria existing gantries, installation of five new gantries, replacement street lighting and retaining structures. In the distance, construction works for Brewers Road overb There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with the widened A2 corridor and associ mature vegetation, would be dominant in views. <u>Project utility works – nature of effects</u> There would be close- to mid-range views of multi-utility works to the north and wess mid-range views of the installation of a medium-pressure gas pipeline on the north simulti-utility works on both sides of the A2. There would also be a close-range view of Overall, the utility works would result in a noticeable change to the view. <u>Justification for significance level where two significance categories are given in</u> The significance of effect has been assessed as very large rather than large due viewpoint.

-05a represent other available views from this

to the westbound carriageway associated with getation removal along the eastbound e widened A2 and a retaining wall between the ity associated with the modification of the

of four new gantries and road signs and

ng lit condition of the A2 corridor. ociated structures, and the loss of mature

sibility of activity along the highway. There luding works on Park Pale bridge, and a midof the A2, to the north-west. There would also be

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ue to construction works being close to the

compounds and WCHs) – nature of effects

ng Park Pale overbridge, however, recreational 4 and S-05 represent other views from this

views along the existing A2 corridor from this l reservation. Loss of mature vegetation and n long-range views being more open, with d extend as far as construction works for

riageway widening including the dismantling of nd new signage, and construction of new rbridge would be evident.

ng lit condition of the A2 corridor.

ciated structures, and the substantial loss of

est, including works on Park Pale bridge, with a side of the A2 to the west, in combination with of the Park Pale Utility Hub to the north-east.

in LA 104

ue to construction works being close to the

Visual rece	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
S-06	View from the Kent Downs AONB and the Grade I listed Darnley Mausoleum and Darnley Trail, within Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-west for recreational receptors.	Very high	Negligible	Slight adverse effect	Project construction activity would occur over a medium-term period. Main Project (highway and associated infrastructure, earthworks, construction construction activity associated within Cobham Hall Grade II* Register construction activity associated with the A2 corridor (approximately 1.3km) from glimpses through gaps in vegetation. There would not be a perceivable change in the view at night due to the existing screening provided by intervening vegetation. Overall, construction works would be barely noticeable in views. Project utility works – nature of effects There would be no discernible view of the utility works from this location due to a existing vegetation within Cobham Hall Grade II* Registered Park and Garden.
S-07 & S- (CH)02	View from the Kent Downs AONB on footpath NS182 within Rochester and Cobham Park Golf Club and Cobham Hall Grade II* Registered Park and Garden. Also represents views from footpath NS180 (LLCA West Kent Downs (sub area Cobham)). View centred north-north-west for recreational receptors.	Very high	Negligible	Slight adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> Intervening mature vegetation and the undulating landform within Cobham Hall C largely screen the majority of construction activity occurring along the A2 corrido Vegetation loss along the A2 corridor could be just evident from this location, as against the skyline. Very limited glimpses of construction activities associated wi gantry is just visible in the existing view), installation of new gantries and replace against the backdrop of woodland, although these views would be very limited duplanting. There would not be a perceivable change in the view at night due to the existing screening provided by intervening vegetation. Overall, construction works would be barely noticeable in views. <u>Project utility works – nature of effects</u> There would be no discernible view of the utility works from this viewpoint due to tree planting within Rochester and Cobham Park Golf Club. However, some vegworks along the A2 corridor would be evident from this location, as existing roads skyline. Overall, there would be a perceptible change in the view.
S-08	View from the Kent Downs AONB on footpath NS179, within Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred west-north- west for recreational receptors. *Proposed diverted NCN Route 177 considered as part of visual receptors in the assessment at this location.	High	Moderate	Large adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> Due to the gap in the vegetation at this viewpoint and its location adjacent to HS for the PRoW, with views along other sections of the PRoW more restricted by w There would be views of construction works for the WCH route in the foreground prominent construction activity along the existing A2 road corridor associated wit vegetation clearance on the south side of the A2 and in the central reserve. The 0.1km) would be dismantled and two new gantries installed. There would also be replacement of street lighting, new signage, a new retaining wall between the ear retaining wall along the south of the A2. During night-time working, construction activity could result in a perceivable char sources, which would be more apparent due to vegetation loss. However, this lig existing lighting along the A2, including vehicle lights. Overall, construction works for the modified A2 corridor and associated structure vegetation would be noticeable in the context of the existing transport corridor would be noticeable in the context of the existing transport corridor corridor corridor corridor corridor corridor corridor corridor would be noticeable in the context of the existing transport corridor corridor corridor corridor corridor corridor corridor corridor corridor would be noticeable in the context of the existing transport corridor co

<u>compounds and WCHs) – nature of effects</u> ered Park and Garden would largely screen the m this elevated location, apart from occasional

ng lit condition of the A2 corridor, and the

a combination of intervening landform and

<u>compounds and WCHs) – nature of effects</u> Il Grade II* Registered Park and Garden would dor (approximately 0.8km).

as existing roadside trees are partially visible with the removal of existing gantries (one cement of street lighting could be just visible due to the intervening landform and tree

ng lit condition of the A2 corridor, and the

to a combination of intervening landform and egetation loss required to facilitate multi-utility adside trees are partially visible against the

compounds and WCHs) - nature of effects

IS1, this view represents a worst-case scenario vegetation south of HS1.

nd, as well as close- to mid-range views of with the A2 widening works, opened up by ne currently visible gantry (approximately be construction works visible for the east and westbound carriageways and a new

ange in view at night due to increased light lighting would be viewed in the context of

res and the substantial loss of mature comprising HS1 and the existing A2.

Visual receptor			Magnitude and nature of effect		Commentary
					Project utility works – nature of effects There are likely to be close-range views of multi-utility works between the HS1 er associated tree removal would reduce the effectiveness of the existing tree belt in Overall, there would be a perceptible change in view, with the A2 and associated <u>Justification for significance level where two significance categories are given in I</u> The significance of effect has been assessed as large rather than moderate due construction works and the existing A2 corridor following vegetation removal.
S-09	View from the Kent Downs AONB on Park Pale/Darnley Trail/NCN Route 177*, adjacent to Brewers Wood, part of Shorne Woods Country Park (LLCA West Kent Downs (sub area Shorne)). View centred south for recreational receptors. *NCN Route 177 diverted and not considered as part of visual receptors in the assessment at this location.	High	Moderate	Moderate adverse effect	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction construction works for the A2 widening and realignment, and mature vegetation is westbound carriageway. Vegetation loss within the central reservation would reduce construction activity.</u> Filtered views would also include construction works for replacement street lighting on the eastbound carriageway, and installation of new gantries and signage. The construction works for a retaining wall located between the east and westbound of Pale of the upper parts of highway infrastructure such as new gantries and replace retained vegetation. There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with the widening of the A2 corridor and noticeable in views. <u>Project utility works – nature of effects</u> There would be close-range views of works associated with the medium-pressure Overall, the utility works would result in a perceptible change to the view but wou and elements. <u>Justification for significance level where two significance categories are given in I</u>.
S-10	View from the Kent Downs AONB on a path within the Pleasure Grounds at Cobham Hall part of the Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-north-west for recreational receptors.	Very high	Negligible	Slight adverse effect	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> Existing dense vegetation within Cobham Hall Grade II* Registered Park and Ga activity from this location (approximately 0.2km). This would result in only very lin for the A2 widening works and utility diversions. Construction activity at night would not result in a perceivable change in view. Overall, construction activity associated with widening of the A2 corridor would be <u>Project utility works – nature of effects</u> Existing dense vegetation within Cobham Hall Grade II* Registered Park and Ga
S-11	View from the Kent Downs AONB on footpath NS179 within Cobham Hall Grade II* Registered Park and	Very high	Moderate	Large adverse effect	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> This viewpoint is located on a PRoW within Cobham Hall Grade II* Registered Pa location where visibility is at its maximum due to the break in the intervening vege

embankment and the A2 corridor and the t in screening views of A2 and traffic using it. ed traffic becoming more evident in the view.

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e to the open nature of views towards

<u>compounds and WCHs) – nature of effects</u>

d vegetation along Park Pale towards n loss in the central reservation and along the educe the filtering of views towards

nting, dismantling of the existing visible gantry here would also be filtered views towards d carriageways. Views south-east along Park lacement street lighting would be seen above

g lit condition of the A2 corridor. In the loss of mature vegetation, would be

ure gas pipeline installation along Park Pale. build not alter the overall balance of features

n LA 104 e to the retention of existing screening

compounds and WCHs) – nature of effects Garden would largely screen the construction limited glimpsed views of construction activity

be barely noticeable in views.

Garden would result in no utility works being

compounds and WCHs) – nature of effects Park and Garden and represents a worst-case egetation.

Visual receptor		Sensitivity	Magnitude and nature of effect		Commentary
	Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-north- west for recreational				There would be close- to mid-range, filtered views towards limited vegetation rem adjoining the existing Brewers Road overbridge, which would slightly increase vie overbridge and construction of the new Brewers Road green bridge, as well as c route (connecting footpath NS179 and the diverted NCN Route 177 to Brewers F
	receptors.				The removal of the existing false cutting earthwork located between HS1 and the visibility of the A2 corridor, including construction works for the widening of the A dismantling of the existing gantry. Mature vegetation clearance within the central Shorne Woods Country Park, where further mature trees would be removed. Vie by retained vegetation at the edge of the parkland, with construction works viewed
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with the widening of the A2 corridor and mature vegetation, would be noticeable in views.
					Project utility works – nature of effects
					The close-range existing view is characterised by the mature trees on the edge of filtered, close-range views of multi-utility works along Brewers Road.
					Overall, the utility works would result in a perceptible change to the view but wou and elements.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as large rather than very large due boundary of Cobham Hall Grade II* Registered Park and Garden reducing the experimental sectors.
S-12	View from the Kent Downs	High	Moderate	Large adverse effect	Project construction activity would occur over a medium-term period.
	AONB on Brewers Road/Luddesdown	own ite 177*, ewers Wood (part of s Country /est Kent ea Shorne)). south-south-			Main Project (highway and associated infrastructure, earthworks, construction co
	Trek/NCN Route 177*, adjacent to Brewers Wood/Shorne Wood (part of Shorne Woods Country Park) (LLCA West Kent				The existing Brewers Road overbridge would be demolished and replaced with a r approximately 18 months during construction. Visual effects from Brewers Road or therefore be seen in the context of the new green bridge. (It has been assumed the would be no views of demolition of the existing bridge or construction activity for in from this location.)
	Downs (sub area Shorne)). View centred south-south- west for recreational				As part of the Project, NCN Route 177 would be permanently diverted away from recreational access for the Luddesdown Trek would resume over the new Brewe on views from this recreational route are described for once the new bridge has be
	receptors. *NCN Route 177 to be diverted and not considered				There would be close-range views of construction activity for replacement lighting along the A2 corridor. Views of these construction works would be more open due the central reservation. Retained vegetation flanking Brewers Road would screen r along the carriageway.
	as part of visual receptors in the assessment at this location.				Construction activity associated with the A2 widening and a retaining wall betwee would be largely screened within the existing cutting and by Brewers Road green works for the upper part of the retaining wall.
					During night-time working, construction activity could result in a perceivable char sources and the opening up of views by vegetation removal, but in the context of
					Overall, construction activity associated with widening of the A2 corridor and loss views.
					Project utility works – nature of effects
					There would be close-range views of multi-utility works along Brewers Road in co pressure gas pipeline along Brewers Road.
					Overall, the utility works would result in a noticeable change in the view.

emoval on the northern edge of the parkland views towards demolition of the existing construction works for the new WCH access Road).

he A2 corridor would result in slightly greater A2 corridor, replacement of street lighting and al reserve would open up some views towards iews towards the A2 corridor would be filtered wed through gaps in vegetation.

ng lit condition of the A2 corridor.

nd Brewers Road green bridge, and the loss of

of the parkland. There would be densely

ould not alter the overall balance of features

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ue to the retention of existing trees along the extent of construction works visible.

compounds and WCHs) – nature of effects

a new green bridge, with no public access for overbridge or immediate approaches would that due to the lack of public access, there installation of the replacement green bridge

om Brewers Road overbridge, however, vers Road green bridge, once in place. Effects s been constructed.

ng columns and the dismantling of a gantry ue to mature vegetation removal, including within n most views of construction works further east

een the east and westbound carriageways en bridge, apart from glimpses of construction

ange in the view at night due to increased light of existing lighting along the A2 corridor. oss of mature vegetation, would be noticeable in

combination with installation of the medium-

Visual receptor		Sensitivity	Magnitude and nature of effect		Commentary
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as large rather than moderate due construction works and the existing A2 corridor following vegetation removal.
S-13	View from the Kent Downs	High	Major	Very large	Project construction activity would occur over a medium-term period.
	AONB on Brewers Road			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	overbridge and the Luddesdown Trek above the A2 eastbound carriageway (LLCA West Kent Downs (sub area Shorne)). View centred south for			effect	The existing Brewers Road overbridge would be demolished and replaced with a r approximately 18 months during construction. Visual effects from Brewers Road or therefore be seen in the context of the new green bridge. (It has been assumed the would be no views of demolition of the existing bridge or construction activity for in from this location.)
	recreational receptors. Night-time photograph available from this location				There would be close-range views of construction activity in the immediate foregrees west and east from this elevated location. Recreational access for the Luddesdow Road green bridge, once in place. Effects on views from this recreational route a been constructed. Given the elevated nature of the viewpoint, this location represented the Project is at its maximum. Representative Viewpoint S-14 represents another
	(refer to Figure 7.18 (Application Document 6.2)).				Substantial loss of woodland would be apparent in the central reservation, which w associated with the widening and realignment works along the A2 corridor. This verses westbound carriageway, with views towards HS1 and Cobham Hall Grade II* Reginaddition, further loss of mature vegetation adjacent to the eastbound carriageway.
					Construction activity to the west would include dismantling the existing visible ga midground (approximately 0.3km to 0.6km), earthwork modifications along the ed retaining wall along the realigned Thong Lane.
					To the east, there would be views towards construction activity associated with the gantries and installation of five new gantries in the midground (approximately 0.2 existing retaining walls along the A2 corridor, and construction of a new retaining carriageways, would be evident.
					Construction works for new road signs and the replacement street lighting would
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with widening of the A2 corridor and ass areas of mature vegetation, would be dominant in views.
					Project utility works – nature of effects
					There would be close-range views of multi-utility works and installation of a medi eastbound A2 carriageway, west of Brewers Road green bridge, with associated close-range views of multi-utility works along Brewers Road and on the south side
					Overall, the utility works would be seen as a noticeable change in the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as very large rather than large due viewpoint.
S-14	View from the Kent Downs	High	Major	Very large	Project construction activity would occur over a medium-term period.
	AONB on Brewers Road			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	overbridge and the Luddesdown Trek above A2 westbound carriageway/HS1 (LLCA West Kent Downs (sub area Shorne)). View			effect	The existing Brewers Road overbridge would be demolished and replaced with a r approximately 18 months during construction. Visual effects from Brewers Road ov therefore be seen in the context of the new green bridge. (It has been assumed that would be no views of demolition of the existing bridge or construction activity for in from this location.)

in LA 104 ue to the open nature of views towards

compounds and WCHs) – nature of effects

a new green bridge, with no public access for l overbridge or immediate approaches would that due to the lack of public access, there installation of the replacement green bridge

eground, as well as in mid-range views to the down Trek would resume over the new Brewers e are described for once the new bridge has resents a worst-case scenario where visibility of her view from this overbridge.

n would open up views to construction activity vegetation loss would also open up views of the egistered Park and Garden to the south. In ay would be apparent to the west.

gantry, installation of two new gantries in the edge of the A2 corridor and construction of a

n the dismantling of the two existing visible 0.2km to 1km). Modifications to earthworks and ing structure between the east and westbound

ld also be apparent.

- ng lit condition of the A2 corridor.
- ssociated gantries, and loss of substantial

edium-pressure gas pipeline along the ed vegetation removal. There would also be side of the A2.

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e to construction works being close to the

compounds and WCHs) – nature of effects

a new green bridge, with no public access for l overbridge or immediate approaches would that due to the lack of public access, there installation of the replacement green bridge

Visual rece	Visual receptor		Magnitude and nature of effect	Significance of effect	Commentary
	centred north-east for recreational receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2))		nature of effect	of effect	There would be close-range and wide views of extensive, prominent construction foreground and within mid- to long-range views east and west from this elevated Luddesdown Trek would resume over the new Brewers Road green bridge, once recreational route are described for once the new bridge has been constructed. this location represents a worst-case scenario where visibility of the Project is at alternative view from the overbridge. Substantial loss of woodland would be apparent in the central reservation, which carriageway and construction activity for the widening and realignment works alk (including some ancient woodland) would also be apparent within Shorne Wood carriageway and along the southern side of the A2 corridor, including some HS1 The focus of views would be on construction works for the A2 widening, includin retaining walls along the A2 corridor, and construction of new retaining structure between the east and westbound carriageways. Three existing visible gantries to dismantled and five new gantries installed in the midground up to Park Pale over dismantling and installation also visible along the A2 corridor beyond. Gantry dis gantries would also be visible above the carriageways in the midground to the west Increased visibility along the A2 corridor would be possible to the west due to vecarriageway. Construction works for replacement street lighting and road signage this would be partially obscured in the midground to the west by the landform an There would not be a perceivable change in the view at night due to the existing Overall, construction activity associated with widening of the A2 corridor and ass areas of mature vegetation, would dominate the view.
					Brewers Road overbridge. Overall, the utility works would be seen as a noticeable change in the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as very large rather than large due viewpoint.
S-15	View from the Kent Downs	High	Moderate	Moderate	Project construction activity would occur over a medium-term period.
	AONB on footpath NS178			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	located adjacent to the Halfpence Lane roundabout (LLCA West Kent Downs (sub area Cobham)). View centred north for recreational receptors.			eneci	There would be close-range views of construction work for a WCH route in the for beyond the roundabout junction. This would include removal of the A2 slip roads the realigned Thong Lane and associated earthworks and retaining wall, which to would result in mature vegetation clearance within and adjacent to the A2 corridor larger proportion of construction activity in the area and there would be some loss ancient woodland) on the southern edge of Shorne Woods Country Park.
					This view would also include construction works for the replacement street lighting gantry partially visible in the existing view would be dismantled and a new gantry i Brewers Road overbridge and construction of Brewers Road green bridge would a removal, although views would be filtered by retained vegetation to the south-west
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with widening of the A2 corridor and ass of Thong Lane and the loss of mature vegetation, would be noticeable in views s junction.

ion activity along the A2, in the immediate ed location. Recreational access for the nce in place. Effects on views from this d. Given the elevated nature of the viewpoint, at its maximum. Viewpoint S-13 represents an

ch would open up views to the eastbound along the A2 corridor. Further vegetation loss ods Country Park adjacent to the eastbound S1 mitigation planting.

ing modifications to earthworks and existing res along the realigned Thong Lane and to the north-east and east would be verbridge (approximately 1.2km), with gantry dismantling and installation works for two new vest (approximately 0.25km to 0.55km).

vegetation removal and the widened age on the A2 would also be evident, however, and the curving of the A2 corridor.

ng lit condition of the A2 corridor.

ssociated gantries, and the loss of large-scale

2 corridor to the east and west and along on of a medium-pressure gas pipeline would ated on the north side of the A2, to the west of

in LA 104 ue to construction works being close to the

<u>compounds and WCHs) – nature of effects</u> foreground, as well as construction activities ds and existing Thong Lane and construction of n together with the widening of the A2 corridor, idor. Vegetation loss would open up views to a oss of mature woodland (including some

ng on the A2 corridor and new road signs. The y installed closer to the view. The demolition of d also be just apparent due to vegetation est of Brewers Road overbridge.

ng lit condition of the A2 corridor.

ssociated highway infrastructure, realignment s seen in the context of the existing roundabout

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					Project utility works – nature of effects
					There would be close-range views of multi-utility works at the roundabout junction Overall, the utility works would be seen as a noticeable change in the view.
					Justification for significance level where two significance categories are given in The significance of effect has been assessed as moderate rather than large due context of the existing road corridor and roundabout.
S-16	View from the Kent Downs AONB and Randall Heath	Very high	Minor	Moderate adverse	Project construction activity would occur over a medium-term period.
	AONB and Kandali Heath Woods, on a permissive path within Shorne Woods Country Park (LLCA West Kent Downs (sub area Shorne)). View centred south-south-west for recreational receptors. <i>Night-time photograph</i> <i>available from this location</i> (refer to Figure 7.18 (Application Document 6.2)).			effect	Main Project (highway and associated infrastructure, earthworks, construction construction be heavily filtered, mid- to long-range views of construction activity (viewpoint is considered to be a worst-case scenario, as it is positioned at a slight the woodland, allowing filtered views towards the Project. Views along the permiss contained, as are other views from the permissive paths within Shorne Woods Construction of the Project and construction activity. Operation of the A2 compound adjacent to Thong Lane (approximately 0.4km) we batching plant up to 25m in height. There would also be views towards construction along the Project route and two large new viaducts associated with the proposed. There would also be partial visibility of construction activity associated with sever for the various slip roads at the junction. However, views of these elements would intervening vegetation within Shorne Woods Country Park and the proposed vert Glimpses of construction works for the installation of new street lighting, gantries well as the widening and remodelling/repositioning of the existing A2 corridor bey During night-time working, construction activity could result in a perceivable char sources, however, this lighting would be seen in the context of the prominently lit Overall, construction activity associated with the new slip roads and viaducts, eaperceptible in views through intervening vegetation but would not alter the overal constitute the existing view.
					Project utility works – nature of effects
					Existing trees within Randall Wood (part of Shorne Woods Country Park) would lin overhead line (OHL) modifications to the west.
					Overall, the utility works would result in a barely noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as moderate rather than large due Woods Country Park reducing the extent of construction works visible.
S-17	View from the Kent Downs AONB on the NCN Route	High	Major	Very large adverse	Project construction activity would occur over a medium-term period.
	177*/Timeball and Telegraph Trail Long Distance Path, on Thong Lane adjacent to the Inn on the Lake Hotel (LLCA West Kent Downs (sub area Shorne)). View centred south for recreational receptors.			effect	<u>Main Project (highway and associated infrastructure, earthworks, construction co</u> There would be very close-range, wide views of construction activity in the imme existing Thong Lane overbridge and construction of new slip roads between the I the eastbound local distributor road and the A2, including the associated retaining the existing Gravelhill Wood on the western side of Thong Lane, as well as the la overbridge, which collectively restrict current visibility of the A2 corridor, would op There would also be views towards construction activity associated with the new widening of the A2 corridor, and the extensive clearance of mature vegetation be clearance would open up a view of construction works for the realigned Thong La large retaining wall.

ion and extending along Brewers Road.

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e to construction works being viewed in the

<u>compounds and WCHs) – nature of effects</u> y (approximately 0.4km to 1.2km). This htly elevated location where there are gaps in nissive path to the east are more enclosed and Country Park, therefore there would be limited

would be just visible, including a concrete ction works for the substantial earthworks ed M2/A2/Lower Thames Crossing junction.

eral supporting structures and retaining walls uld be obscured due to a combination of the ertical alignment of the Project and earthworks. es and road signage are likely to be visible, as

eyond. ange in the view at night due to increased light

lit existing condition on the A2. earthworks and A2 widening would be

all balance of features and elements that

limit views of utility works to partial glimpses of

n LA 104 le to the retention of existing trees in Shorne

compounds and WCHs) – nature of effects nediate foreground, including demolition of the e M2/A2/Lower Thames Crossing junction and ing structures and earthworks. The removal of landform associated with Thong Lane open up views towards construction works. w Thong Lane green bridge south and between the A2 corridor and HS1. This Lane, elevated above the A2 corridor by a

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	*NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location				To the west, the clearance of Gravelhill Wood would allow visibility towards cons Crossing junction, although once the Thong Lane green bridge south and the re- the immediate foreground, these elements would obscure views west and north- Construction activity associated with the replacement of street lighting on the A2 the dismantling of a gantry and installation of two new gantries and road signage During night-time working, construction activity could result in a perceivable chai removal and the presence of increased light sources, however, lighting would be prominently lit condition on the A2. Overall, construction activity associated with widening of the A2 corridor, new sli loss of large-scale areas of mature vegetation, would be dominant in views. <u>Project utility works – nature of effects</u> Thong Lane overbridge is a dominant visual focus of the existing view, with view bordering the Inn on the Lake. Substantial vegetation removal would be readily a multi-utility works and installation of a medium-pressure gas pipeline. Overall, the utility works would be seen as a dominant change in the view. <u>Justification for significance level where two significance categories are given in</u> The significance of effect has been assessed as very large rather than large due viewpoint.
S-18	View from the Kent Downs AONB on the HS1 green bridge and Timeball and Telegraph Trail Long Distance Path (LLCA West Kent Downs (sub area Cobham)). View centred north-west for recreational receptors.	Very high	Major	Very large adverse effect	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction construction would be very close-range views of construction activities in the immediate There would be views towards construction works for the realigned Thong Lane in retaining wall and WCH route. Beyond the realigned Thong Lane, demolition of the visible, together with construction works for the new Thong Lane green bridge sour A2 widening works and the new slip roads between the M2/A2/Lower Thames Cr distributor road and the A2 would be apparent, although partially screened due to retaining wall along the realigned Thong Lane.</u> Construction works would also include the dismantling of a gantry behind the exist installation of new and replacement street lighting, new signage and two new gant retaining walls along the new slip road carriageways and the installation of a gantry would be apparent. Removal of woodland between the A2 and HS1 (including remnant woodland with Special Scientific Interest (SSSI) between the A2 and HS1) would open up views of Beyond the A2 corridor, loss of mature woodland within Gravelhill Wood and on would result in increased visibility to the north. There would be views towards tal compound, such as the concrete batching plant up to 25m high, and construction Crossing junction slip roads, with substantial earthwork operations likely to be pa During night-time working, construction activity could result in a perceivable char removal and increased light sources being present, however, this lighting would on the A2. Overall, construction activity associated with widening of the A2 corridor, new sli loss of large-scale areas of mature vegetation, would be dominant in views.

nstruction works for the M2/A2/Lower Thames realigned Thong Lane have been constructed in h-west due to their elevated nature.

A2 would also be readily apparent, together with ge.

ange in the view at night due to vegetation be seen in the context of the existing

slip roads and associated structures, and the

ws of the A2 filtered by existing vegetation apparent, resulting in close-range views of

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ue to construction works being close to the

compounds and WCHs) – nature of effects ate foreground from this elevated location.

in the foreground, including new earthworks, a the existing Thong Lane overbridge would be outh. Construction activity associated with the Crossing junction and the westbound local to the lower elevation of the works below the

isting Thong Lane overbridge, and the intries. Glimpses of construction works for ntry beyond the Thong Lane green bridge south

ithin the Shorne and Ashenbank Woods Site of s of the A2 corridor and construction works. In the edge of Shorne Woods Country Park taller operations and elements in the A2 ion works for the new M2/A2/Lower Thames partially visible.

hange in the view at night due to vegetation Id be seen in the context of the existing lighting

slip roads and associated structures, and the

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					Project utility works – nature of effects
					Vegetation removal for widening works would open up close-range views of mul There could also be glimpsed views of utility works on the north side of the A2 a vegetation removal, including installation of a medium-pressure gas pipeline and
					Overall, the utility works would be seen as a dominant change in the view.
S-19	View from footpath NS177, located within Jeskyns	High	Moderate	Moderate adverse	Project construction activity would occur over a medium-term period. Main Project (highway and associated infrastructure, earthworks, construction co
	Community Woodland. Also represents views from footpath NS177A (LLCA Istead Arable Farmlands). View centred north-west for			effect	There would be mid-range views of construction activities (approximately 0.35kr M2/A2/Lower Thames Crossing junction construction), with filtering of views pro Community Woodland. It is anticipated that young woodland within Jeskyns Con during the construction phase limiting views further, however, the worst case has
	recreational receptors.				Construction works for a WCH route along an existing footpath through Jeskyns midground. There would also be some views above intervening vegetation towar Crossing junction including two large viaducts. The dismantling of existing gantri would also be apparent along the A2 corridor. The concrete batching plant, up to compound to the north-east.
					Mature vegetation loss associated with the A2 widening would be apparent, inclu- along the existing A2 corridor. However, construction activity associated with the Crossing junction would be partially screened or filtered by intervening vegetation
					During night-time working, construction activity could result in a perceivable chai increased light sources, however, this lighting would be seen in the context of th and at Gravesend, an area with notable skyglow.
					Overall, construction activity associated with the widening of the A2 corridor, and road infrastructure at the M2/A2/Lower Thames Crossing junction, and the loss of this mid-range view.
					Project utility works – nature of effects
					There would be mid- to long-range views of OHL modifications to the north, how proposed M2/A2/Lower Thames Crossing junction and other locations would be be some loss of vegetation with the Jeskyns Community Woodland, Claylane W
					Overall, the utility works would result in a perceptible change to the view but would and elements.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as moderate rather than large due extent of low-level construction works visible.
S-20	View from a recreational	High	Moderate	Large	Project construction activity would occur over a medium-term period.
	permissive route within			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	Jeskyns Community Woodland (LLCA Istead Arable Farmlands). View centred north-east for	eneci	There would be close- to long-range views of construction activities from this loc woodland within Jeskyns Community Woodland. It is anticipated that young woo would continue to grow during the construction phase limiting views further, how current growth height.		
	recreational receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).				Construction works for a WCH route along an existing footpath through Jeskyns foreground. Taller features in the A2 compound (approximately 1km), including a would also be apparent in views above intervening vegetation to the north-east, M2/A2/Lower Thames Crossing junction structures (approximately 0.5km) and g with the Thong Lane green bridge south, largely visible against a backdrop of re- existing Telecom tower at Inn on the Lake. Dismantling of existing gantries and i

ulti-utility works on the south side of the A2. adjoining the Inn on The Lake, following nd multi-utility works.

compounds and WCHs) – nature of effects

km to WCH construction and 0.9km to rovided by intervening young trees in Jeskyns ommunity Woodland would continue to grow has been assessed at current growth height. Ins Community Woodland would be visible in the vards construction of the M2/A2/Lower Thames tries and installation of several new gantries to 25m high, could be just visible at the A2

cluding woodland within Claylane Wood and ne A2 widening and M2/A2/Lower Thames ion.

ange in the mid-range view at night due to the existing prominently lit condition on the A2

nd introduction of new viaducts and supporting s of mature vegetation, would be noticeable in

wever, views of ground level utility works at the be screened by existing vegetation. There would Wood and along the A2 corridor.

ould not alter the overall balance of features

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ue to retained existing vegetation limiting the

<u>compounds and WCHs) – nature of effects</u> ocation, which would be limited by intervening oodland within Jeskyns Community Woodland wever, the worst case has been assessed at

ns Community Woodland would be visible in the g a concrete batching plant up to 25m in height, t, along with construction works for the glimpses of construction activity associated retained woodland and seen in front of the d installation of the upper parts of new gantries,

Visual rece	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					road signs and replacement street lighting along the A2 corridor would be glimps construction works for the realigned Thong Lane and a new junction with the A2 apparent in proximity to the HS1 Springwell Feeder Station (electricity substation
					The removal of vegetation associated with the A2 widening would be apparent in and Ashenbank Woods SSSI between the A2 and HS1, Gravelhill Wood, woodle along the A2 corridor, opening up views towards construction works and highwa level construction operations would be obscured by retained vegetation in Jesky
					During night-time working, construction activity could result in a perceivable cha sources, some of which would be observable against the dark backdrop of the k existing lighting along the A2 corridor and skyglow from the urban area of Grave
					Overall, construction activity associated with the widening of the A2 corridor and the loss of woodland, would be noticeable in views.
					Project utility works – nature of effects
					The removal of existing vegetation required for the proposed utility works, includ would slightly open up views in the direction of the M2/A2/Lower Thames Crossi views of OHL modifications to the north-east. Utility works near the M2/A2/Lower screened by intervening buildings and retained vegetation within the Jeskyns Co
					Overall, the utility works would result in a noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as large rather than moderate due of construction works visible and the proximity of utility works.
S-20a	View from Jeskyns	High	Major	Large	Project construction activity would occur over a medium-term period.
	Community Woodland. Also represents views from			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	northern end of footpath NS177 (LLCA Istead Arable			enect	Construction activity would be more visible from this viewpoint compared to S-20 represents a worst-case scenario for views from Jeskyns Community Woodland.
	Farmlands). View centred north-east for recreational receptors.				Construction works for a WCH route along an existing footpath through Jeskyns foreground. There would also be mid-range, wide views of vegetation removal be views into the adjacent landscape south of Thong, where the A2 compound wou plant up to 25m in height. However, there would only be glimpsed views of grour
					There would be mid-range views of construction works for the new M2/A2/Lower works would be visible above the intervening and retained vegetation within Jesl the backdrop of the surrounding landform and wooded ridge within the Kent Dow visibility of construction works.
					The demolition of the existing A2 service area would be partially evident followin with construction works for the realigned Thong Lane and new junction with the HS1 Springwell Feeder Station (electricity substation). There would be glimpsed gantries and installation works for the upper parts of replacement street lighting, corridor.
					The removal of large areas of woodland would be apparent including remnant w Woods SSSI between the A2 and HS1 (approximately 0.9km), Gravelhill Wood (Shorne Woods Country Park (approximately 1.1km) and between HS1 and the A of construction works for the Thong Lane green bridge south on the wooded ridg tower at Inn on the Lake.
					During night-time working, construction activity could result in a perceivable changes sources, some of which would be observable against the dark backdrop of the Ker existing lighting along the A2 corridor and skyglow from the urban area of Grave

psed above vegetation. Glimpses of 2 (approximately 0.35km) would also be on).

t including remnant woodland within the Shorne dland within Claylane Wood and tree belts way infrastructure along the A2. However, lowerkyns Community Woodland.

hange in the view at night due to additional light Kent Downs AONB, although in the context of vesend.

nd M2/A2/Lower Thames Crossing junction and

uding that within the immediate foreground, ssing junction. There would be close-range ver Thames Crossing junction would be largely Community Woodland.

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e to vegetation removal increasing the extent

<u>compounds and WCHs) – nature of effects</u> 20 due to its elevated nature, therefore it nd.

ns Community Woodland would be visible in the between the A2 and HS1. This would open ould be visible including a concrete batching ound-level operations within the A2 compound.

ver Thames Crossing junction structures. These eskyns Community Woodland but seen against owns AONB, in part restricting and limiting

ing the removal of adjoining woodland, together e A2 (approximately 0.4km) in proximity to the ed views towards the dismantling of existing g, road signs and gantries along the A2

woodland within the Shorne and Ashenbank (approximately 1km), on the western edge of A2. In the background, there would be views dgeline, seen in front of the existing Telecom

ange in the view at night due to additional light Kent Downs AONB, although in the context of vesend.

Visual rece	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					Overall, construction activity associated with the widening of the A2 corridor, new N the substantial loss of woodland, would dominate the view.
					Project utility works – nature of effects
					The removal of existing vegetation required for the proposed utility works, includi would slightly open up views in the direction of the M2/A2/Lower Thames Crossir views of OHL modifications to the north-east. Utility works near the M2/A2/Lower screened by intervening buildings and retained vegetation within the Jeskyns Co
					Overall, the utility works would result in a noticeable change to the view.
					Justification for significance level where two significance categories are given in I
					The significance of effect has been assessed as large rather than very large due context of the existing road corridor and OHL.
S-21	View from footpath NU29/ Wealdway recreational route to the north of Ifield Court.	High	Minor	Slight adverse effect	Project construction activity would occur over a medium-term period. Main Project (highway and associated infrastructure, earthworks, construction co
	Also represents views from footpath NU18 (LLCA Istead Arable Farmlands). View centred east-north-east for			eneor	There would be mid- to long-range, partial views of construction activities over a Vegetation loss along the A2 corridor and within Claylane Wood ancient woodlan views of construction activities associated with the widening of the A2 corridor, la replacement street lighting, dismantling of some existing gantries and installation
	recreational receptors.				Intervening hedgerows along field boundaries and retained roadside planting wor from this location, however, a small section of vegetation on the west edge of Sh would be removed and this would be evident in the distance.
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with the widening of the A2 corridor, and in views but would not alter the overall balance of features and elements that correct the overall balance
					Project utility works – nature of effects
					From this location, the existing view is focused on the flat arable farmland in the futility works, which would be concentrated around the M2/A2/Lower Thames Cro location would be limited to long-range views of OHL modifications to the north-e
					Overall, the utility works would result in a barely noticeable change to the view.
					<u>Justification for significance level where two significance categories are given in I</u> The significance of effect has been assessed as slight rather than moderate due context of the existing road corridor.
S-22	View from Watling Street on	Low	Moderate	Slight	Project construction activity would occur over a medium-term period.
	the A2 overbridge (LLCA			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	Gravesend Southern Fringe). View centred east- south-east for users of the main road.			effect	The existing Marling Cross overbridge would be partially demolished and widened, Visual effects from Marling Cross overbridge would therefore be seen from the repl due to the lack of public access, there would be no views of works to the existing b
					In oblique views to the direction of travel, there would be close- to mid-range exterimmediate foreground from this elevated location.
			Vegetation clearance along the A2 corridor would be apparent, with loss in the invisibility of Valley Drive and the operation of the Marling Cross compound. In the including the southern edge of Claylane Wood ancient woodland (approximately 1.3km) would be visible.		
					In the foreground, construction activity would include realignment of the A2 with of wall visible, together with the construction of a new slip road between the M2/A2/ and a link road to the Henhurst Road junction. There would also be views toward

M2/A2/Lower Thames Crossing junction and

ding that within the immediate foreground, sing junction. There would be close-range er Thames Crossing junction would be largely community Woodland.

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e to construction works being viewed in the

compounds and WCHs) – nature of effects a wide extent of the view.

and would be evident. There would be limited largely confined to taller elements comprising on of new gantries and road signage.

ould screen most views of construction activity Shorne Woods Country Park at Gravelhill Wood

g lit condition of the A2 corridor.

nd the loss of vegetation, would be perceptible onstitute the existing view.

e foreground, largely remote from the proposed rossing junction. Views of utility works from this -east.

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e to construction works being viewed in the

compounds and WCHs) – nature of effects

ed, with no public access during these works. eplacement bridge. (It has been assumed that bridge from this location.)

tensive views of construction activities in the

immediate foreground resulting in increased ne midground, further vegetation removal ly 0.5km) and Gravelhill Wood (approximately

n construction of earthworks and a retaining 2/Lower Thames Crossing junction and the A2 rds the dismantling of existing gantries along

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					the A2, including the gantry in the foreground that currently obscures more distar works for the new M2/A2/Lower Thames Crossing junction and new large-scale v Construction works for the junction and viaducts would restrict further visibility tov AONB. The installation of new and replacement street lighting, new gantries and features across the view.
					The view would also include the demolition of some properties between the west construction works for a new roundabout along Henhurst Road and an attenuation
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with the modification of the A2 corridor, r associated structures, and loss of mature vegetation, would be noticeable in view corridor.
					Project utility works – nature of effects
					The existing view is dominated by the A2 and associated highway infrastructure, features in the view set against the skyline. The utility works would necessitate very and there would be views of multi-utility works along both sides the A2 corridor. The utility works along Hever Court Road to the east and beyond to installation of a measure. To the south-east there would also be mid-range views of OHL modification.
					Overall, the utility works would result in a noticeable change to the view.
S-23	View from NCN Route 177 adjacent to Claylane Wood, and the A2/Watling Street (LLCA Gravesend Southern Fringe). View centred south- east for recreational receptors.	N/A	Not assessed	Not assessed	This route would be permanently stopped up and become part of the M2/A2/Low existing PRoW/WCH links diverted away from this location, therefore this receptor visual assessment during construction or operation.
S-24	View from footpath NS167 adjacent to Claylane Wood. Also represents views from bridleway NS174 (LLCA Higham Arable Farmland (sub area Thong)) looking towards the Kent Downs AONB. View centred east for recreational receptors.	Moderate	Not assessed	Not assessed	As part of the Project, this recreational route would be stopped up during constru- completion. No views from this PRoW would therefore be experienced during con- considered as part of the visual assessment during construction.
S-25	View from footpath NS167*	Moderate	Not assessed	Not	Project construction activity would occur over a medium-term period
	at the western edge of			assessed	Main Project (highway and associated infrastructure, earthworks, construction co
	Thong village and Thong Conservation Area (LLCA Higham Arable Farmland (sub area Thong)). View centred south-west for				As part of the Project, this recreational route would be temporarily stopped up du construction activities would be diverted along a new route. However, the viewpo properties along the edge of Thong village, noting that garden features and veget sensitivity and assessment scores associated with the residential receptors, refer
	recreational receptors. * <i>Footpath NS167 to be</i>				There would be close- to mid-range, wide views of construction activity from this the construction of earthworks along the eastern edge of the M2/A2/Lower Tham associated WCH route. Once the earthworks are constructed in the foreground, the new road embankment and false cutting (approximately 0.1km), limiting visibility of the mathematical sectors of the mathemati
	closed during construction and not considered as part of visual receptors in the assessment at this location.				Prior to the earthwork construction and within the wider view, loss of mature vege of Claylane Wood ancient woodland, between the A2 corridor and HS1 and along also be views towards construction works for the new Project carriageway and as and two large new viaducts, one of which would appear prominent against the sk

ant views. With this removal, construction e viaducts would be prominent in views. cowards the A2 corridor within the Kent Downs nd road signs would also be clearly visible

- stbound A2 and Henhurst Road, as well as tion basin.
- g lit condition of the A2 corridor.
- , new viaducts with substantial earthworks and ews seen in the context of the existing road

e, and the existing 400kV OHL are prominent vegetation removal north and south of the A2 . This would include close-range views of multimedium-pressure gas pipeline along Watling ations.

wer Thames Crossing junction, with the otor has not been considered as part of the

ruction and diverted along a new route on construction and this receptor has not been

- <u>compounds and WCHs) nature of effects</u> during construction and, following completion of point represents a worst case from residential getation would restrict views in most cases. For fer to Table 2.2.
- is location, with the closest elements being for mes Crossing junction incorporating an , the view would largely become restricted by ibility of wider construction activity.
- getation would be apparent on the east edge ong the northern edge of the A2. There would associated slip roads, retaining wall structures skyline. Construction activity associated with

Visual rec	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	Commentary has been provided here to support the visual assessment of nearby residential properties. For sensitivity and assessment scores associated with the residential receptors, refer to Table 2.2. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).				replacement street lighting, dismantling of the existing gantries and installation of would be visible, although following the construction of viaducts and earthworks, The A2 compound would be largely screened by retained vegetation, however, the storage areas, fencing around the compound and the concrete batching plant (u During night-time working, construction activity could result in a perceivable char sources seen at close range, however, the changes would be seen in the context the A2 corridor. Overall, construction activity associated with the new carriageways, viaducts and earthworks, and the loss of mature vegetation, would dominate the view. <u>Project utility works – nature of effects</u> The removal of existing vegetation required for the proposed utility works would Claylane Wood ancient woodland. There would be close-range views of installate foreground view to the west. Immediately beyond this to the south-west, there w in the existing arable field. OHL modifications would also be visible, in mid-range Overall, the utility works would be seen as a dominant change in the view.
S-26	View from Thong village and Thong Conservation Area (residential properties along the east of Thong Lane) (LLCA Higham Arable Farmland (sub area Thong)). View centred south-south- east for residential receptors.	High	No change	Neutral effect	The built form and settlement context, together with established and mature peri Thong Lane, would screen utility works and Main Project construction activity, w location.
S-27	View from footpath NS169, looking towards Shorne Woods and the Kent Downs AONB (LLCA Higham Arable Farmland (sub area Thong)). View centred east- south-east for recreational receptors.	Moderate	Not assessed	Not assessed	As part of the Project, this recreational route would be permanently stopped up a towards the end of the construction phase. No views from this PRoW would ther this receptor has not been considered as part of the visual assessment during co
S-28 & S- (CH)01	View from footpath NS169* adjacent to Gravesend urban edge, looking towards Shorne Woods within the Kent Downs AONB, and St Mary Magdalene Church, Cobham (LLCA Higham Arable Farmland (sub area Thong)). View centred east- south-east for recreational receptors. * Footpath NS169 to be closed during construction	Moderate	Not assessed	Not assessed	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> As part of the Project, this recreational route would be temporarily stopped up du represents a worst case from residential properties along the edge of Gravesence would restrict views in some cases. For sensitivity and assessment scores assoce Table 2.2. This location would have close- to long-range extensive views of construction ac construction works for a WCH route in the foreground. In the midground view, the the construction of the new Project carriageway and associated slip roads on em viaducts forming part of the M2/A2/Lower Thames Crossing junction. Installation street lighting and signage. The A2 compound (approximately 1km) would also be visible from this location, against the backdrop of woodland in Shorne Woods Country Park. The compour to 25m in height. Within the wider view there would be extensive vegetation clear

- of new gantries and road signage along the A2 s, these features would be obscured.
- , there could be filtered glimpses of material (up to 25m high).
- ange in the view at night due to additional light ext of the prominently lit existing condition on
- and associated structures, with substantial
- Id include a broad swathe of trees within lation of a medium-pressure gas pipeline in the would be views of the A2 East Utility Hub, sited ge views to the west.
- eripheral vegetation within Thong village along which would not be discernible from this

o and a new route for the PRoW created erefore be experienced during construction and construction.

compounds and WCHs) - nature of effects

- during construction. However, the viewpoint end, noting that garden features and vegetation sociated with the residential receptors, refer to
- activity. There would be views towards there would be visibility of earthworks linked to embankment and within cutting and two new on of new gantries would be visible, as well as
- n, until obscured by road construction, set ound would include a concrete batching plant up earance and loss of mature vegetation along

Visual rec	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	 and not considered as part of visual receptors in the assessment at this location. Commentary has been provided here to support the visual assessment of nearby residential properties. For sensitivity and assessment scores associated with the residential receptors, refer to Table 2.2. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)). 				the northern edge of the A2 corridor, between the A2 and HS1, at Gravelhill Woo eastern edge of Claylane Wood ancient woodland. Until obscured by construction of the new junction, the repositioning and widenin apparent, as well as the dismantling of existing gantries, installation of new gantri demolition of the service area on the A2 westbound carriageway. During night-time working, construction activity could result in a perceivable char of additional light sources, including lighting of the construction compound and a viaducts at the M2/A2/Lower Thames Crossing junction. However, this lighting w existing lighting along the A2 corridor and lighting from housing on the edge of G Overall, construction activity associated with the new carriageways, viaducts and earthworks, and the loss of mature vegetation, would dominate the view. <u>Project utility works – nature of effects</u> There would be a series of utility works around the M2/A2/Lower Thames Crossis feature prominently in foreground views to the south. Views would include works divert the existing 400kV OHL between the A2 and Thong Lane, east of Claylane of new pylon towers, including a tower within Claylane Wood, up to 75m high. In with installation of two high-pressure gas pipelines, one medium-pressure gas pi Portal, with installation of other underground utilities along the A2 corridor potent East Utility Hub may also be partially visible beyond the A2 West Utility Hub. Vegetation clearance required for the proposed utility works would result in some corridor would be apparent in a small part of the view. Utility works would span a view to the south and east. Overall, the utility works would dominate the view.
S-29	View from the Kent Downs AONB on Shorne Ifield Road located to the north of Shorne Woods Country Park (LLCA Higham Arable Farmland (sub area Chalk)). View centred north-west for users of the local road.	High	Major	Very large adverse effect	 Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction activity from</u> worst-case view from Shorne Ifield Road given its elevated nature and position recover a mould be views towards construction activity at the southern tunnel entrance excavation works for the South Portal cutting slopes, extensive material storage al slopes, and construction works for several attenuation basins. The tallest elements prominent in views, with the compound visible across the full extent of the view on crane would be required in the short term. Views of construction works for the new location in cutting. There would also be some distant views of construction activity associated with the River Thames. However, these features would not be the focus of this view of 5km). During construction, much of the foreground field would be planted with new woor planting. During night-time working, construction activity could result in a perceivable and receptor at night due to additional light sources seen in the midground. However context of existing lighting within Gravesend and Tilbury, which is visible in the d Overall, construction activity across the full extent of the midground associated with and substantial earthworks, would be dominant in views.

ood adjacent to Thong Lane and along the

ing of the existing A2 corridor would be htries, new street lighting and road signs, and

ange in the view at night due to the presence activity associated with construction of the new would be seen in the context of prominent Gravesend.

nd highway infrastructure, with substantial

ssing junction. The A2 West Utility Hub would ks to at first temporarily and then permanently ane Wood. Diversion would require installation In addition, there would be works associated pipeline and a power supply for the South entially visible in more distant views. The A2

ne loss of Claylane Wood, and along the A2 a large proportion of the existing panoramic

compounds and WCHs) – nature of effects

om this location. This view is considered a n next to a break in the roadside vegetation.

nce compound (approximately 0.3km), including along the edge of the South Portal cutting nts in the compound (up to 25m high) would be on the site of the existing golf course. A tall tower ew carriageway would be restricted due to its

n the northern tunnel entrance compound and hove existing ground level on the north side of v due to their distance (approximately 4.7km to

oodland as ancient woodland compensation

nd prominent change in the view from this er, this lighting would be observable in the e distance.

with the southern tunnel entrance compound

Visual re	eceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					Project utility works – nature of effects
					The elevation of the location affords long-range views across the River Thames t to the north of installation of a high-pressure gas pipeline and the OHL modificati of the western edge of the Shorne Ifield Road Utility Hub to the north-east, as a r Overall, the utility works would result in a noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as very large rather than large due extent of construction and utility works visible.
S-30	View from Thong Lane on	Moderate	Major	Large	Project construction activity would occur over a medium-term period.
	the eastern urban edge of			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	Gravesend (Riverview Park) adjacent to the entrance of Southern Valley Golf Club (LLCA Gravesend Urban Area). View centred south- south-east for users of the local road.			effect	There would be close- to mid-range views of construction activity. This view repre- although as part of the Project, the existing highway would require diversion over would be temporarily closed during a period of the construction phase. (Views to 31.) This is a narrowly focused view along Thong Lane which, as a result of vegetatio to the east within the Southern Valley Golf Club and to the south-east around the wider view and include the southern edge of the southern tunnel entrance compo- and Thong Lane green bridge north would be prominent in the immediate foreground the cutting for the new Project carriageway would also be visible. The partially re- the adjacent residential properties would restrict views of construction works furth During night-time working, construction activity could result in a perceivable chan increased light sources adjacent to Thong Lane. However, this view is currently in Park and along Thong Lane. Overall, construction activity within the immediate foreground associated with Thre earthworks for the cutting slopes and the southern edge of the southern tunnel en- would dominate the view.
					<u>Project utility works – nature of effects</u> The removal of existing vegetation within the Southern Valley Golf Club, required from this location in close- to mid-range views. There would also be close-range and beyond to OHL modifications, and works to install two high-pressure gas pip Overall, the utility works would dominate the view.
					Justification for significance level where two significance categories are given in I The significance of effect has been assessed as large rather than moderate due viewpoint.
S-31 View from footpath NG8* Moderate located within Southern Valley Golf Club at the urban edge of Gravesend (Riverview Park) (LLCA Higham Arable Farmland (sub area Chalk)). View centred east-north-east for	Moderate	Not assessed	Not assessed	Project construction activity would occur over a medium-term period. <u>Main Project (highway and associated infrastructure, earthworks, construction co</u> As part of the Project, this recreational route would be permanently stopped up a towards the end of the construction phase. Views from this PRoW during constru- however, effects described below are representative of views from the adjacent r Riverview Park. For sensitivity and assessment scores associated with the resider This is a close- to mid-range view, with more distant visibility towards Shorne (application)	
	recreational receptors.				towards construction activity in the southern part of the southern tunnel entrance cutting slopes of the South Portal would be visible in the immediate foreground. I the activity and movements associated with material removal would be readily ap

s to the north. There would be mid-range views ations beyond. There are also likely to be views a result of vegetation removal.

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ue to the elevated nature of views and the

<u>compounds and WCHs) – nature of effects</u>

presents vehicle users along Thong Lane, ver the new Thong Lane green bridge north and to the north are represented by viewpoint S-

tion clearance along the roadside and beyond he former Hartshill Nursery, would become a pound. Construction works for a WCH route ground. Substantial earthworks associated with retained vegetation west of Thong Lane and irther south.

ange in the view at night as a result of y influenced by light sources within Riverview

hong Lane green bridge north, substantial entrance compound, and loss of vegetation,

ed as part of the utility works, would be visible e views of multi-utility works along Thong Lane ipelines in the midground.

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e to construction works being close to the

compounds and WCHs) – nature of effects

and a new route for the PRoW created ruction would therefore not be possible, t residential properties on Thong Lane within dential receptors, refer to Table 2.2.

approximately 1.7km). There would be views ce compound. Construction works for the . While these would be at a lower elevation, apparent. There could also be views of works

Visual receptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
* Footpath NG8 to be close during construction and not considered as part of visual receptors in the assessmen at this location. Commental has been provided here to support the visual assessment of nearby residential properties. For sensitivity and assessment scores associated with the residential receptors, refer to Table 2.2. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)	t Y			associated with the new carriageway, including installation of gantries, signage a within the cutting. Vegetation loss within the Southern Valley Golf Club would open up views to the construction activity is likely to include site welfare offices, car parking, workshop height. A prominent tower crane required in the short term would be visible. Vege Nursery would also be apparent, with more open views to the fields beyond. During night-time working, construction activity could result in a perceivable char increased light sources within this typically unlit landscape. However, this view is distance to the north of the River Thames, including London Gateway Port and C Overall, construction activity within the immediate foreground for the substantial slopes, operation of the southern tunnel entrance compound, and loss of vegetation the removal of existing vegetation within the Southern Valley Golf Club, required from this location in mid-range views. There would be mid-range views of the OF combination with installation of a high-pressure gas pipeline beyond.
S-32 View from elevated location along footpath NS316 located immediately west of Shorne Hill, with views to the Kent Downs AONB. Also represents views from footpath NS163 (LLCA Higham Arable Farmland (sub area Chalk)). View centred west for recreationa receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)	e Moderate	Major	Large adverse effect	Project construction activity would occur over a medium-term period. Main Project (highway and associated infrastructure, earthworks, construction construction activity associated with a properties of the southern tunnel excavation for the South Portal cutting slopes. Much of the southern tunnel exconnecte batching plant up to 25m high, together with a prominent tower crane restring ground level. The construction activities associated with Thong Lane green bridge north could would also be long-range views towards the operation of the A226 Gravesend Refine the short term, and construction activities associated with Thong Lane green bridge north could would also be long-range compound and North Portal (approximately 4.5km to 4.) The construction activities associated with Thong Lane green bridge north could would also be long-range views towards the operation of the A226 Gravesend Refin the short term, and construction activities associated with the advanced grout northern tunnel entrance compound and North Portal (approximately 4.5km to 4.) The distance and closer-range construction activity culd result in a perceivable char increased light sources, however, these would be seen in conjunction with extent Tilbury, Chadwell St Mary and Grays. Overall, construction works for the South Portal and substantial earthworks along southern tunnel entrance compound, would be dominant in views. Project utility works – nature of effects There would be mid-range views to the west of the installation of a high-pressure distant multi-utility works, including those along the A226 Gravesend Road, are uthere would be mid-range views of the Shorne Ifield Road Utility Hub, seen on ris Utility works would include the removal of approximately 2.8km of existing wood Lane

and street lighting, although largely obscured

ne wider compound area. This wider view of ops, and a concrete batching plant up to 25m in getation loss around the former Hartshill

ange in the view at night as a result of is currently influenced by light sources in the Canvey Island.

al earthworks along the carriageway cutting tation, would be dominant in views.

ed as part of the utility works, would be visible DHL modifications to the south-east in

compounds and WCHs) – nature of effects

with the South Portal (approximately 1.25km) I entrance compound would be visible across welfare offices, car parking, workshops, and a required in the short term.

ub and around the former Hartshill Nursery, edge of Gravesend, at up to 17m above

Id also be apparent in the wider view. There Road and Milton compounds, including cranes at works (approximately 1.7km), as well as the 4.8km) north of the River Thames, but due to a visual focus.

ange in the view at night as a result of ensive existing lighting including at Gravesend,

ng the cutting slopes, and operation of the

re gas pipeline and OHL modifications. More e unlikely to be discernible. To the south-west rising ground in front of Brummelhill Wood. d pole-mounted 33kV OHL from west of Thong ceptible change to the view.

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e to the elevated nature of views and the wide

Visual re	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
S-33	View taken at intersection of footpaths NG7, NG8, NG9, on northern edge of Southern Valley Golf Club (LLCA Higham Arable Farmland (sub area Chalk)). View centred north-west for recreational receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).	Moderate	Not assessed	Not assessed	As part of the Project, this recreational route would be temporarily stopped up an created towards the end of the construction phase. No views from this PRoW we construction and this receptor has not been considered as part of the visual asso
S-34	View from footpath NS163A*	Moderate	Not assessed	Not	Project construction activity would occur over a medium-term period.
	located adjacent to			assessed	Main Project (highway and associated infrastructure, earthworks, construction co
	residential properties fronting the A226 Gravesend Road (LLCA Higham Arable Farmland (sub area Chalk)). View centred south-west for recreational receptors. * Footpath NS163A to be closed during construction and not considered as part of visual receptors in the assessment at this location. Commentary has been provided here to support the visual assessment of nearby residential properties. For sensitivity and assessment scores associated with the residential receptors, refer to Table 2.2.				As part of the Project, this recreational route would be temporarily stopped up de this PRoW would not be possible during construction. However, effects describes from the adjacent residential properties, albeit worst case given the reduced visi For sensitivity and assessment scores associated with the residential receptors, Within the immediate foreground, the adjoining southern tunnel entrance compo- across the adjacent slope, as well as construction works for a WCH route. In the midground, activity and taller elements within the southern tunnel entrance intervening ridgeline. It is unlikely that the concrete batching plant or tower crane Construction works for a series of attenuation basins would also be apparent wit In the distance, construction activity associated with the South Portal cutting slo would be visible. The removal of vegetation within Southern Valley Golf Club an also be apparent. During night-time working, construction activity could result in a perceivable cha increased light sources within this typically unlit landscape. While this view is cu Riverview Park (and for the adjoining residential receptors by street lighting and Road), night-time activity would be seen within the backdrop of a dark landscape Overall, construction activity in the foreground and operation of the southern tun in views. <u>Project utility works – nature of effects</u> The existing view to the south-west comprises a rolling arable landscape crosse
					range views of OHL modifications in combination with mid-range views of installadistant utility works are unlikely to be discernible from this location. Overall, the utility works would result in a noticeable change to the view.
S-35 & S		Low	Major	Moderate	Project construction activity would occur over a medium-term period.
(CH)03a	Road near Chalk (LLCA			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	Higham Arable Farmland (sub area Chalk)). View centred south-south-east for users of the main road.			effect	There would be close-range views south, of construction activity in the immediat Portal and the new substation (slightly to the west of the viewpoint photograph), entrance compound. There could be views towards taller elements in the compo 25m in height), together with the upper extent of a tower crane present in the sh
					Construction activity associated with the hilltop landform on the rising slopes near although construction works at the South Portal would be concealed in cutting.

and a new route for the PRoW to the west would therefore be experienced during ssessment during construction.

compounds and WCHs) – nature of effects

during construction, and therefore views from bed below are broadly representative of views isibility due to intervening roadside vegetation. rs, refer to Table 2.2.

bound would be visible within the dry valley and

nce compound would be visible, behind the ne (present in the short term) would be visible. within the dry valley.

lopes and the Thong Lane green bridge north and around the former Hartshill Nursery would

nange in the view at night as a result of currently influenced by light sources within nd vehicle lights along the A226 Gravesend upe to the south.

unnel entrance compound would be noticeable

sed by prominent OHL. There would be closeallation of a high-pressure gas pipeline. More

compounds and WCHs) - nature of effects

iate foreground for the access road to the South a), as well as operation of the southern tunnel pound including a concrete batching plant (up to short term.

ear the South Portal would be apparent,

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	Night-time photograph available from this location				Hedgerow removal would be apparent along the A226 Gravesend Road and a ne views towards some existing farm buildings (slightly to the west of the viewpoint
	(refer to Figure 7.18 (Application Document 6.2)).				During night-time working, construction activity could result in a perceivable char increased light sources within this typically unlit landscape. While this view is cur A226, night-time activity within the compound would be extensive and seen within be adversely affected by additional light sources during construction.
					Overall, construction activity in the foreground and within the wider southern tunn view.
					Project utility works – nature of effects
					There would be close-range views of multi-utility works along the A226 Gravesend mid- to long-range views of OHL modifications to the south-east.
					Overall, the utility works would result in a noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as moderate rather than slight due viewpoint.
S-36	View from footpath NS172	Moderate	Minor	Slight	Project construction activity would occur over a medium-term period.
	off Queen's Farm Road.			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	Also represents views from footpath NG5 (LLCA Higham Arable Farmland (sub area				There would be long-range, limited, glimpsed views of construction activity (appre earthworks on rising landform. Construction works at the South Portal would be of
	Chalk)). View centred west for recreational receptors.				The upper parts of welfare offices, workshops and a concrete batching plant (up compound would be visible from this location, together with the tower crane pres
					Vegetation removal would be apparent on the horizon at Gravesend Golf Centre.
					In addition, there would be glimpsed views towards the operation of the A226 Gra compound in the westerly view across agricultural fields, including the use of crait facilitate the advanced grout tunnel.
					During night-time working, construction activity could result in a perceivable chan increased light sources within this typically unlit area of landscape. However, this in the urban area of Gravesend and by more distant light sources along the River
					Overall, construction activity associated with the operation of the southern tunnel views but would not alter the overall balance of features and elements that const
					Project utility works – nature of effects
					The existing view is characterised by a prominent OHL crossing the landscape. The utility works along the A226 Gravesend Road, as well as OHL modifications to the modifications across the River Thames are unlikely to be discernible in long-range.
					Overall, the utility works would result in a perceptible change to the view but wou and elements.
S-37 &	View from NCN Route 1	High	Moderate	Moderate	Project construction activity would occur over a medium-term period.
S-(CH)	/footpath NG2/NG4 adjacent			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
03b	to former Thames and Medway Canal (LLCA Shorne and Higham			effect	There would be long-range, extensive southerly views, of construction works (ap view represents a worst-case scenario, given the elevated position which is only footbridge.
	Marshes). View centred south for recreational receptors.				There would be long-range views towards construction activity within the souther 1.2km), which would facilitate the construction of the South Portal, as well as mid Gravesend Road compound (approximately 0.6km), which would facilitate the ad visible within the southern tunnel entrance compound include welfare offices, car

nearby field boundary, which would open up at photograph).

ange in the view at night as a result of urrently influenced by light sources along the hin a dark landscape to the south, which would

nnel entrance compound would dominate the

nd Road and to the south. There would also be

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ue to construction works being close to the

compounds and WCHs) – nature of effects

proximately 1.75km), including the South Portal concealed in cutting.

up to 25m in height) in the construction esent in the short term.

re.

Gravesend Road compound and Milton ranes in the short term, present in order to

ange in the view at night as a result of his view is influenced by existing light sources ver Thames to the north-west.

el entrance compound would be perceptible in stitute the existing view.

. There would be long-range views of multithe south-west. To the north-west, OHL nge views.

ould not alter the overall balance of features

<u>compounds and WCHs) – nature of effects</u> approximately 1.75km) from this location. This ly available on the Thames and Medway Canal

ern tunnel entrance compound (approximately nid-range views of the operation of the A226 advanced grout tunnel. Elements likely to be ar parking, workshops and a concrete batching

Visual rec	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					plant (up to 25m in height). Prominent cranes would also be apparent in both the A226 Gravesend Road compound in the short term.
					Construction activity associated with the earthworks around the South Portal and the rising slopes near the South Portal would also be visible, although construction largely concealed in cutting. Construction activity on the lower rising slopes would vegetation along A226 Gravesend/Rochester Road. Construction of a hilltop land urban edge of Gravesend (up to 17m above existing ground level) would also be
					Vegetation removal would be apparent on the horizon at Gravesend Golf Centre.
					During night-time working, construction activity could result in a perceivable chan increased light sources, however, this view is currently influenced by extensive lig and by light sources along the A226.
					Overall, construction activity within the extensive southern tunnel entrance comp
					Project utility works – nature of effects
					The existing view is characterised by the large-scale, flat arable landscape in the fe can be seen spanning across the view. Mid-range views of the short stretch of pro- Higham Road and long-range views of multi-utility works along the A226 Gravese
					Overall, the utility works would result in a barely noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as moderate rather than large due panoramic view.
S-38a	View from Saxon Shore Way	High	Minor	Slight	Project construction activity would occur over a medium-term period.
	Long Distance Path/footpath NS138 at intersection with bridleway NS318 adjacent to Shornemead Fort. Also represents views from			adverse effect	<u>Main Project (highway and associated infrastructure, earthworks, construction co</u> This viewpoint is part of a 360° panoramic view from the southern bank of the Riv assessment, this northerly view has been considered separately from the souther Viewpoint 38b represents the southerly view.
	footpath NG1 (LLCA Shorne and Higham Marshes). View centred north-west for				There would be long-range views north, of construction activity within the norther construction works for the North Portal (approximately 1.8km to 2.1km), although above existing ground level) around the North Portal would partially obscure view
	recreational receptors. Night-time photograph available from this location				During night-time working, construction activity could result in a perceivable chan increased light sources within the Tilbury Marshes, associated with tunnelling ope and activity. However, construction lighting would be viewed in the context of are Tilbury Docks and London Gateway Port.
	(refer to Figure 7.18 (Application Document 6.2)).				Overall, construction activity associated with operation of the northern tunnel entry be perceptible in long-range views, but would not alter the overall balance of feat existing view.
					Project utility works - nature of effects
					Distant views of utility works, including OHL modifications, across the River Than distance (approximately 2.2km).
					Overall, the utility works would result in a barely noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as slight rather than moderate due panoramic view.
S-38b	View from Saxon Shore Way	High	Minor		Project construction activity would occur over a medium-term period.
	Long Distance Path/footpath				Main Project (highway and associated infrastructure, earthworks, construction co

ne southern tunnel entrance compound and the

nd the access road and Rendezvous Point on ction works for the South Portal itself would be uld be partially softened by intervening ndform between the South Portal and the be visible.

e.

ange in the view at night as a result of lighting within the urban area of Gravesend

pound would be noticeable in views.

e foreground and the A226 Gravesend Road proposed multi-utility works along Lower esend Road would be barely noticeable.

<u>n LA 104</u>

ie to the limited overall effect on the wide

compounds and WCHs) – nature of effects River Thames. For the purposes of the nerly view due to the different impacts.

ern tunnel entrance compound and towards gh sculptural landscape mounding (up to 17m ews.

ange in the view at night as a result of operations and increased night-time movement reas of existing prominent lighting such as at

ntrance compound and the North Portal would atures and elements that constitute the

ames are unlikely to be discernible at this

n LA 104 ue to the limited overall effect on the wide

compounds and WCHs) – nature of effects

Visual rece	ptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
	NS138 at intersection with bridleway NS318 adjacent to Shornemead Fort. Also			Slight adverse effect	This viewpoint is part of a 360° panoramic view from the southern bank of the Ri assessment, this southerly view has been considered separately from the norther Viewpoint 38a represents the northerly view.
	represents views from footpath NG1 (LLCA Shorne				There would be long-range views, of construction activity to the south-west from S-37, albeit views would be slightly more distant (approximately 1.4km to 2.5km)
	and Higham Marshes). View centred south-west for recreational receptors.				There would be views towards construction activity within the southern tunnel en which would facilitate construction works for the South Portal, as well as within th (approximately 1.9km) and Milton compound (approximately 1.4km), which would Elements likely to be visible within the southern tunnel entrance compound inclusion and a concrete batching plant (up to 25m in height). Prominent cranes would als entrance compound, A226 Gravesend Road compound and Milton compound in
					Construction activity associated with the earthworks around the South Portal and the rising slopes near the South Portal would be apparent, although construction partially concealed in cutting. Construction activity on the lower rising slopes wou vegetation along A226 Gravesend/Rochester Road. Construction of a hilltop land urban edge of Gravesend (up to 17m above existing ground level) would also be
					Vegetation removal would be apparent on the horizon at Gravesend Golf Centre
					During night-time working, construction activity could result in a perceivable char increased light sources, however, this view is currently influenced by extensive li and by light sources along the A226.
					Overall, construction activity associated with the southern tunnel entrance component perceptible in views but would not alter the overall balance of features and elements
					Project utility works – nature of effects
					The existing view comprises extensive views across the flat and large-scale land there would be long-range views of OHL modifications. Multi-utility works along L Gravesend Road to the south-west are unlikely to be discernible.
					Overall, the utility works would result in a barely noticeable change to the view.
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as slight rather than moderate due panoramic view.
S-39 & S-	View from local recreational	High	Minor	Slight	Project construction activity would occur over a medium-term period.
(CH)04	ground on area of elevated			adverse	Main Project (highway and associated infrastructure, earthworks, construction co
	ground at Windmill Hill, within residential area of Gravesend (LLCA			effect	There would be long-range views north-east, of construction activity on the north location, with views focused by existing vegetation. This represents a worst-case construction works would be visible through a gap in the vegetation.
	Gravesend Urban Area). View centred north-north- east for residential receptors.				There would be views towards construction works for the North Portal and the op compound (approximately 2.4km to 3.7km), although sculptural landscape moun around the North Portal would partially obscure views. Glimpsed views of constru- just evident.
					There would not be a perceivable change in the view at night due to the existing existing lighting apparent, including in Gravesend and at London Gateway Port. Overall, construction activity associated with the compound area, earthworks and
					 <u>Project utility works – nature of effects</u> Distant views of utility works, including OHL modifications, across the River Thar distance (approximately 3km).
					Overall, the utility works would result in a barely noticeable change to the view.

River Thames. For the purposes of the herly view due to the different impacts.

m this location, with impacts similar in nature to m).

entrance compound (approximately 2.5km), a the A226 Gravesend Road compound buld facilitate the advanced grout tunnel. clude welfare offices, car parking, workshops also be visible within the southern tunnel in the short term.

and the access road and Rendezvous Point on on works for the South Portal itself would be yould be partially softened by intervening andform between the South Portal and the be visible.

re.

ange in the view at night as a result of e lighting within the urban area of Gravesend

npound and the South Portal would be ments that constitute the existing view.

ndscape of Shorne Marshes. To the south, g Lower Higham Road and along the A226

in LA 104 ue to the limited overall effect on the wide

<u>compounds and WCHs) – nature of effects</u> rth side of the River Thames from this elevated use scenario due to the elevated position where

operation of the northern tunnel entrance unding (up to 17m above existing ground level) struction works for Tilbury Viaduct could also be

ng lit condition of the landscape, with extensive t.

and road building would be perceptible in views.

names, are unlikely to be discernible at this

Visual ree	ceptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
					Justification for significance level where two significance categories are given in
					The significance of effect has been assessed as slight rather than moderate due context of existing industrial buildings along the River Thames.
N-Dep-	View from footpath	Moderate	Moderate	Moderate	Project construction activity would occur over a medium-term period.
RV-01	KT/NS/176. Also represents views from footpath			adverse effect	Main Project (highway and associated infrastructure, earthworks, construction co
	KT/NS/175 (LLCA Istead Arable Farmlands). View centred west-north-west for recreational receptors.				Construction works for a new WCH route would be visible to the south of Church would also be glimpses of construction works for a new roundabout junction alor attenuation basin, and widening works for the A2 corridor to the north-east. Thes grass mound north of Church Lane. Vegetation removal near the residential proproved ro facilitate utility works, would also be apparent and or result.
					Further west, there would be glimpses of construction works at the Gravesend E existing bridge structure across the A2 and replacement lighting columns. There works along the verge of the westbound A2 carriageway and the replacement of and Church Lane and buildings along the HS1 corridor would provide some scre
					There would not be a perceivable change in the view at night due to the existing
					Overall, construction activity associated with the widening of the A2 corridor, imp and the loss of mature vegetation would be noticeable in views.
					Project utility works – nature of effects
					Vegetation removal would be apparent along Henhurst Road to the north-east, ir residential properties along Henhurst Road. Glimpses of construction works assoutility corridors would also be visible along Henhurst Road near its junction with the Church Lane would provide some screening.
					Further west, vegetation removal and construction works for multi-utility corridors between HS1 and the A2 would largely be screened by tree belts between HS1 a HS1 corridor.
					Overall, the utility works would result in a perceptible change to the view.
N-Dep-	View from footpath	Very high	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction co
RV-02	KT/NS/168, north-west of Woodlands Lane in Shorne				No Main Project construction works would be visible from the footpath.
	Ridgeway (LLCA West Kent				Project utility works – nature of effects
	Downs (sub area Shorne)). View centred north-west for recreational receptors.				No utility works would be visible from the footpath.
N-Dep-	View from Swiller's Lane	Moderate	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction co
RV-03	and residential properties along Barndale Court and	for users of Swiller's			No Main Project construction works would be visible from Swiller's Lane or the re
	Warren View, east of Shorne	Lane High for residents			Project utility works – nature of effects
	village (LLCA Shorne Wooded Slopes). View centred south-east for recreational and residential receptors.		No change	Neutral effect	No utility works would be visible from Swiller's Lane or the residential properties.

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ue to construction works being viewed in the

compounds and WCHs) - nature of effects

The change in the field adjacent to the road. There long Henhurst Lane, including a new nese works would be partially screened by the roperties on Henhurst Lane and along the A2 d open up views of construction works as a

I East junction, including the widening of the re would also be glimpses of construction of gantries. However, tree belts between HS1 creening.

ng lit condition of the A2 corridor.

mprovements at the Gravesend East junction,

, including some evergreen trees at the ssociated with the installation of several multih the A2, although the grass mound north of

ors at the Gravesend East junction and 1 and Church Lane, and by buildings along the

compounds and WCHs) - nature of effects

<u>compounds and WCHs) – nature of effects</u> e residential properties

Visual rec	eptor	Sensitivity	Magnitude and nature of effect	Significance of effect	Commentary
N-Dep-	View from footpath	Moderate	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction cor
RV-04	KT/NS/159. Also represents views from footpath				No Main Project construction works would be visible from the footpath.
	KT/NS/156 (LLCA Shorne				Project utility works – nature of effects
	Wooded Slopes). View centred south-south-west for recreational receptors.				No utility works would be visible from the footpath.
N-Dep- RV-05	View from the junction of footpath MR26 and bridleway MR24, including the Augustine Camino Long Distance Path and Medway Valley Rail Trails – Aylesford (LLCA Medway Valley (sub area The Eastern Scarp). View centred north for recreational receptors.	Omitted due	to design changes	at the Burham r	hitrogen deposition compensation site.
N-Dep- RV-06	View from footpath MR601, the North Downs Way and the panoramic Ordnance Survey (OS) map viewpoint at the Blue Bell Hill picnic site (LLCA Medway Valley (sub area The Eastern Scarp). View centred south- west for recreational receptors.	Omitted due	to design changes	at the Burham r	nitrogen deposition compensation site.
N-Dep- View from footpath KH31		Very high	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction cor
RV-07	and adjacent residential properties along a farm	for users of footpath KH31			No Main Project construction works would be visible from the footpath or residenti
	access track off Bell Lane				Project utility works – nature of effects
	(LLCA Mid Kent Downs (sub area Bredhurst)). View centred south-south-west for recreational and residential receptors.	Moderate for residents	No change	Neutral effect	No utility works would be visible from the footpath or residential properties.
N-Dep-	View from footpath KH31,	Very high	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction cor
RV-08	KH30 and the North Downs Way (LLCA Mid Kent Downs				No Main Project construction works would be visible from the footpath.
	(sub area Bredhurst)). View centred east-north-east for				Project utility works – nature of effects
	recreational receptors.				No utility works would be visible from the footpath.
N-Dep-	View from footpath KH646	Very high	No change	Neutral effect	Main Project (highway and associated infrastructure, earthworks, construction cor
RV-09	(LLCA Mid Kent Downs (sub area Bredhurst)). View				No Main Project construction works would be visible from the footpath.
	centred north-west for				Project utility works – nature of effects
	recreational receptors.				No utility works would be visible from the footpath.

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n compounds and WCHs) – nature of effects
dential properties.
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n compounds and WCHs) – nature of effects
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Visual receptor reference	are shown on Figure 7.16: Visual Effects Drawing with Representation Address (residential property)/PRoW/road/type of	Sensitivity	Magnitude of visual effect
Residential properties 'R'	receptor		
VR-S01-R-001	Residential properties along Lodge Lane, east of Cobham	Moderate	Negligible
VR-S01-R-002	Oak Tree Cottage, Knights Place Farm and adjacent	Moderate	Negligible
VR-301-R-002	residential properties	Moderate	Negligible
VR-S01-R-003	Residential properties on Bowesden Lane, Shorne	Moderate	Negligible
VR-S01-R-004	Park Farm House, Bowesden Lane, Shorne	Moderate	Minor
VR-S01-R-005	Residential properties on Squires Close and Sharfleet Drive, Strood	High	Moderate
VR-S01-R-006	Residential properties on Old Watling Street, Strood	High	Moderate
VR-S02-R-001	Residential properties along Thong Lane, Riverview Park	High	Major
VR-S02-R-002	Residential properties at the junction of Halfpence Lane and The Street in Cobham village	High	Negligible
VR-S02-R-003	The Mount, north of Cobham	Moderate	Negligible
VR-S02-R-004	Scalers Hill and The Nook, north of Cobham	Moderate	Minor
VR-S02-R-005	Residential properties on Jeskyns Road near Owletts	Moderate	Negligible
VR-S02-R-006	Residential properties near the junction of Henhurst Road and Jeskyns Road, north-west of Cobham	Moderate	Negligible
VR-S02-R-007	Residential properties along Henhurst Road	Moderate	Minor
VR-S02-R-008	Ifield Rectory, Church Road	Moderate	Negligible
VR-S02-R-009	Hever Court Farm, Church Road	Moderate	Negligible
VR-S02-R-010	Residential properties on Church Road and near Ifield Court Farm	Moderate	Negligible
VR-S02-R-011	Landway Cottage, north-west of Ifield Court Farm	Moderate	Minor
VR-S02-R-012	New Cottages, Church Road	Moderate	Minor
VR-S02-R-013	Residential properties along Hever Court Road, Watling Street, Old Watling Street, Chalky Bank and Wrotham Road, southern edge of Gravesend	High	Minor
VR-S02-R-014	Marlborough House, Little Birches, Stamford House, Still Meadow and Castle Shaw, A227 Wrotham Road near Istead Rise	Moderate	No change
VR-S02-R-015	Residential properties along The Glades, southern edge of Gravesend	High	Minor
VR-S02-R-016	Residential properties along Mackenzie Way and Valley Drive (west), southern edge of Gravesend	High	Moderate

Significance of effect
Neutral effect
Neutral effect
Slight adverse effect
Slight adverse effect
Moderate adverse effect
Moderate adverse effect
Large adverse effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Neutral effect
Neutral effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Slight adverse effect
Neutral effect
Moderate adverse effect
Moderate adverse effect

The locations of visual receptors are shown on Figure 7.16: Visual Effects Drawing with Representative Viewpoint and Photomontage Locations (Application Document 6.2)						
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect		
VR-S02-R-017	Residential properties along Valley Drive (east) and northern part of Sheldon Heights, southern edge of Gravesend	High	Moderate	Moderate adverse effect		
VR-S02-R-018	Residential properties along southern part of Sheldon Heights, southern edge of Gravesend	High	Major	Large adverse effect		
VR-S02-R-019	Residential properties within Istead Rise	High	No change	Neutral effect		
VR-S02-R-020	Residential properties along Davy's Place, eastern edge of Gravesend	High	Major	Very large adverse effect		
VR-S02-R-021	Residential properties along eastern side of Fairfields, eastern edge of Gravesend	High	Moderate	Large adverse effect		
VR-S02-R-022	Residential properties along the northern side of Astra Drive, eastern edge of Gravesend	High	Minor	Slight adverse effect		
VR-S02-R-023	Residential properties along Astra Drive, Gazelle Glade, Glenrosa Gardens and Genesta Glade, eastern edge of Gravesend	High	Major	Very large adverse effect		
VR-S02-R-024	Thong Mead, south of Thong village	Moderate	Major	Large adverse effect		
VR-S02-R-025	Thong Lodge, south of Thong village	Moderate	Moderate	Moderate adverse effect		
VR-S02-R-026	Residential properties on Thong Lane in Thong village (western side)	High	Major	Large adverse effect		
S-26	Residential properties along the east of Thong Lane in Thong village	High	See S-26	See S-26		
VR-S02-R-027	Residential properties on Thong Lane in Thong village (north-western side)	High	Major	Very large adverse effect		
VR-S02-R-028	Hartshill Bungalow, Thong Lane	High	Major	Very large adverse effect		
VR-S02-R-029	Residential properties along western side of Fairfields and Michael Gardens, eastern edge of Gravesend	High	Minor	Slight adverse effect		
VR-S02-R-030	Residential properties along Wykeham Close and Calderwood, eastern edge of Gravesend	High	Moderate	Moderate adverse effect		
VR-S02-R-031	Residential properties along Calderwood and Marling Way, eastern edge of Gravesend	High	Minor	Slight adverse effect		
VR-S02-R-032	Residential properties along the west side of Davy's Place, eastern edge of Gravesend	High	Moderate	Moderate adverse effect		
VR-S02-R-033	Residential properties along Epsom Close and Hever Court Road, southern edge of Gravesend	High	Minor	Slight adverse effect		
VR-S02-R-034	Residential properties along Kemsley Close, Dogwood Close, Durndale Lane, Henley Deane, The Clovers, Brightlands, Nash Croft, Peach Croft, Rowmarsh Close, Ashmore Gardens and Landseer Avenue, southern edge of Gravesend	High	Minor	Slight adverse effect		

· · ·	are shown on Figure 7.16: Visual Effects Drawing with Representation		• • • • • • • • • • • • • • • • • • • •	,
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S02-R-035	Residential properties along Roman Road and Pepper Hill, southern edge of Gravesend	High	Minor	Slight adverse effect
VR-S02-R-036	Residential properties along Dabbs Place, north-west of Cobham	Moderate	Negligible	Neutral effect
/R-S03-R-001	Residential properties along Thong Lane opposite Cascades Leisure Centre, eastern edge of Gravesend	High	Negligible	Slight adverse effect
/R-S03-R-002	Residential properties along Thong Lane to the north and north-west of Cascades Leisure Centre, eastern edge of Gravesend	High	Moderate	Moderate adverse effect
/R-S03-R-003	222 to 232 Thong Lane	High	Major	Large adverse effect
/R-S03-R-004	Residential properties along eastern side of Thong Lane south of the A226, eastern edge of Gravesend	High	Major	Large adverse effect
/R-S03-R-005	Residential properties on Vicarage Lane (southern side), Chalk	High	Moderate	Moderate adverse effect
/R-S03-R-006	Residential properties on Priest's Walk, Vicarage Lane, Rochester Road and Chalk Road (western end), Chalk	High	Minor	Slight adverse effect
/R-S03-R-007	Residential properties along Chalk Road (eastern end), Rochester Road, Lisle Close, Beckley Close and Filborough Way, Chalk	High	Moderate	Moderate adverse effect
/R-S03-R-008	Residential property along Mill Hill Lane, Shorne	High	Negligible	Slight adverse effect
/R-S03-R-009	Residential properties along the west side of Crown Green, Shorne	High	Moderate	Moderate adverse effect
/R-S03-R-010	Residential properties along the west side of Thong Lane and along Rochester Road	High	Moderate	Moderate adverse effect
/R-S03-R-011	Residential properties along the north and south of Crown Green, Malthouse Lane and Forge Lane, Shorne	High	Negligible	Slight adverse effect
/R-S03-R-012	Residential properties along Shorne Ifield Road, south- west of Shorne, including Baynards Cottage	Moderate	Major	Moderate adverse effect
/R-S03-R-013	Residential properties along Shorne Ifield Road, south- west of Shorne, including Ifield Place, 1-5 Ifield Farm and Ifield Farm	Moderate	Major	Large adverse effect
/R-S03-R-014	Orchard Lea Farm along Shorne Ifield Road, south-west of Shorne	Moderate	Negligible	Slight adverse effect
/R-S03-R-015	Crown Cottage, A226 Gravesend Road	Moderate	Minor	Slight adverse effect
/R-S03-R-016	Midfields, A226 Gravesend Road	Moderate	Moderate	Moderate adverse effect
′R-S03-R-017	Residential properties along the north-east of A226 Gravesend Road	Moderate	Minor	Slight adverse effect
/R-S03-R-018	Barretts Folly off the A226 Gravesend Road	Moderate	Minor	Slight adverse effect
/R-S03-R-019	Residential properties along the north-east of A226 Gravesend Road (near footpath NS163A)	Moderate	Moderate	Moderate adverse effect

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S03-R-020	17 and 18 Church Lane, east of Chalk	Moderate	Moderate	Moderate adverse effect
/R-S03-R-021	13, 14, 15, 16, 24 and 25 Church Lane, east of Chalk	Moderate	Moderate	Moderate adverse effect
/R-S03-R-022	19 and 20 Church Lane, East Court Manor and East Court Farm, east of Chalk	Moderate	Moderate	Moderate adverse effect
VR-S03-R-023	East Court Cottages and Little Filborough, Lower Higham Road (including property opposite East Court Cottages on Lower Higham Road), east of Chalk	Moderate	Moderate	Moderate adverse effect
/R-S03-R-024	Filborough Farm and Filborough Farm Barn, Lower Higham Road, east of Chalk	Moderate	Moderate	Moderate adverse effect
/R-S03-R-025	Homelea Farm, Meadow Cottage, Chalk Pit Cottages and Longtens Cottages along Green Farm Lane	Moderate	Minor	Slight adverse effect
/R-S03-R-026	Farm View Cottage and 2, 3 and 4 New Cottages along Green Farm Lane	Moderate	No change	Neutral effect
/R-S03-R-027	Green Farm and adjacent residential properties, Green Farm Lane	Moderate	Negligible	Slight adverse effect
/R-S03-R-028	Residential properties along Lower Road	Moderate	Negligible	Slight adverse effect
/R-S03-R-029	Queen's Farm and Queen's Farm Cottages, Queen's Farm Road	Moderate	Minor	Slight adverse effect
/R-S03-R-030	Residential properties at the junction of Castle Lane and A226 Gravesend Road	High	Moderate	Moderate adverse effect
/R-S03-R-031	Residential properties along west and east of Castle Lane, eastern edge of Chalk	High	Moderate	Moderate adverse effect
/R-S03-R-032	Residential properties along Malthouse Field and Cricket Marsh Walk, eastern edge of Gravesend	High	Negligible	Slight adverse effect
/R-S03-R-033	Residential properties along Lower Higham Road, northern edge of Chalk	High	Negligible	Slight adverse effect
/R-S03-R-034	Residential properties along Brooke Drive, Shirley Close and Sutherland Close, eastern edge of Chalk	High	Minor	Slight adverse effect
/R-S03-R-035	Polperro, A226 Rochester Road	High	Major	Very large adverse effect
/R-S03-R-036	View Point Place traveller site, A226 Rochester Road, south-east of Chalk	High	Major	Very large adverse effect
/R-S03-R-037	Horseshoe Meadow traveller site, A226 Rochester Road, south-east of Chalk	High	Major	Large adverse effect
Recreational receptors (route) '	RL'			
/R-S01-RL-001	Byway open to all traffic (BOAT) NS196 and footpath NS183 (part of Luddesdown Trek)	Very high	Negligible	Slight adverse effect
/R-S01-RL-002	Footpath NS161 (part of Luddesdown Trek)	Very high	Negligible	Slight adverse effect
/R-S01-RL-003	Footpath NS182	Very high	Minor	Moderate adverse effect
/R-S01-RL-004	Footpath NS179	Very high	Minor	Moderate adverse effect

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S02-RL-001	Footpath NG22 and footpath NU29 (Wealdway)	High	Minor	Slight adverse effect
/R-S02-RL-002	Footpath NS359	Moderate	Minor	Slight adverse effect
/R-S02-RL-003	Southern end of footpath NS175A	Moderate	Minor	Slight adverse effect
/R-S02-RL-004	Central section of footpath NS175A	Moderate	Moderate	Moderate adverse effect
/R-S02-RL-005	Footpath NU31 (Wealdway)	High	Negligible	Slight adverse effect
/R-S02-RL-006	Northern end of footpath NS175A and footpath NS365	Moderate	Moderate	Moderate adverse effect
/R-S02-RL-007	Footpath NU32	Moderate	Negligible	Slight adverse effect
/R-S02-RL-008	Footpath NS175 and footpath NS176	Moderate	Moderate	Moderate adverse effect
/R-S02-RL-009	Footpath NU41/NS194	Moderate	Minor	Slight adverse effect
/R-S02-RL-010	Southern end of footpath NS177	High	Minor	Slight adverse effect
/R-S02-RL-011	Southern end of BOAT NS311	High	Negligible	Slight adverse effect
/R-S02-RL-012	BOAT NS311	High	No change	Neutral effect
/R-S02-RL-013	Northern end of BOAT NS195	Very high	Minor	Moderate adverse effect
R-S02-RL-014	Southern end of BOAT NS195	Very high	No change	Neutral effect
/R-S02-RL-015	Footpath NS178 (part of Luddesdown Trek)	Very high	No change	Neutral effect
/R-S02-RL-016	Northern end of footpath NS169	Moderate	Minor	Slight adverse effect
/R-S02-RL-017	Footpath NS167 east of Thong village	Moderate	Moderate	Moderate adverse effect
/R-S02-RL-018	Footpath NS167	Very high	Minor	Moderate adverse effect
/R-S02-RL-019	Footpath NS170	Very high	Minor	Moderate adverse effect
/R-S03-RL-001	Footpath NS355	Very high	Minor	Moderate adverse effect
/R-S03-RL-002	Bridleway NS318	Moderate	Minor	Slight adverse effect
/R-S03-RL-003	Footpath NG3	Moderate	Negligible	Slight adverse effect
/R-S03-RL-004	Footpath NG7	Moderate	Not assessed: As part of the Proje during construction	ect, this recreational route would be stopped up
/R-S03-RL-005	Footpath NS164 and footpath NS163A	Moderate	Major	Large adverse effect
/R-S03-RL-006	Footpath NS163 and footpath NS165	Moderate	Major	Large adverse effect
/R-S03-RL-007	Southern end of footpath NS316	Moderate	Major	Large adverse effect
/R-S03-RL-008	Footpath NS157	Moderate	Minor	Slight adverse effect
/R-S03-RL-009	Footpath NS171	Moderate	Negligible	Slight adverse effect
/R-S03-RL-010	Crown Lane Route	Moderate	Minor	Slight adverse effect
ecreational receptors (area) 'R	A'			
/R-S01-RA-001	Rochester and Cobham Golf Club, Park Pale	Moderate	Negligible	Slight adverse effect
/R-S01-RA-002	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Minor	Moderate adverse effect

The locations of visual receptors a	are shown on Figure 7.16: Visual Effects Drawing with Representa	tive Viewpoint and Phot	comontage Locations (Application Document 6	5.2)
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S02-RA-001	Jeskyns Community Woodland, Henhurst Road, Gravesend	High	Moderate	Large adverse effect
VR-S02-RA-002	Owletts, The Street, Cobham	High	Negligible	Slight adverse effect
VR-S02-RA-003	Green space on MacKenzie Way, southern edge of Gravesend	Moderate	Moderate	Moderate adverse effect
VR-S02-RA-004	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Negligible	Slight adverse effect
VR-S02-RA-005	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Minor	Moderate adverse effect
VR-S02-RA-006	Cyclopark, The Tollgate, Watling Street, southern edge of Gravesend	Low	Minor	Slight adverse effect
VR-S03-RA-001	Cascades Leisure Centre and sports fields, Thong Lane, eastern edge of Gravesend	Low	Major	Slight adverse effect
VR-S03-RA-002	Sports fields on Thong Lane, eastern edge of Gravesend	Low	Major	Slight adverse effect
VR-S03-RA-003	Green space on Mill Hill Lane, Shorne	Moderate	No change	Neutral effect
Transport receptors (route) 'T'	· ·	1	· · ·	i
VR-S01-T-001	Bowesden Lane	Moderate	Minor	Slight adverse effect
VR-S01-T-002	Park Pale	Moderate	Moderate	Moderate adverse effect
VR-S01-T-003	Brewers Road	Moderate	Major	Large adverse effect
VR-S01-T-004	Halfpence Lane	Moderate	Minor	Slight adverse effect
VR-S01-T-005	Lodge Lane	Moderate	Negligible	Neutral effect
VR-S02-T-001	HS1 green bridge	Moderate	Major	Large adverse effect
VR-S02-T-002	The northern end of Henhurst Road	Moderate	Moderate	Moderate adverse effect
VR-S02-T-003	The southern end of Henhurst Road	Moderate	Minor	Slight adverse effect
VR-S02-T-004	Church Road	Moderate	Minor	Slight adverse effect
VR-S02-T-005	Thong Lane near the A2	Moderate	Major	Large adverse effect
VR-S02-T-006	Thong Lane within Thong village	Moderate	No change	Neutral effect
VR-S02-T-007	Shorne Ifield Road (western end)	Moderate	Moderate	Moderate adverse effect
VR-S02-T-008	The Street and Jeskyns Road	Moderate	Negligible	Slight adverse effect
VR-S02-T-009	A227 Wrotham Road (northern end)	Low	Negligible	Slight adverse effect
VR-S02-T-010	Dabbs Place	Moderate	Negligible	Neutral effect
VR-S02-T-011	HS1 railway line	Negligible	Moderate	Slight adverse effect
VR-S02-T-012	A227 Wrotham Road (southern end)	Low	Negligible	Neutral effect
VR-S03-T-001	Thong Lane between Cascades Leisure Centre and Rochester Road	Moderate	Moderate	Moderate adverse effect
VR-S03-T-002	A226 Gravesend Road	Low	Minor	Slight adverse effect
VR-S03-T-003	Church Lane, Chalk	Moderate	Moderate	Moderate adverse effect

The locations of visual receptors are shown on Figure 7.16: Visual Effects Drawing with Representative Viewpoint and Photomontage Locations (Application Document 6.2)						
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect		
VR-S03-T-004	Lower Higham Road	Moderate	Moderate	Moderate adverse effect		
VR-S03-T-005	Lower Road	Moderate	Minor	Slight adverse effect		
VR-S03-T-006	Green Farm Lane	Moderate	Minor	Slight adverse effect		
VR-S03-T-007	Queen's Farm Road	Moderate	Minor	Slight adverse effect		
VR-S03-T-008	North Kent railway line, South-eastern	Low	Minor	Slight adverse effect		
Other receptors (area) 'O'						
VR-S01-O-001	Park Pale Industrial Estate – Harlex Haulage, Park Pale	Negligible	Moderate	Slight adverse effect		
VR-S01-O-002	The Nook - Pet Hotel, Brewers Road	Low	Moderate	Slight adverse effect		
VR-S01-O-003	Cobham Hall School, off Brewers Road, Cobham	Moderate	Minor	Slight adverse effect		
VR-S02-O-001	The Inn on the Lake, Watling Street	Moderate	Major	Large adverse effect		
VR-S02-O-002	Painters Ash Primary School, Masefield Road, Gravesend	Moderate	Minor	Slight adverse effect		
VR-S02-O-003	Singlewell Primary School, MacKenzie Way, Gravesend	Moderate	Minor	Slight adverse effect		
VR-S02-O-004	St Margaret's Church, Church Road	Moderate	Minor	Slight adverse effect		
VR-S02-O-005	Premier Inn, Best Western and The George public house, Hever Court Road, Gravesend	Moderate	Moderate	Moderate adverse effect		
VR-S02-O-006	Sparks and Co Builders Merchant and Singlewell Car Sales and Service Centre, Hever Court Road, Gravesend	Low	Moderate	Slight adverse effect		
VR-S02-O-007	Tollgate Services, Wrotham Road, Gravesend	Low	Minor	Slight adverse effect		
VR-S03-O-001	Thames View Crematorium, Gravesend Road, Chalk	Moderate	Moderate	Moderate adverse effect		
VR-S03-O-002	Chalk Church, Church Lane, Chalk	Moderate	Minor	Slight adverse effect		
VR-S03-O-003	Apex Business Park, Queen's Farm Road, Chalk	Negligible	No change	Neutral effect		
VR-S03-O-004	Metropolitan Police Service Specialist Training Centre, Gravesend	Low	Moderate	Slight adverse effect		
VR-S03-O-005	Hye Oak Ltd and various businesses at Denton Wharf and along Wharf Road	Negligible	Negligible	Neutral effect		
VR-S03-O-006	Nuralite Industrial Estate, Canal Road, Higham	Negligible	Negligible	Neutral effect		
VR-S03-O-007	Thamesview School, Thong Lane, Gravesend	Moderate	Minor	Slight adverse effect		

North of the River Thames

2.1.2 Refer to Figure 7.16 (Application Document 6.2) for the location of the Representative Viewpoints and visual receptors. For Representative Viewpoint photography, refer to Figure 7.17: Representative Viewpoints – Winter and Summer Views and Figure 7.18: Representative Viewpoints – Night-time (inc. Winter) Views (Application Document 6.2).

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-01	View from Grade I listed Tilbury Fort adjacent to NCN Route 13 and footpath 146/Thames Estuary Path/Two Forts Way (LLCA Tilbury Marshes). View centred north-north-east for recreational receptors.	Very high	Minor	Moderate adverse effect	Project construction activity would occurs Main Project (highway and associated in compounds and WCHs) – nature of effer There would be mid- to long-range, glimm vegetation at Tilbury Sewage Treatment compound. The concrete batching plant associated cranes and laydown area work Station site (approximately 0.8km). Their construction activity associated with tun (approximately 2.3km) and nearby compounds and laydown areas, as well Earthworks around the North Portal for the landscape mounding up to 17m above of material is excavated from the tunnel, we view. Glimpses of vehicles using the construct Tilbury Marshes would also be visible to as vehicles moving along an access roat segment factory and the North Portal arr (approximately 2.8km). Construction activity would not result in this location due to the existing light sout Treatment Works, and within the urban Overall, construction works for the Projee entrance compound, in particular the set through intervening built form and veget filtered views of construction activity associated with a so of the construction to the north-east, there would also be didistant, filtered views of the construction to the east of the Fort Road overbridge, Overall, the utility works would result in Justification for significance level where 104 The significance of effect has been associated with the works being viewed in the works would result in the with the works would result in the significance of effect has been associated with the utility works would result in the significance of effect has been associated with the works being viewed in the works bei

Table 2.3 Schedule of visual effects on Representative Viewpoints north of the River Thames during construction

ur over a medium-term period.

infrastructure, earthworks, construction fects

mpsed views through gaps in built form and nt Works, towards the northern tunnel entrance nt (up to 25m high), segment factory and vould be visible within the former Tilbury Power ere would also be glimpsed views towards innelling works at the North Portal npound areas including site welfare facilities, Il as other tall elements such as cranes. the proposed Tilbury Fields sculptural existing ground level would gradually occur as with glimpses of this activity apparent in the

ction access along existing roads across West to the north-east (approximately 0.8km), as well bad (approximately 1.4km) between the and construction works for the Tilbury Viaduct

n a perceivable change to the view at night from ources including those at Tilbury Sewage n area of Tilbury to the north.

ject and the operation of the northern tunnel egment factory, would be perceptible in views etation.

ed from N-01 as a result of distance and etation. There would potentially be distant, ssociated with the temporary connection to the electricity substation to the north-east. In views distant views of the OHL modifications and on activity associated with the multi-utility works e, in front of Tilbury Loop railway line.

n a barely noticeable change to the view.

e two significance categories are given in LA

sessed as moderate rather than large due to context of existing industrial buildings north of

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
Visual r	view from Fort Road, adjacent to residential properties at Tilbury urban edge (LLCA Tilbury and Docks Urban Area). View centred east-north-east for residential receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).	Sensitivity		-	Commentary Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be mid- to long-range, wide Marshes through and above intervening line. This would include earthwork opera North Portal operational access bridge to construction works for the Tilbury Viadu The clearance of mature vegetation would the North Portal for the proposed Tilbury 17m above existing ground level (appro- within the northern tunnel entrance com Road compound (approximately 1.6km) context of numerous pylons and OHL at Docks. The tallest elements would be m parts of the sculptural landscape mound glimpses to the conveyor used to transp Construction Materials and Aggregate T The concrete batching plant (up to 25m and laydown area would be visible on th (approximately 0.8km) to the south-east
					Tilbury Loop railway line. Glimpses of versisting roads across West Tilbury Mars Loop railway line to the south (approxim While wider views, especially to the sout sources at Tilbury Sewage Treatment V and north-east could result in a promine receptor during night-time working, due skyline. Overall, construction works for the Proje compounds would be perceptible in view receptor travels along Fort Road, the view shifted away from the construction active
					Project utility works – nature of effects The existing view overlooks West Tilbur OHL to the east, leading to the site of the along the Tilbury Loop railway line and so distance partially screens the pylons in a construction activities and OHL modificat railway line would also screen views of Loop railway line. There would be partial with the multi-utility corridor north of Coo Farm, with the extent of the works that we vegetation. Overall, the utility works would result in

cur over a medium-term period. <u>d infrastructure, earthworks, construction</u> ffects

ide views across arable fields in West Tilbury ng vegetation along the Tilbury Loop railway erations along the Project route and around the e to the east (approximately 1.7km) and duct to the north-east (approximately 1.9km). yould also be apparent in front of the viaduct.

Portal (approximately 2km), earthworks around ury Fields sculptural landscape mounding up to roximately 1.8km) and construction activity ompound (approximately 1.2km) and Station m) would be apparent in views, although in the and construction activity associated with Tilbury most visible, including cranes, and the upper nding around the North Portal, with potential sport materials between the Tilbury2 e Terminal and the North Portal.

m high), segment factory and associated cranes the former Tilbury Power Station site ast, although filtered by vegetation along the vehicles using the construction access along arshes would also be visible beyond the Tilbury timately 0.35km).

outh-east, are influenced by existing light Works, construction activity at night to the east nent change in night-time views from this ue to additional light sources seen against the

oject and operation of the construction iews through intervening vegetation. As the view would change and the focus would be tivities to the wider landscape.

bury Marshes and is dominated by high voltage the former Tilbury Power Station. Vegetation d south of Church Road in the mid to long n the distance and would filter views of ications. The vegetation along Tilbury Loop of the multi-utility works to the east of the Tilbury tial views of construction activities associated Coopers Shaw Road which extends to Gunhill it would be visible filtered by intervening

in a barely noticeable change to the view.

Visual re	Visual receptor 3		ensitivity Magnitude of visual effect	Significance of effect	Commentary	
N-03	View from Two Forts Way Coastal Path/footpath 146 and NCN Route	High	Major	Large adverse	Justification for significance level where104The significance of effect has been asseddue to construction works being viewedand OHL north of the River Thames.Project construction activity would occur	
	13 (LLCA Tilbury Marshes). View centred north-north-east for recreational receptors.			effect	<u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be mid- to long-range, wide towards construction activity to the west, tunnel entrance compound and North Pe construction activity south of the River T The concrete batching plant (up to 25m and laydown area would be visible on th west (approximately 0.5km), as well as the between the Tilbury2 Construction Mate Portal and vehicles using an access roa Portal to the north (approximately 0.9km)	
					There would also be views north-east to tunnelling works at the North Portal (app areas including site welfare facilities, slu tall elements such as cranes. The earthy proposed Tilbury Fields sculptural lands ground level, would be clearly visible in the from the tunnel. These earthworks would construction and parts of the northern tu Earthwork operations along the Project r access bridge to the north-east (approxi Tilbury Viaduct (approximately 2km) are beyond the northern tunnel entrance cor	
					There would be distant views south towa and advanced grout tunnel and construct entrance compound. However, the prom distance (approximately 3km).	
					During night-time working, construction a views north at night, given the additional compound, although viewed in the conte London Gateway Port. To the south, ligh of the southern tunnel entrance compou context of existing lighting in the urban a	
					Overall, construction works associated within the northern tunnel entrance com sculptural landscape mounding would be	

e two significance categories are given in LA

sessed as slight rather than moderate due to d in the context of existing industrial buildings

ur over a medium-term period.

- infrastructure, earthworks, construction fects
- le, extensive views across West Tilbury Marshes it, north and east associated with the northern Portal. There would also be distant views of Thames.
- m high), segment factory and associated cranes the former Tilbury Power Station site to the s the conveyor used to transport materials terials and Aggregate Terminal and the North bad between the segment factory and North cm and 0.7km respectively).
- towards construction activity associated with pproximately 0.8km) and nearby compound lurry tanks and laydown areas, as well as other hworks around the North Portal for the dscape mounding up to 17m above existing in the open landscape as material is excavated uld progressively screen the North Portal tunnel entrance compound.
- t route and around the North Portal operational ximately 1.3km) and construction works for the re unlikely to be visible, encompassed by and ompound.
- wards construction works for the South Portal uction activity within the southern tunnel minence of this work would be limited due to
- n activity could result in a prominent change to hal light sources for the northern tunnel entrance ntext of existing lighting at Tilbury Docks and ghting associated with the extensive operation bund is likely to be evident, viewed in the harea of Gravesend.
- I with the tunnelling works, construction activity mpound and the proposed Tilbury Fields be dominant in this view.

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Project utility works – nature of effectsThere would be mid-range views of utilitconstruction of the temporary electricitysubstation. To the east of the substationconstruction activities for the multi-utilitythe north of the temporary electricity corHowever, the utility works at ground levecombination of landform and vegetationOverall, the utility works would result innot alter the overall balance of featuresJustification for significance level where104The significance of effect has been asseconstruction works being viewed in the
N-04	View from Two Forts Way Coastal Path/footpath 146 and NCN Route 13 (LLCA Tilbury Marshes). View centred west-north-west for recreational receptors. <i>Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2))</i> .	High	Major	Large adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> Close- to long-range, open, extensive pa the north-west. There would also be disi River Thames. Visibility of construction activity would be Earthworks around the North Portal for t landscape mounding would progressive material is excavated from the tunnel ar construction of new landforms up to 17r sculptural landscape mounding progress North Portal (approximately 0.4km), con Tilbury Viaduct, and operation of the nor obscured by the new landforms. There of easternmost earthwork operations aroun to the north (approximately 1.1km) and t and workers' accommodation near Read The concrete batching plant (up to 25m and laydown area would be visible withi west (approximately 1.5km), as well as t between the Tilbury2 Construction Mate Portal and vehicles using an access roa Portal (approximately 1.km), although sc foreground would progressively obscure There would also be distant views south Portal and advanced grout tunnel and co entrance compound, but views of these of (approximately 3km). During night-time working, construction northerly views at night due to additional compound. However, some lighting would

ility construction activity to the north, including ty connection and the large temporary electricity on, there would also be mid-range views of ity works associated with the North Portal. To connection, OHL modifications would be visible. evel are likely to be partially filtered by a on.

n a perceptible change to the view but would and elements.

e two significance categories are given in LA

sessed as large rather than very large due to e context of the existing OHL.

ur over a medium-term period.

infrastructure, earthworks, construction fects

panoramic views over construction activity to istant views of construction activity south of the

be readily apparent from this location. r the proposed Tilbury Fields sculptural vely occur in the immediate foreground as and would be dominant in views due to the 7m above existing ground level. As the esses, views of the tunnelling operations at the postruction works for the Project route and northern tunnel entrance compound would be e could be distant glimpses towards the bund the North Portal operational access bridge d the concrete batching plant (up to 25m high) eadmans Industrial Estate.

m high), segment factory and associated cranes thin the former Tilbury Power Station site to the s the conveyor used to transport materials aterials and Aggregate Terminal and the North bad between the segment factory and North sculptural landscape mounding in the ire most views in this direction.

th towards construction works for the South construction activity within the southern tunnel e elements would be limited due to their distance

on activity could result in a prominent change to nal light sources for the northern tunnel entrance rould be obscured by new earthworks and

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					lighting would be viewed in the context of London Gateway Port. To the south, light southern tunnel entrance compound would extensive existing lighting in the urban a Overall, the proposed Tilbury Fields scul construction works for the North Portal a compound would be dominant in the view Project utility works – nature of effects In mid- to long-range views, the skyline in OHL. The proposed Tilbury Fields sculption
					inland views of utility construction activit limited views to the north-west of OHL m reach sufficient height to screen all view Overall, the utility works would result in a
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being viewed in the c
N-05 & N- (CH)09	View from Coalhouse Fort Scheduled Monument, adjacent to Two Forts Way Coastal Path/bridleway 187 and NCN Route 13, looking towards the Kent Downs AONB (LLCA Mucking Marshes). View centred south-south-west for visitors. Note: at the time of writing (20 May 2022) Coalhouse Fort is only open to visitors every last Sunday between March and September and most bank holiday Mondays.	Very high	Moderate	Large adverse effect	 Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effect</u> Close- to long-range, panoramic views of construction activity limited to the west b foreground around Coalhouse Fort. Fore apparent. In views west, there would be foreground water vole mitigation area, including the the south-west, construction works for th vole mitigation area would be visible in th long-range views across the East Tilbury around Coalhouse Fort towards tunnellin (approximately 1.7km), as well as operation compound (approximately 1.4km). Tallen including cranes, site welfare facilities and towards the concrete batching plant (up cranes in the distance to the west (approximately Tilbury Viaduct to the north-west (approximately compound)

t of existing lighting at Tilbury Docks and ghting associated with the operation of the vould be evident, viewed in the context of area of Gravesend.

culptural landscape mounding in the foreground, I and operation of the northern tunnel entrance iew.

e is dominated by the existing high voltage lptural landscape mounding would screen vity at ground level. However, there could be modifications, until the proposed earthworks was of utility works.

a barely noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than very large due to econtext of the existing OHL.

ur over a medium-term period.

infrastructure, earthworks, construction fects

over East Tilbury Marshes, with the visibility of by intervening vegetation in the immediate preground construction activity would be more

and construction activity associated with the ne construction of new scrapes and ditches. To the inlet structure associated with the water in the midground. There would also be glimpsed, ary Marshes through gaps in existing vegetation lling operations at the North Portal ration of the northern tunnel entrance ler elements would be visible in the compound, and slurry tanks. There would also be glimpses

p to 25m high), segment factory and associated proximately 3.3km) and construction works for roximately 2km), including the removal of

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					mature vegetation, and the concrete bat accommodation near Readmans Industr
					Views of construction works would gene intervening vegetation. In addition, earth proposed Tilbury Fields sculptural lands ground level would gradually be constru which would progressively reduce the vi compound and construction activity for t
					To the south, there would be distant view Portal and advanced grout tunnel, and of compound, the A226 Gravesend Road of cranes. These elements would not be the (approximately 3km to 4km).
					During night-time working, construction a western views at night due to additional I tunnel entrance compound. However, lig sources of Tilbury, which create a degree
					Overall, construction works for the ecolor Tilbury Fields sculptural landscape mou northern tunnel entrance compound wor
					Project utility works – nature of effects
					There would potentially be views of utilit OHL modifications. However, visibility of existing intervening vegetation.
					Overall, the utility works would result in
					Justification for significance level where
					104The significance of effect has been assethe retention of existing vegetation at theworks visible.
N-06	View from footpath 200 adjacent to Bowaters Farm (LLCA Tilbury Marshes). View centred south-south-east for recreational receptors.	Moderate	Major	Moderate adverse effect	 Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> Views towards construction activity would foreground adjacent to the PRoW, with v ridgeline in the distance. There would al vegetation towards a watercourse diverse operational access bridge and associated and settlement lagoons for contaminated entrance compound. Construction works visible. There would also be views towards tunn (approximately 1km) and nearby compo slurry tanks and laydown areas, as well Earthworks around the North Portal for t landscape mounding would also be approximated

atching plant (up to 25m high) and workers' strial Estate.

nerally be limited due to distance and thworks around the North Portal for the dscape mounding up to 17m above existing ructed as material is excavated from the tunnel, visibility of the northern tunnel entrance r the North Portal.

ews towards construction works for the South operation of the southern tunnel entrance compound and the Milton compound, including the main focus of the view due to distance

n activity could result in a perceivable change to I light sources for the operation of the northern ighting would be viewed against the bright light ee of skyglow in the night-time sky.

logy habitat and North Portal, the proposed bunding, tunnelling works and operation of the ould be noticeable in views.

lity works to the west of the viewpoint, including of the works is likely to be heavily restricted by

a barely noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than very large due to he fort reducing the extent of construction

ur over a medium-term period.

infrastructure, earthworks, construction fects

build be partially filtered by vegetation in the in views towards the Kent Downs wooded also be views through gaps in the foreground ersion, construction works for the North Portal ated attenuation basins (approximately 0.1km), red water treatment within the northern tunnel ks for a new WCH route would also be partially

nnelling works at the North Portal bound areas including site welfare facilities, Il as other tall elements such as cranes. r the proposed Tilbury Fields sculptural oparent, resulting in the gradual construction of

Visual ree	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-07	View from bridleway 58 (off Love Lane) (LLCA West Tilbury Urban	Moderate	Major	Large adverse	mounds up to 17m above existing grountunnel. Where visible through vegetation, construction. During night-time working, construction a southerly, close-range views at night due of the northern tunnel entrance compour a backdrop of existing light sources with Overall, construction works for the North bridge, the proposed Tilbury Fields sculp of the northern tunnel entrance compour Project utility works – nature of effects Utility works are likely to be screened by to be discernible in the view. Justification for significance level where 104 The significance of effect has been asset the retention of existing vegetation near works visible. Project construction activity would occur
	Fringe). View centred west-south-west for recreational receptors.			effect	Main Project (highway and associated in compounds and WCHs) – nature of effer Mid- to long-range, panoramic views acr buildings, OHL pylons, occasional rural of vegetation visible. Construction activity if prominent. There would be close-range entrance compound, including a concrete accommodation, site welfare facilities, or parks. These elements would partially re- beyond, including Tilbury Viaduct (adjact between breaks in the foreground construc- construction of the south and north abut with the viaduct. Beneath the viaduct str the flood compensation areas and modified visible. Extensive loss of mature vegetate to accommodate Tilbury Viaduct, would There would be glimpses north-west towar cuttings along the Project route, together of (approximately 1km). During night-time working, construction a south-westerly, close-range views at nig operation of the northern tunnel entrance viewed in the context of existing lighting Overall, construction works for Tilbury V entrance compound and the extensive lose in views.

und level as material is excavated from the

struction works would be a key focus at this

n activity could result in a prominent change to lue to additional light sources for the operation und, however, lighting would be viewed against thin the urban area of Gravesend.

th Portal and North Portal operational access ulptural landscape mounding and the operation und would be dominant in views.

by existing vegetation and are therefore unlikely

e two significance categories are given in LA

sessed as moderate rather than large due to ar the PRoW reducing the extent of construction

ur over a medium-term period.

infrastructure, earthworks, construction fects

cross arable fields with existing industrial al residential buildings and dense field boundary y in the immediate foreground would be e views towards part of the northern tunnel ete batching plant (up to 25m high), workers' offices, storage and laydown areas, and car restrict views towards other construction works acent to Readmans Industrial Estate). However, struction activity, there would be views towards utments, embankments and piers associated structure, earthwork operations associated with difications to the existing waterbody would be ration surrounding Readmans Industrial Estate d also be apparent.

vards the construction of the earthworks and false r with Muckingford Road green bridge

n activity could result in a prominent change to ight due to additional light sources for the ace compound. However, this lighting would be ig at Readmans Industrial Estate.

Viaduct, the operation of the northern tunnel loss of mature vegetation would be dominant

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Project utility works – nature of effectsThe existing view to the south-west and OHL, which are seen above the skyline element within the view at a short distant water pipeline would be visible at a short
N-08	View from Low Street Lane adjacent to cluster of rural residential properties (LLCA West Tilbury Urban Fringe). View centred east for residential receptors.	Moderate	Major	Large adverse effect	Project construction activity would occu <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> A contained view of the immediate arable foreground, but with wider, more distant vi- beyond. Vegetation loss to accommodate Tilbury east towards earthworks for the remode field pond in the foreground and beyond (approximately 0.25km to 0.4km). There construction of a WCH route beneath Till cuttings along the Project route, together Glimpses of construction activity and bu- compound would be apparent to the ear 25m high) and workers' accommodation obscured by buildings in Readmans Ind Views north and south-east would be m there would be glimpses along Low Stre- north for Muckingford Road green bridg cranes in the northern tunnel entrance of During night-time working, construction views from this receptor at night due to the context of prominent lighting in the v East Tilbury. To the south, the operation would result in some lighting being evid Overall, the loss of mature vegetation a Viaduct, gantries and earthworks, and of compound would be dominant in views.
Planning Inso	ectorate Scheme Ref: TR010032				Project utility works – nature of effects Low and high voltage OHL feature pron mid-range views to the east towards mu would be views of activities associated

nd west at mid and long range is dominated by ne. Readmans Industrial Estate is a prominent ance. Temporary multi-utility works to install a nort distance. To the north and south of the buld potentially be views of further multi-utility e partially screened by intervening vegetation ere would be views of OHL modifications, to the viewer.

n a noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than moderate due to ross a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

e landscape focused on mature vegetation in the visibility of the surrounding arable landscape

ary Viaduct would open up views east and northdelled flood compensation area and modified nd to construction works for the viaduct ere would also be views north-east towards filbury Viaduct and the earthworks and false er with the installation of two new gantries. buildings in part of the northern tunnel entrance east, including the concrete batching plant (up to on, although features would be partially industrial Estate.

more filtered by existing vegetation, although creet Lane towards construction activity to the lge, and glimpses of taller elements such as a compound to the south-east.

on activity could result in a perceivable change to to additional light sources in mid-range views, in the wider view including along the urban edge of tion of the northern tunnel entrance compound rident.

and construction activity associated with Tilbury operation of the northern tunnel entrance s.

minently in the existing view. There would be nulti-utility works. Immediately beyond, there d with the OHL modifications. With the exception

ity works to the east and south of the Tilbury ed or screened by existing vegetation. a dominant change in the view.

e two significance categories are given in LA

sessed as large rather than moderate due to viewpoint.

ur over a medium-term period.

infrastructure, earthworks, construction fects

h-east towards earth-moving activities for the tion works for Tilbury Viaduct and its associated n). Vegetation loss around the Tilbury Viaduct ould also be views towards the construction of the Project route and the installation of two new

Intrance compound (approximately 1km) would be d vegetation and buildings at Readmans Industrial y glimpsed views of lower-level construction as cranes, workers' accommodation and the gh) near Readmans Industrial Estate are likely to a long-range glimpses (approximately 2.3km) Portal for the proposed Tilbury Fields sculptural e existing ground level, which would gradually ed from the tunnel.

for Muckingford Road green bridge y visible in the open landscape, together with

on activity could result in a perceivable change to sources introduced into the midground. In the context of occasional car lights and minent lighting in the wider view including along London Gateway Port.

Viaduct and Muckingford Road green bridge, nature vegetation would dominate the view.

OHL and pylons scattered across fields. In midnd north, modifications to the OHL would be lity works would be restricted by existing north-east and south-east. The Muckingford ane Utility Hub would be perceptible in midrks.

n a perceptible change to the view but not alter ements.

Visual r	Visual receptor		Magnitude of visual effect	Significance of effect	Commentary	
					Justification for significance level where104The significance of effect has been asseconstruction works being apparent across	
N-10	View from Sandy Lane adjacent to residential properties located in Chadwell St Mary urban fringe (LLCA Grays/Chadwell St Mary Urban Area). View centred south-east for residential receptors.	High	No change	Neutral effect	The dense vegetation present along the Mary together with the rolling landform, Project, would result in no utility works of discernible from this location.	
N-11	View from junction of bridleway 63 and footpath 66 (off Muckingford Road) (LLCA West Tilbury Urban Fringe). View centred south-east for recreational receptors.	Moderate	Major	Large adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> As a result of the Project, part of this PR the construction phase and later diverter while the route to the east of this location remain available. There would be mid-range views east an earthworks and false cuttings along the P gantries. Earthwork operations associated Tilbury Viaduct would also be apparent of There would be long-range views south- Viaduct (approximately 0.9km to 1.4km) accommodate the viaduct, as well as wir railway line, would be readily apparent at the North Portal for the proposed Tilbury 17m above existing ground level and elec compound (approximately 1.7km), included concrete batching plant (up to 25m high welfare facilities and slurry tanks. During night-time working, construction the view at night, with increased light so typically unlit apart from occasional car I south, the operation of the northern turn lighting being evident. However, construct of prominent lighting in the wider view all Overall, earthwork operations, construct Tilbury Viaduct, and loss of mature veget <u>Project utility works – nature of effects</u> There are existing wide, long-distance v large, predominantly arable fields somethy trees. There would be close-range views towards modifications to existing OHL a Low Street Lane Utility Hub, and potenti	

e two significance categories are given in LA

sessed as large rather than moderate due to ross a large proportion of the view.

ne south-eastern urban fringe of Chadwell St a, and distance between the viewpoint and the s or Main Project construction activity being

ur over a medium-term period.

infrastructure, earthworks, construction fects

PRoW would be temporarily stopped up during ted during the operational phase. However, ion would not be accessible, this view would

and south-east towards the construction of the Project route and the installation of two new ated with the flood compensation area beneath ht (approximately 0.8km).

h-east towards construction works for Tilbury n). The loss of mature vegetation to wider vegetation loss beyond the Tilbury Loop t and allow distant views of earthworks around ary Fields sculptural landscape mounding up to elements in the northern tunnel entrance luding cranes, workers' accommodation, the gh) near Readmans Industrial Estate, site

n activity could result in a perceivable change to sources introduced into the midground, which is r lights and lights at scattered properties. To the nnel entrance compound would result in some ruction lighting would be viewed in the context along the urban edge of East Tilbury.

ction activity associated with gantries and getation would be dominant in views.

views across the relatively flat landscape, with etimes bounded by mature hedgerows and ws of multi-utility works, with mid-range views and the Muckingford Road Utility Hub and the ntially distant views of the installation of a

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					temporary water pipeline to the west of towards the Readmans Industrial Estate and vegetation removal for the main Pro- multi-utility works beyond. Overall, the utility works would result in a not alter the overall balance of features
					Justification for significance level where104The significance of effect has been asseconstruction works being apparent across
N-12	View from residential properties in East Tilbury (off Beechcroft Avenue) (LLCA West Tilbury Urban Fringe). View centred south-west for residential receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).	High	Major	Large adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be open views west and so the foreground, and beyond to construct and the associated landscape earthwork false cuttings along the Project route (ap (approximately 0.7km), as well as the in movements along haul routes would als Loss of mature vegetation at Tilbury Via would be apparent above the skyline an in the northern tunnel entrance compour and the concrete batching plant (up to 2 Earthwork operations would also be app compensation area. During night-time working, construction the view at night due to increased light s However, lighting would be viewed agai areas of Grays and Chadwell St Mary, w A13 corridor visible above the skyline. T entrance compound is likely to result in s Overall, earthworks, construction works Tilbury Viaduct, and the loss of mature w <u>Project utility works – nature of effects</u> The skyline is dominated by existing OH landscape. In the immediate foreground activities associated with the installation the south-west, there would be mid-range and Low Street Lane Utility Hub (beyond There would also be mid-range views of south of Muckingford Road, multi-utility Muckingford Road to the Tilbury Loop ra spanning the existing view. Overall, utility works would be seen as a

f Thames Industrial Park. Existing views te are heavily filtered by existing vegetation, roject works would open up distant views of

n a perceptible change to the view but would s and elements that constitute the existing view.

e two significance categories are given in LA

sessed as large rather than moderate due to oss a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

south-west of construction of a WCH route in action works for Muckingford Road green bridge orks (approximately 0.4km), earthworks and approximately 0.5km) and Tilbury Viaduct installation of four gantries. Construction traffic Iso be visible.

iaduct and beyond the Tilbury Loop railway line and would allow distant views of taller elements und, such as cranes, workers' accommodation 25m high) near Readmans Industrial Estate. oparent beneath Tilbury Viaduct for the flood

n activity could result in a perceivable change to t sources introduced into the midground. ainst a backdrop of skyglow from the urban with notable but distant light sources along the To the south, the operation of northern tunnel n some lighting being evident.

s for Muckingford Road green bridge and e vegetation would be dominant in views.

OHL and pylons, which are scattered across the ad, there would be close-range views of on of a temporary water pipeline. Beyond this to nge views of the Muckingford Road Utility Hub nd construction works along the Project route). of multi-utility works broadly parallel to and y works extending southwards from railway line and works to divert the two OHL

a dominant change in the view.

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Justification for significance level where 104 The significance of effect has been associated as the significance of effect has been associated as the significance works being viewed in the significance of the s
N-13	View from edge of public open space between Linford and East Tilbury (off Muckingford Road) (LLCA Linford/Buckingham Hill Urban Fringe). View centred south-west for users of the public open space.	Moderate	Major	Moderate adverse effect	 Project construction activity would occu <u>Main Project (highway and associated in compounds and WCHs) – nature of effect</u> Views from this recreational open space field boundary vegetation along its wester worst-case location from a break in the babitat in the foreground, as well as mice an attenuation basin, the new carriagew Project route, the installation of two new Road green bridge (approximately 0.6km construction of Muckingford Road green with further vegetation removal along the north-west. There would also be long-rate construction of Tilbury Viaduct (approximature vegetation. During night-time working, construction the view at night due to increased light of However, lighting would be viewed again urban areas of Grays and Chadwell St II Overall, construction works for the new and new earthworks, as well as the loss views. Project utility works – nature of effects The skyline is dominated by existing OH landscape. There would be mid-range water pipeline to the west. Beyond the pipeline to the south-west along Muckingf Overall, the utility works would result in of the recreation area. Within the recreation area. Within the recreation area. Within the recreation area. Within the recreation area is the loss works to the south-west along Muckingf Overall, the utility works would result in of the recreation area. Within the recreation area.
N-14	View from Hoford Road Protected Lane (LLCA West Tilbury Urban Fringe). View centred east for recreational receptors.	Moderate	Moderate	Moderate adverse effect	Project construction activity would occu <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be mid-range views looking works for the new carriageway, earthwor

re two significance categories are given in LA

e context of the existing OHL.

cur over a medium-term period.

<u>d infrastructure, earthworks, construction</u>

ce are typically contained in nature due to the stern boundary. The assessment considers the boundary vegetation.

he creation of ponds within new open mosaic hid-range views towards construction works for eway, earthworks and false cuttings along the ew gantries and construction of Muckingford Skm). Vegetation clearance associated with the en bridge would be apparent to the south-west, the watercourse south of Lower Crescent to the -range, glimpsed views south-west towards the ximately 1.1km), and the associated loss of

on activity could result in a perceivable change to at sources introduced into the midground. gainst a backdrop of light sources within the t Mary.

w carriageway, Muckingford Road green bridge ss of mature vegetation, would be dominant in

OHL and pylons, which are scattered across the e views of installation works for the temporary e pipeline, there would be mid-range views of the west within the adjacent field and multi-utility offord Road.

in a noticeable change to the view from the edge eation area, views of utility works would be vegetation.

re two significance categories are given in LA

e context of the existing OHL.

cur over a medium-term period.

<u>d infrastructure, earthworks, construction</u>

ng north-east to south-east towards construction orks and false cuttings along the Project route, a

Visual rec	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-15	View from Hoford Road Protected Lane. Also represents views from footpath FP64 (LLCA West Tilbury Urban Fringe). View centred north- north-east for recreational receptors.	Moderate	Moderate	Moderate adverse effect	new retaining structure adjacent to an ex the installation of four new gantries. Ther towards the construction of Hoford Road as views south-east towards the construct (approximately 0.95km). Loss of mature of Wood, adjoining Hoford Road and along well as the loss of hedgerows and trees a However, due to the undulating landform elevation, it is likely that some views towa During night-time working, construction the view at night, with increased light so However, this lighting would be viewed i wider view including along the urban edge Port. Overall, construction activity associated green bridges, the new carriageway, assi loss of mature vegetation in the wider la <u>Project utility works – nature of effects</u> Multi-utility works would be visible along south-east, together with some associat views of OHL diversions in the midgrour Overall, the utility works would result in a not alter the overall balance of features and Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effect There would be mid-range views toward slopes of the valley to the north-east, as of the Project crosses the existing watercou level work would be obscured by the und east at Rainbow Wood and along Hoford potentially open up views into the adjace vegetation loss would also be readily app Construction vehicle movements along h In addition, to the north-west, there wou activities at Brentwood Road overbridge bridge (approximately 1.3km). However, by rising landform. During night-time working, construction the wider view including along the urban ed- products.

existing waterbody and a new culvert, as well as ere would also be filtered views north-east ad green bridge (approximately 0.9km), as well uction of Muckingford Road green bridge e vegetation would also be apparent at Rainbow g the existing watercourse to the north-east, as a along Muckingford Road to the south-east. m and construction works taking place at a lower wards construction elements would be restricted.

n activity could result in a perceivable change to sources introduced into the midground. If in the context of prominent lighting in the dge of East Tilbury and at London Gateway

ed with the Muckingford Road and Hoford Road issociated earthworks and gantries, and the landscape, would be noticeable in views.

ng Muckingford Road in the midground to the ated vegetation removal. There would also be und to the east.

n a perceptible change to the view but would s and elements that constitute the existing view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

rds the excavation of a cutting along the upper s well as the construction of Hoford Road green tworks and false cuttings along the Project route ion of approximately four gantries would also be for retaining structures and a new culvert where burse would be apparent, although some lowerindulating landform. Vegetation loss to the northrd Road would be apparent and would cent quarry and area of material storage. Mature

pparent along the existing watercourse. haul routes would be evident.

ould be long-range glimpses of construction ge (approximately 1km) and the FP79 WCH er, these elements would be slightly obscured

n activity could result in a perceivable change to sources introduced into the midground. If in the context of prominent lighting in the edge of Linford and at Linford Tarmac Building

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Overall, construction works for the new Hoford Road green bridge, and loss of n views.
					Project utility works – nature of effects Existing OHL and pylons are prominent location, there would be mid-range view north-east, east and south-east. Views t west of Linford would be partially filtered would also be visible in an arable field to Overall, the utility works would result in not alter the overall balance of features
N-16	View from footpath 41/access track near Butts Lane (LLCA Linford/Buckingham Hill Urban Fringe). View centred south-south-west for recreational receptors.	Moderate	Negligible	Slight adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be very minimal views towa landform in the immediate foreground an Project (approximately 3.1km) and this I noticeable in views.
					Project utility works – nature of effects There would be mid- to long-range view however, visibility of other utility works fi landform and vegetation. Overall, the utility works would result in a
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being perceivable in

v carriageway, structures, earthworks and f mature vegetation, would be noticeable in

t features in the existing view. From this we of OHL modifications to the north-west, to the east of the OHL modifications at the ed by intervening vegetation. Multi-utility works to the north-west.

n a perceptible change to the view but would as and elements that constitute the existing view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

wards construction activity, due to rising

and the distance between the visible part of the s location. Construction works would be barely

ws of OHL modifications to the south-west, from this location would be screened by

n a barely noticeable change to the view.

re two significance categories are given in LA

sessed as slight rather than neutral due to in part of the view.

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-17	View from footpath 45 located within Orsett Golf Club (LLCA	Moderate	Moderate	Moderate	Project construction activity would occu
	Linford/Buckingham Hill Urban Fringe). View centred south-south-east for recreational receptors.	moderate		adverse effect	Main Project (highway and associated in compounds and WCHs) – nature of effe
					A long-range view across arable farmlan Chadwell St Mary, contained by surrour
					There would be mid-range views south- valley, associated with the diversion and construction of the new Project carriage shallow cutting, partly slight embankmen further south-east, including for Hoford I Brentwood Road would be screened by at Rainbow Wood. Construction works we mineral extraction activity to the south-east landscape and Chadwell St Mary would construction works.
					During night-time working, construction a the view at night, with increased light so lighting would be viewed against a back urban edge of Grays and Chadwell St Ma Overall, construction works for the new of noticeable in views.
					Project utility works - nature of effects
					The mid-range view features the existin these OHL would be visible from this loo
					Overall, the utility works would result in
N-18	View from footpath 78 on the north-east edge of Chadwell St Mary (LLCA White Croft/Orsett Heath Urban Fringe). View centred north- north-east for recreational receptors.	Moderate	Moderate	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> Close to mid-range, north and north-eas slightly elevated location at the urban ed views north towards realignment works route in the foreground, and beyond tow Road and construction works for Brentw above the intervening rolling landform. Of carriageway (in shallow cutting) on the se earthworks, false cuttings, and a retaining Farm would also be visible to the north- slightly obscured by the rolling landform installation of new gantries. Loss of vegetation along Brentwood Roa construction works, vehicle movements compound, with plant storage, site office batching plant (up to 25m in height). Ve A13 would also be apparent on the horiz east, vegetation loss and construction w bridge (approximately 1.1km).

ur over a medium-term period.

infrastructure, earthworks, construction fects

and with mature vegetation belts towards unding landform and vegetation.

h-west towards construction activity within the nd culverting of an existing watercourse and the geway and associated earthworks (partly tent). Views of construction works for the Project d Road green bridge, and west towards by intervening landform and vegetation such as a would also be viewed in the context of existing -east. Visibility of the surrounding arable Id be retained to the south-west above

n activity could result in a perceivable change to sources introduced into the midground. However, ckdrop of skyglow and light sources within the Mary beyond.

carriageway and earthworks would be

ing OHL across the skyline. Modifications to ocation.

n a barely noticeable change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

astern views of construction activity from this edge of Chadwell St Mary. There would also be is for High House Lane and an associated WCH owards vegetation removal along Brentwood twood Road overbridge, which would be seen . Construction works for the new Project e southern valley slope side and associated ning wall and acoustic barrier adjacent to Brook h-east and east, although views would be m. There would also be views towards the

Road would result in more open views of ts along haul routes and Brentwood Road ices, material storage and a prominent concrete degetation loss and construction works along the prizon in long-range views north-west. To the works would be apparent at Hoford Road green

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					During night-time working, construction the view at night, with increased light so would be seen in the context of the prom lights along the A13 and Brentwood Roa Overall, construction works for Brentwo Road green bridge, and for the new Pro of mature vegetation, would be noticeat
					Project utility works – nature of effects The double line of existing OHL are pro these OHL would be clearly visible in th gas main following the east side of Bren along and west of Brentwood Road, tog would also be visible in close- to mid-ra Overall, the utility works would result in
N-19	View from residential properties at Orsett Heath/Chadwell St Mary (LLCA White Croft/Orsett Heath Urban Fringe). Viewpoint centred north-north-east for residential receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2))	High	Major	Large adverse effect	 Project construction activity would result in <u>Main Project (highway and associated in compounds and WCHs) – nature of effect</u> There would be mid- to long-range view construction activity for the new Project earthworks and false cuttings, and the in signage. Construction vehicle movement apparent, as would construction works of 0.6km) and the northern end of Brentwood Brentwood Road compound would be voffices, material storage and a concrete and material storage and site offices in the visible to the north. Views north-west and north would be pathornsby Lane, and views north-east by St Mary. Vegetation loss along a field boundary a would increase visibility towards the A13/A1089/A122 Lower The corridor. The embankment and reinforce the Orsett Cock roundabout and the A1 screening of construction activity along construction of landscape mounds up to a pathorn and would pat the A13/A1089/A122 Lower Thames During night-time working, construction the view at night, with increased light so However, lighting would be seen in the focus), lighting from tower blocks in Grad.

n activity could result in a perceivable change to cources within the foreground. However, lighting prinently lit A13 (a night-time focus) and car bad.

rood Road overbridge, along the A13, at Hoford roject carriageway and earthworks, and the loss able in views.

rominent across the skyline and modifications to the midground. Installation of a high-pressure entwood Road and other multi-utility works ogether with associated vegetation removal, range views.

n a noticeable change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

ews looking north-west to north-east towards ct carriageway (approximately 0.4km to 1km), e installation of gantries, street lighting and ents along haul routes would also be readily s for the FP79 WCH bridge (approximately wood Road overbridge (approximately 0.9km). visible to the north-east, with plant storage, site te batching plant (up to 25m in height). Plant n the Stanford Road compound are also likely to

partially obscured by intervening buildings along y woodland on the northern edge of Chadwell

y and Hornsby Lane would be apparent and 13 corridor in long-range views, as well as n and the construction of new structures and slip Thames Crossing junction adjacent to the A13 reed earth structure along the slip road between 1089 Dock Approach Road would provide some g the A13 corridor once constructed. The to 11m above the existing ground and one existing A13 would also be glimpsed above provide some screening of construction activity is Crossing junction once created.

on activity could result in a perceivable change to sources introduced into the midground. e context of the prominently lit A13 (a night-time trays and Chadwell St Mary and car lights on the

Visual ree	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Overall, construction works for the new overbridges, operation of the Brentwood vegetation, would be dominant in views
N-20	View from Hornsby Lane adjacent to Heath Place (Grade II listed building) (LLCA White Croft/Orsett Heath Urban Fringe). View centred west-south-west for users of the local road.	Moderate	Major	Large adverse effect	Project utility works – nature of effects The double line of existing OHL are prothese OHL would be clearly visible in thand multi-utility works along Hornsby La Overall, the utility works would result in Justification for significance level where 104 The significance of effect has been asseconstruction works being viewed in the Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effect There would be close- to mid-range view works for the new Project carriageway (westbound to Project southbound slip restreet lighting and signage (approximate storage and site offices in the Stanford Vegetation loss would be apparent alon open views towards construction activity. In mid-range views west, construction works overbridges over the A1089 Dock Appro (approximately 0.5km to 0.7km) would be vegetation, as well as the construction of a landscape mound also be glimpsed to the west above veg construction activity at the A13/A1089/A created. Construction activity may also be glimps association with the FP79 WCH bridge Brentwood Road compound, including a 25m in height), plant and material storage largely screened by existing vegetation Vegetation removal would be apparent the north-west, which would open up vie and slip roads at the A13/A1089/A122 L the A13 corridor, as well as the installat infrastructure along the A13, which is el and reinforced earth structure along the and slip roads at the A13/A1089/A122 L the A13 corridor, as well as the installat infrastructure along the A13, which is el and reinforced earth structure along the A13, A1089/A122 L the A13 corridor, as well as the installat infr

w Project carriageway, earthworks and two new ood Road compound, and the loss of mature vs.

rominent across the skyline and works to divert the midground. The Hornsby Lane Utility Hub Lane would also be visible.

in a noticeable change to the view.

re two significance categories are given in LA

e context of the existing OHL.

cur over a medium-term period.

l infrastructure, earthworks, construction fects

ews south and south-west towards construction (in cutting and false cutting), the A13

road in cutting, the installation of four gantries, ately 0.15km to 0.25km), and plant and material d Road compound (approximately 70m).

ong Hornsby Lane to the south resulting in more ity.

works for the new A1013 Stanford Road broach Road and the Project carriageway d be apparent above an intervening belt of n of new bridges, viaducts and highway /A1089/A122 Lower Thames Crossing junction. nd up to 9m above the existing ground would egetation and would provide some screening of /A122 Lower Thames Crossing junction once

apsed in mid-range views south-east in e and Brentwood Road overbridge and the g a prominent concrete batching plant (up to rage and site offices. However, views would be on in the grounds of Heath Place.

nt along the A13 and A1013 Stanford Road to views towards the construction of new structures 2 Lower Thames Crossing junction adjacent to ation of new and replacement highway elevated on embankment. The embankment he slip road between the Orsett Cock

Visual receptor	r	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
Visual receptor	r	Sensitivity		1 -	Commentary roundabout and the A1089 Dock Approal construction activity along the A13 corridor During night-time working, construction at the view at night, with increased light sour midground. However, lighting would be seen ight-time focus) and the urban edge of CO Overall, construction works for the new F and new infrastructure including street lights be dominant in views. Project utility works – nature of effects Vegetation clearance in the immediate for largely open and unrestricted close-rang also be views of works to divert the two exits within the view. Justification for significance level where 104 The significance of effect has been asses construction works being apparent across
White	v from the junction of Hornsby Lane/A1013 Stanford Road (LLCA te Croft/Orsett Heath Urban Fringe). View centred south-south- t for users of the local road.	Moderate	Major	Large adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effect</u> Long-range, wide views looking from eas extensive construction activity. There wo construction works for the widening of th new WCH route in the foreground, which vegetation. There would also be close-rat Hornsby Lane. There would be mid- to long-range views construction of earthworks and false cutt WCH bridge and Brentwood Road overb prominent concrete batching plant (up to and site offices would also be apparent i south-east would be partially screened b In mid-range views to the south-west, co carriageway and A13 westbound to Proje (approximately 0.5km) and the installation would be apparent. However, vegetation provide some filtering of views and the c Whitecroft would provide some screening Plant and material storage and site office be visible (approximately 0.4km). Views west and north would include cons A13/A1089/A122 Lower Thames Crossin overbridges, some of which would be se link road between the Orsett Cock round

oach Road would provide some screening of ridor once constructed.

n activity could result in a perceivable change to ources introduced into the foreground and seen in the context of the prominently lit A13 (a f Chadwell St Mary.

v Project carriageway, earthworks, overbridges, lighting, and loss of mature vegetation, would

e foreground of the viewpoint would result in nge views of multi-utility works. There would o existing OHL in the midground.

ks in this location would be a dominant change

e two significance categories are given in LA

sessed as large rather than moderate due to oss a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

east to north-east over an area affected by would be close-range views towards the A1013 Stanford Road to accommodate a ich would result in the loss of existing roadside -range views towards construction traffic along

ws south and south-east towards the uttings along the Project route and the FP79 erbridge (approximately 0.5km to 1.1km). A to 25m in height), plant and material storage it in the Brentwood Road compound. Views I by vegetation and buildings at Heath Place. construction activity for the new Project oject road southbound slip road in cutting tion of gantries, signage and street lighting on near The Whitecroft care home would e construction of a landscape mound near The ing of construction works beyond once created. ices in the Stanford Road compound would also

onstruction activity associated with the sing junction, including new slip road seen above the skyline. Construction of the new ndabout and the A1089 Dock Approach Road

Visua	receptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					and the associated embankment and rein north of the existing A1013 Stanford Roa towards the installation of gantries, signal construction of retaining structures. The vegetation loss, which would be visible a existing carriageway. The construction of existing ground and one landscape moun new junction would also be apparent and construction works once created. Similar structure along the slip road between the Dock Approach Road would provide som constructed. Construction activity would not result in a north-west, as existing light sources are the south, there could be a perceivable of presence of additional light sources durin would be viewed in the context of existin Overall, construction works for new carriag structures, including at the A13/A1089/A12 loss of mature vegetation, would be domin <u>Project utility works – nature of effects</u> There would be close-range views of the Road to the north-east and south-west a would also be filtered, close- to mid-rang south along Hornsby Lane. To the south works to divert the existing OHL north of Overall, the utility works would be a notic <u>Justification for significance level where to 104</u> The significance of effect has been asse
N-22	View from A1013 Stanford Road on the A1089 overbridge (northern	Low	Major	Moderate	construction works being apparent acrosProject construction activity would occur
	side) (LLCA White Croft/Orsett Heath Urban Fringe). View centred north-east for users of the main road.			adverse effect	Main Project (highway and associated in compounds and WCHs) – nature of effect
					The A1013 Stanford Road would be diver of the current position. Prior to diversion, viewpoint is representative of user views range, wide view is over an area experie the typically flat, predominantly arable lat corridors and settlement.
					There would be close-range views north Stanford Road overbridge in the foregrou Stanford Road, which would open up vie
					There would be mid- to long-range views plant and material storage and site office stockpiles in Long Lane compound B to t

reinforced earth structure would take place just oad corridor. There would also be views nage, replacement and new street lighting, and is modification to the A13 would result in a above the skyline and open up views to the of landscape mounds up to 11m above the ound up to 9m above the existing A13 at the and would provide some screening of larly, the embankment and reinforced earth the Orsett Cock roundabout and the A1089 ome screening of views beyond once

n a perceivable change in night-time views re readily apparent within the existing view. To e change in night-time views, due to the uring night-time working. However, lighting ting lighting at Chadwell St Mary. iageways, earthworks, overbridges and

122 Lower Thames Crossing junction, and the ninant in views.

he multi-utility works along the A1013 Stanford t and extending north towards the A13. There nge views of the multi-utility works extending th, there would also be mid-range views of of Orsett Heath.

ticeable change within the view.

e two significance categories are given in LA

sessed as large rather than moderate due to oss a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

verted onto a new structure immediately north on, Stanford Road would remain open and this ws, both prior to and after diversion. This longriencing extensive construction activity within landscape interspersed with main road

th towards construction works for the A1013 round, with vegetation loss apparent along views to construction works.

ws towards construction compounds, including ces in Long Lane compound A and earthwork o the north-west (approximately 0.3km), plant

Visual receptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
				and material storage and site offices in th (approximately 0.55km) and a prominent height), plant and material storage and s to the east (approximately 1.1km). Construction works for the A13/A1089/A also be visible to the north-west, north-ea- carriageway construction with substantia works, resulting in the new junction being new flyovers, underpasses and new reta landscape mounds would also be appare of which would partially screen views tow view would also include removal of Gam Gammonfields Way to the north-west. There would be long-range views south- WCH bridge and Brentwood Road overb cutting, at grade and within false cutting movements within the arable landscape. Vegetation loss along the existing A13 ca adjacent field boundaries would be readi construction works, traffic and highway in Construction activity would not result in a where existing lighting is present along th A1013 Stanford Road. Within the wider k construction activity could result in a per- environment where construction lighting this would be viewed in the context of ex- the north-west and Chadwell St Mary to 4 Overall, construction activity associated a A13/A1089/A122 Lower Thames Crossir and street lighting, and loss of mature ver <u>Project utility works – nature of effects</u> The existing view is characterised by ma The most noticeable multi-utility works fra along the A1013 Stanford Road. To the s of the removal of two OHL, facilitated by midground. Overall, the utility works would result in a <u>Justification for significance level where at 104</u> The significance of effect has been asse construction works being apparent across

the Stanford Road compound to the east ent concrete batching plant (up to 25m in site offices in the Brentwood Road compound

/A122 Lower Thames Crossing junction would -east and south-east, including new tial bulk earthwork activity and engineering ing seen at a variety of heights with several etaining structures. The construction of arent in several locations at the junction, some owards construction works once created. The ummonfields Way travellers' site along

h-east towards construction works for the FP79 prbridge and the Project carriageway in shallow ag earthworks, as well as construction vehicle be.

corridor, the A1089 Dock Approach Road and adily apparent, resulting in increased visibility of / infrastructure.

n a perceivable change in night-time views g the A1089 Dock Approach Road, A13 and r landscape to the north-west and south-east, erceivable change in the night-time ng is introduced into existing fields. However, existing lighting, including at Little Thurrock to

existing lighting, including at Little Thurrock to to the south-east.

d with the new carriageway, earthworks, sing junction, overbridges, gantries, signage vegetation, would be dominant in views.

najor road corridors and highway infrastructure. from this location would be those taking place e south-east, there would be close-range views by the proposed southerly diversion in the

a noticeable change to the view.

e two significance categories are given in LA

sessed as moderate rather than slight due to oss a large proportion of the view.

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-23	View from Grays urban edge (off Long Lane) (LLCA White Croft/Orsett	High	Moderate	Large adverse	Project construction activity would occur
	Heath Urban Fringe). View centred east-north-east for residential receptors.			effect	Main Project (highway and associated in compounds and WCHs) – nature of effe
					There would be close- to mid-range view towards earthwork stockpiles in Long La storage and site offices in Long Lane co (approximately 0.1km to 0.25km), with a northerly views. These compound eleme construction works beyond.
					There would be mid-range, glimpsed vie towards construction works for the A13/, junction, including a new viaduct and sli earthworks, a false cutting and a retaining gantries and replacement street lighting. A1013 Stanford Road overbridge and co also be apparent to the east (approximal
					The construction of landscape mounds a Approach Road to Project road northbou the existing highway would also be appa construction works once created.
					Vegetation loss along the A1089 Dock A would be apparent and would result in n traffic and highway infrastructure.
					During night-time working, construction the view at night, with increased light so B introduced into close-range views. Ho of existing light sources along the A1089 Stanford Road and at a tower block in C
					Overall, construction activity associated the new earthworks, structures and high Lower Thames Crossing junction, and the noticeable in views filtered by existing he
					Project utility works - nature of effects
					The existing view is characterised by ag would be mid-range views of OHL modif Views of Long Lane Utility Hub to the no screened by the hedgerow lining footpat
					Overall, the utility works would result in a
					Justification for significance level where
					<u>104</u> The significance of effect has been asse operations in the construction compound
N-24	View from residential properties on B188 Baker Street (LLCA Orsett Lowland Farmland). View looking south-south-east for residential receptors.	High	Major	Large adverse effect	Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effe

ur over a medium-term period. infrastructure, earthworks, construction fects ews across arable fields in the foreground Lane compound A and plant and material compound B to the north and north-east a retained hedgerow providing some filtering of ments would partially obscure views towards views between elements within the compounds 3/A1089/A122 Lower Thames Crossing slip road in front of the existing highway, new ning wall, and the installation of signage, ng. Views towards the demolition of the existing construction works for the new structure would nately 0.7km). s along the outer edge of the new A1089 Dock bound slip road and between this slip road and parent and would screen some views towards Approach Road and A1013 Stanford Road more open views towards construction works, n activity could result in a perceivable change to sources within the Long Lane compounds A and lowever, lighting would be seen in the context 89 Dock Approach Road, A13 and A1013 Chadwell St Mary. ed with the Long Lane compounds A and B and ghway infrastructure at the A13/A1089/A122 the loss of mature vegetation, would be hedgerows. agricultural fields and prominent OHL. There difications and multi-utility works to the east. north-west of the viewpoint, are likely to be ath 97. n a noticeable change to the view. e two significance categories are given in LA sessed as large rather than moderate due to inds being close to the viewpoint. ur over a medium-term period. infrastructure, earthworks, construction fects

Visual ree	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					There would be close-range views, fram towards construction works for the new overbridge at the A13/A1089/A122 Lowe 0.17km), including earthworks, retaining vegetation for utility works (described be open up views towards adjacent construction During night-time working, construction However, lighting would not result in a p environment due to existing light source and the A13. Overall, construction works for the new s Lower Thames Crossing junction, and e would dominate the view. Project utility works – nature of effects This framed view has been taken from for the B188 Baker Street. There would the road. Slightly further to the south, ve works is also likely to be visible in front of Overall, the utility works would result in a pustification for significance level where 104 The significance of effect has been assess construction works being viewed in the other set of the set
N-25	View from the intersection of footpath 93, footpath 96 and bridleway 206, off Mill Lane, on southern urban edge of Orsett. Also represents views from footpaths 82 and 94 (LLCA Orsett Lowland Farmland). View centred south-west for recreational receptors.	Moderate	Major	Large adverse effect	 Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> This is a mid-range view over the equest construction works for the new Project re (approximately 0.4km) and associated of A13/A1089/A122 Lower Thames Crossi along the A13 corridor would be readily moving traffic and highway infrastructure and several retaining structures along th A13 slip road, and the installation of gar lighting. The existing embankments alor construction activity further south, except construction of landscape mounds at the junction. Demolition of residential properties alon apparent to the south-west, as well as co linking Baker Street to Rectory Road alor During night-time working, construction However, it would not result in a perceiv due to existing light sources being readi Overall, construction works along the A1 vegetation, would be dominant in views.

med by retained vegetation along Baker Street, v Project road southbound to A13 slip road wer Thames Crossing junction (approximately ng walls and street lighting. Loss of mature below) on the west side of Baker Street would ruction works.

n activity at night would be visible to the south. perceivable change to the night-time ces being readily apparent along Baker Street

v slip road overbridge at the A13/A1089/A122 extensive vegetation loss along Baker Street,

footpath 96 where it intersects with the footway d be close-range views of multi-utility works in vegetation removal to facilitate multi-utility t of the existing A13 overbridge.

a noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than very large due to e context of the existing highway corridor.

ur over a medium-term period.

infrastructure, earthworks, construction fects

estrian fields in the foreground towards road southbound to A13 slip road overbridge (approximately 0.8km) at the sing junction. Extensive loss of vegetation y apparent and result in more open views of ire, as well as the construction of earthworks the A13 and new Project road southbound to antries, and new and replacement street ong the A13 are likely to screen views of ept for taller elements such as gantries and the he A13/A1089/A122 Lower Thames Crossing

ng Baker Street and Woolings Close would be construction works for a new WCH route long the toe of the embankment to the south.

n activity at night would be visible to the south. ivable change in the night-time environment dily apparent along the A13.

13 corridor, and extensive loss of mature

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Project utility works – nature of effectsThere would be mid-range views south-wpipeline. There would also be distant, souA13.Overall, the utility works would result inJustification for significance level where104The significance of effect has been asseconstruction works being apparent across
N-26	View from Stifford Clays Road (LLCA Orsett Lowland Farmland). View centred north-west for users of the local road.	Moderate	Moderate	Moderate adverse effect	 Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be close-range views towa realignment of Stifford Clays Road to the the Project route. Loss of mature vegeta to the north, would result in glimpsed vie Project route, the construction of a lands street lighting and signage. There would the site welfare offices, plant and materi plant (up to 25m high) in the Stifford Cla As a result of vegetation loss, constructi Stifford Clays Road compound East. Th change in the night-time environment, a character. Overall, construction works for the Stiffor carriageway, earthworks and highway in would be noticeable in views. <u>Project utility works – nature of effects</u> There would be close-range views of mu associated removal of trees and roadsid works to the north-west and west of the removal of existing vegetation. Overall, the utility works would result in a
N-27	 View from bridleway 161 adjacent to junction of Green Lane/Stifford Clays Road (LLCA Orsett Lowland Farmland). View centred north- north-east for recreational receptors. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)). 	Moderate	Moderate	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be mid-range views north-e Project carriageway, earthworks, false of bridge with its slackened slope earthwor Clays Road and Orsett Fen. There woul plant up to 25m high in the Stifford Clays compound (site offices and welfare build likely obscured by the undulating, arable mound along the Project route would also

west of the installation of a high-pressure gas butherly views of OHL modifications beyond the

n a noticeable change to the existing view.

e two significance categories are given in LA

sessed as large rather than moderate due to ross a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

vards construction activity associated with the the west and associated new overbridge across station along Stifford Clays Road and adjacent views towards the excavation of a cutting for the dscape mound and the installation of a gantry, and also be glimpsed views north-west towards erial storage and a prominent concrete batching clays Road compound East.

ction activity at night would be visible at the This could therefore result in a perceivable as the existing landscape is largely dark in

ford Clays Road realignment and new infrastructure, and loss of mature vegetation,

multi-utility works along Stifford Clays Road and side hedgerow. Close-range views of multi-utility he viewpoint could also occur as a result of the

n a noticeable change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

e-east towards construction works for the new cuttings and signage, the Green Lane green orks, and a new WCH route between Stifford uld also be views towards a concrete batching ays Road compound East. Other elements in the ildings, plant and material storage) would be ble landform. The construction of a landscape also be just apparent and would screen some

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
Visual re	View from footpath 90 at the junction of Green Lane/Fen Lane (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred south- west for recreational receptors.	Sensitivity			Commentary views towards construction works and the created. Construction traffic would be visible with the north-east, as would earthwork oper-Lane green bridge. Vegetation loss adjather would also be long-range views to Viaduct (approximately 1.5km). During night-time working, construction at the view from this receptor at night due to this typically unlit landscape. The lighting with distance. Overall, construction works for the new of viaduct, and the loss of mature vegetation. Project utility works – nature of effects. To the east, there would be close-range. Clays Road. To the south, there would be with the temporary foul water connection north-west, the Green Lane. Overall, the utility works would result in a project construction activity would occur. Main Project (highway and associated in compounds and WCHs) – nature of effects. There would be mid-range views over the works in the midground, which would sp operation of Stifford Clays Road compound plant up to 25m in height, together with sterial storage. There would also be view from this receptor at night due to this typically unlit landscape. During night-time working, construction at the view from this receptor at night due to the stifford Clays Road compound also be view from this receptor at night due to this typically unlit landscape. Overall, the utility obscured by existing version of stifford Clays Road compound also be view from this receptor at night due to this typically unlit landscape.
					bridge and associated mature vegetation <u>Project utility works – nature of effects</u> There would be close-range views of the
					crossing the view from east to west, and

the Stifford Clays Road compound East once

thin the fen landscape and along Green Lane to erations for the attenuation basin north of Green jacent to Green Lane would be apparent.

towards construction works for Orsett Fen

a activity could result in a perceivable change to to increased light sources being present within g would extend into the dark, rural landscape in

v carriageway, earthworks, bridge structure and tion, would be noticeable in views.

je views of multi-utility works along Stifford be close-range views of the works associated on extending south towards the A13. To the would be visible in the midground, with midn-pressure gas pipeline to the north, extending

a noticeable change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

the arable landscape towards construction span most of the view. This would include the ound East with a prominent concrete batching n site offices, welfare buildings, and plant and views towards construction works for the o cutting at Stifford Clays Road to shallow e green bridge (approximately 0.4km), which clearance along the road, evident above the be mound along the Project route would be ad compound East. Construction works would vegetation adjacent to Fen Lane to the south

activity could result in a perceivable change to to increased light sources being present within

d with the operation of the Stifford Clays Road r the Project route and Green Lane green on loss, would be noticeable in the view.

he installation of a high-pressure pipeline nd temporary multi-utility works along Fen Lane

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					to the south. In the midground to the sou works on the north side of Stifford Clays Overall, the utility works would result in
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asso construction works being apparent acro
N-29	View from bridleway 219 located on the Mardyke Way, east of Grangewaters Outdoor Education Centre (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred east-north-east for recreational receptors.	High	Moderate	Moderate adverse effect	 Project construction activity would occu <u>Main Project (highway and associated in compounds and WCHs) – nature of effects</u> This Representative Viewpoint is part of and considers effects at this location on of the PRoW, please refer to viewpoints easterly view. There would be long-range views north-associated with the creation of the flood vehicles using haul routes along the Profest at this location works for the apparent. Typically, however, views filtered by existing vegetation, and view construction works to the east would be Beyond the Project route, there would be (approximately 1.8km), within which the would be the concrete batching plant up construction works and vegetation). The vegetation towards the concrete batchir Clays Road compound East (approximate intervening vegetation and partially obscu During night-time working, construction at he view at night due to increased light s landscape. The lighting would extend into However, construction lighting to the sout existing lighting along the A13. Overall, construction works for Orsett Fere arthworks, and construction activity as compounds, would be noticeable in view project utility works – nature of effects. To the north-east, the view opens up too to a wooded horizon where the promine Park is apparent. In distant views, the s pylons and there would be views to the However, views of ground level multi-ut screened by existing vegetation and land screened by existing vegetation and land screened by existing vegetation and land screeneed by existing vegetation and land screeneed by existing vegetation and land screenee by existing vegetation and land screen

outh-west, there would be views of multi-utility ys Road and views of OHL modifications. n a noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than moderate due to ross a large proportion of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

of a sequence of views along the Mardyke Way only. For details of effects along other sections ts N-29a and N-32. This is a long-range, wide

h-east towards bulk earthwork operations od compensation area, and construction project route within the relatively remote Orsett r the new carriageway embankment

Fen Viaduct (approximately 1.7km) would also s towards construction works would be partially wed in the distance. In addition, views of

be largely screened by intervening vegetation.

be views north-east to the Mardyke compound ne most noticeable element at this distance up to 25m in height (due to intervening here would also be glimpsed views east above ning plant up to 25m in height within the Stifford nately 1.5km).

e, glimpsed views south-east towards construction ately 1.5km). However, views would be filtered by cured by the gently rising landform.

n activity could result in a perceivable change to sources being present within this typically unlit to the dark, rural landscape in the distance. uth-east would be viewed in the context of

Fen Viaduct, the new carriageway and associated with the operation of the construction ews.

towards the wider landscape with distant views nent landform within the Langdon Hills Country skyline is dominated by the existing OHL and e east and south-east of the OHL modifications. utility works in the midground would be mainly andform. The western edge of Green Lane

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Utility Hub may be just visible at the sou south-east.
					Overall, the utility works would result in a
					Justification for significance level where 104
					The significance of effect has been asse existing vegetation limiting the overall ef
N-29a	View from bridleway 219 located on the Mardyke Way on Orsett Fen,	High	Major	Very large	Project construction activity would occur
	open access land (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred east-north-east for recreational receptors.			adverse effect	Main Project (highway and associated in compounds and WCHs) – nature of effe
					This Representative Viewpoint is part of and considers effects at this location onl of the PRoW, please refer to N-29 and N along bridleway 219 than viewpoint N-29,
					There would be wide, open views of extern WCH route and new level control structure compensation and ecological mitigation and Project earthworks, Orsett Fen Viaduct and and a concrete batching plant (up to 25m plant and material storage in the Mardyk southerly, distant views towards the oper East (mainly limited to the concrete batch construction of Green Lane green bridge a the latter would be heavily filtered by inter- also be apparent along the Project route of
					Construction works for the new carriage the north-east and east of the view woul During night-time working, construction the view from this receptor at night due
					 into the dark, rural landscape. Overall, construction works for Orsett Fe carriageway and earthworks, and the op dominant in views.
					Project utility works - nature of effects
					OHL and pylons dominate the existing v views of the OHL modifications, taking p visible in distant views to the south-east
					Overall, the utility works would result in a not alter the overall balance of features
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being apparent across

outhern end of the existing tree belt to the

a barely noticeable change to the view.

e two significance categories are given in LA

sessed as moderate rather than large due to effect on the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

of a sequence of views along the Mardyke Way only. For details of effects along other sections I N-32. This viewpoint is located further north 9, where the Project is closer.

ensive construction works, including for a new ure and earth-moving operations for the flood area in the foreground, and beyond for the new and Mardyke Viaduct (the latter only just visible), 5m in height), offices, welfare buildings, and yke compound. There would also be some eration of the Stifford Clays Road compound tching plant up to 25m in height), along with the e and Stifford Clays Road overbridge, although ervening vegetation. Construction traffic would e on temporary haul routes.

jeway on embankment and the two viaducts to uld appear above the skyline.

n activity could result in a perceivable change to e to increased light sources being introduced

Fen Viaduct, Mardyke Viaduct, the new operation of construction compounds, would be

view south-east. There would be close-range place overhead. Multi-utility works may just be st.

n a perceptible change to the view but would s and elements that constitute the existing view.

e two significance categories are given in LA

sessed as very large rather than large due to oss a large proportion of the view.

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-30	View from footpath 132 near South Ockendon urban fringe (off Mollands Lane) (LLCA Belhus Lowland Quarry Farmland). View centred north-north-east for recreational receptors.	Moderate	Negligible	Slight adverse effect	Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effer Only very limited construction activity we distance of construction works from the landform, field-bounding vegetation with woodland blocks adjacent to the landfill Construction works would be barely not Project utility works – nature of effects From this location, visible utility works w the east of OHL modifications, just visib Overall, the utility works would result in Justification for significance level where 104 The significance of effect has been asset
N-31	View from footpath 90 on Orsett Fen (east of Hobletts residential property) (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred west for recreational receptors.	Moderate	Moderate	Moderate adverse effect	construction works being perceivable in Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be mid- to long-range, wide including earth-moving operations for the carriageway and earthworks, Orsett Fer Viaduct (approximately 0.8km) and a ne Project route. Construction vehicle move haul routes would also be visible. Construction works for the new carriage south-west to north-west would be view and beyond. Some limited vegetation lo Mardyke Viaduct. During night-time working, construction the view from this receptor at night due the dark, rural landscape. Overall, construction works for Orsett Fe carriageway and earthworks, would be receptor the north-west of the OHL modifications Overall, the utility works would result in
N-32	View from bridleway 219 located on the Mardyke Way on Orsett Fen (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred north-east for recreational receptors.	High	Major	Very large adverse effect	Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effe

ur over a medium-term period.

infrastructure, earthworks, construction fects

would be apparent from this location, due to the ne Project route (approximately 1.5km), falling ithin the arable landscape, and structural fill site to the north, which would obscure views. oticeable in views.

would be limited to partial, long-range views to ible above existing tree belts.

n a barely noticeable change to the view.

re two significance categories are given in LA

sessed as slight rather than neutral due to in part of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

ide views of extensive construction activity, he flood compensation area, the new Project en Viaduct (approximately 0.6km), Mardyke new maintenance access track parallel to the ovements along the Project route on temporary

geway on embankment and viaduct from the wed in front of tree belts along Mardyke Way loss would be evident along the Mardyke, at

on activity could result in a perceivable change to the to increased light sources being present within

Fen Viaduct, Mardyke Viaduct, the new e noticeable in views.

would be limited to partial, long-range views to ns.

n only a barely noticeable change to the view.

ur over a medium-term period. <u>infrastructure, earthworks, construction</u> <u>fects</u>

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					 This Representative Viewpoint is part of Mardyke Way and considers effects at the other sections of the PRoW, please referent Mardyke Way at the viewpoint location we assessment considers the worst case we south. There would be close-range views toward compensation and ecological mitigation are route and the piers and abutments of the Construction activity associated with the also be prominent in the wider view, as we the Mardyke. There would also be mid-rat the FP136 bridge (approximately 0.9km) structure for the flood compensation and emid ground to the south. During night-time working, construction at the view from this receptor at night due to this dark, rural landscape. Overall, construction works for Mardyke
					carriageway and earthworks, and the los views.
					Project utility works – nature of effects
					As a result of the removal of existing veg of the multi-utility works around the Marc are also likely to be mid-range views of 0
					Overall, the utility works would result in a
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being close to the vie
N-33	View from intersection of footpaths 89 and 90 at Bulphan Fen (off Harrow Lane). Also represents views from footpath 159 (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred south- west for recreational receptors.	Moderate	Moderate	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effect</u> There would be long-range, wide, heavily Mardyke Viaduct (approximately 1.15km the Project route on embankment, and e flood compensation area beneath the Mar could be just discernible through interver also potentially be filtered glimpses of the the Mardyke compound to the south and Views of construction works would be lar mature trees along field boundaries, alth glimpsed visibility of the works. During night-time working, construction a change to the view from this receptor at present within the dark, rural landscape.

of a sequence of views taken along the this location only. For details of effects along fer to N-29 and N-29a. During construction, the would be temporarily closed, however, the where the bridleway remains accessible to the

vards earth-moving operations for the flood area and construction works for a new WCH he Mardyke Viaduct in the foreground. The embankments along the Project route would s well as the loss of mature vegetation along -range views towards construction works for m). Construction works for a new level control d ecological mitigation area could be visible in the

activity could result in a perceivable change to to increased light sources being present within

e Viaduct, the FP136 bridge, the new oss of mature vegetation, would be dominant in

egetation to the north-west, close-range views rdyke Viaduct abutment would be likely. There f OHL modifications to the west.

a noticeable change to the view.

e two significance categories are given in LA

sessed as very large rather than large due to viewpoint.

ur over a medium-term period.

infrastructure, earthworks, construction ects

vily filtered views of construction works for cm), Orsett Fen Viaduct (approximately 1.7km), I earthworks. Earth-moving operations for the Mardyke Viaduct and around the embankments vening field boundary vegetation. There could the concrete batching plants (up to 25m high) in nd the Medebridge compound to the west. largely obscured by intervening hedgerows and though breaks in the vegetation would allow

n activity could result in a just perceivable at night due to increased light sources being e.

Visual ree	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Overall, construction works for the eleva earthworks, and the loss of mature vege
					Project utility works – nature of effects The existing OHL and pylons are notice would be distant views to the west of the utility works including the Medebridge U screened or filtered by existing vegetation Overall, the utility works would result in
N-34	View from footpath 160 on the western edge of Bulphan (LLCA	Moderate	Negligible	Slight adverse	Project construction activity would occu
	Thurrock Reclaimed Fen (sub area Mardyke)). View centred south- west for recreational receptors.		ligible	effect	<u>Main Project (highway and associated in compounds and WCHs) – nature of effect There would be long-range, south-west Mardyke Viaduct and the new carriagev would be set within the flat, typically are 2.5km), and intervening vegetation inclu- of construction activity from this location Construction works would be barely not</u>
					Project utility works – nature of effects At this distance (approximately 2.5km), including OHL modifications to the sout Overall, the utility works would not result
					Justification for significance level where 104 The significance of effect has been associated construction works being perceivable in
N-35	View from footpath 136 located on Hall Lane, west of South Ockendon Hall (LLCA Belhus Lowland Quarry Farmland). View centred north- north-east for recreational receptors.	Moderate	Moderate	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> This is a wide panoramic view from Hall Ockendon Hall and the urban edge of S views north across the gently undulating existing woodland and vegetation belts. visible to the north, in the midground (ap There would be mid-range views from n activity associated with earthworks and Project route. Construction works for a v bridge and retaining structures in front of (approximately 0.75km) would also be p installation of the top of a new gantry ab of The Wilderness, which is a defining for facilitate construction. Construction work

vated viaduct structures, new carriageway and getation, would be noticeable in views.

ceable vertical features of the landscape. There the OHL modifications. Views of ground level Utility Hub would also be distant and likely to be ation.

in a barely noticeable change to the view.

cur over a medium-term period.

l infrastructure, earthworks, construction fects

sterly views towards construction works for eway on embankment. However, the Project arable landscape in the distance (approximately cluding tree belts, would largely obscure views on.

oticeable in views.

), utility works would not be discernible, uth-west.

ult in any discernible change to the view.

re two significance categories are given in LA

ssessed as slight rather than neutral due to in part of the view.

cur over a medium-term period.

l infrastructure, earthworks, construction fects

all Lane approximately halfway between South South Ockendon. There are mid- to long-range ing arable fields, where not interrupted by ts. Construction works are likely to be most (approximately 0.67km).

a north-west to north-east towards construction ad the excavation of the deep cutting along the a watercourse diversion, the North Road green t of the woodland block The Wilderness e prominent in views, together with the above the cutting slopes. The southern section g feature of the existing view, would be felled to orks would be seen in conjunction with roadside

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					and field-bounding vegetation clearance be visible.
					During night-time working, construction a the view at night due to additional light s although viewed in the context of existin along North Lane.
					Overall, construction activity associated w retaining structures and a gantry and loss be noticeable in views.
					Project utility works – nature of effects
					There would be mid-range, filtered views North Road associated with the propose there would be mid-range views to multi- existing woodland within The Wilderness modifications, partially screened by exist
					Overall, the utility works would result in a
N-36	View from footpath 135 off B186 North Road (LLCA Belhus Lowland Quarry Farmland). View centred south-south-east for recreational receptors.	Moderate	Major	Large adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> There would be close-range views towa
					arable fields, spanning most of the view.
					Construction activity associated with the Project route would be visible in the fore green bridge (approximately 0.13km), in would be prominent in the foreground ar be visible above the cutting slopes. Con with roadside and field-bounding vegeta movements. In the south-easterly view, retaining structures to the south of The V be prominent, together with tree remova
					During night-time working, construction the view at night due to additional light s although viewed in the context of existing along North Lane.
					Overall, construction activity associated bridge, retaining structures and a gantry Wilderness, would dominate the view.
					Project utility works – nature of effects
					To the south, there would be close-rang pipeline and mid-range views of multi-ut

ce. Construction vehicle movements would also

n activity could result in a perceivable change to sources in the midground during construction, ing lighting at South Ockendon and street lights

with the new cutting, North Road green bridge, ss of mature vegetation at The Wilderness would

ws to the north-west of multi-utility works along sed North Road green bridge. To the north, lti-utility works, including some removal of ess. To the east, distant views of OHL isting vegetation, would be barely discernible.

a perceptible change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

/ards construction works within the foreground w.

ne excavation of the deep cutting along the reground. Construction works for North Road including the embanked side road approach, and installation of the top of a new gantry would onstruction works would be seen in conjunction tation clearance and construction vehicle *v*, construction activity associated with the Wilderness (approximately 0.3km) would also

al on the southern section of The Wilderness.

n activity could result in a perceivable change to sources in the foreground to midground, ing lighting at South Ockendon and street lights

d with the new cutting, North Road green ry, and loss of mature vegetation at The

nge views of installation of a short section of gas utility works. To the south-west, there would

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-37	View from South Ockendon (West Road) (LLCA Belhus Lowland Quarry Farmland). View centred north for users of main road.	Low	Negligible	Slight adverse effect	also be close- to mid-range views of mu North Road green bridge. Overall, the utility works would result in a <u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being close to the vie Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effect</u> There would be close-range, filtered view eastern end of construction works for a heavily filtered views through gaps in info and the Upminster to Grays railway line WCH bridges east and west (approximate the M25
					 the M25. The M25 compound would be located a only the concrete batching plant (up to 2 and existing vegetation. During night-time working, construction change to the view from this receptor at however, this would be viewed in the control the M25. Overall, construction works would be base intervening vegetation. Project utility works – nature of effects
					From this location, existing vegetation a would screen views towards distant utilit change in the view. <u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being perceivable in
N-38	View from intersection of footpaths 253 and 254 in North Ockendon Conservation Area. Also represents views from footpath 252 (LLCA Belhus Lowland Quarry Farmland). View centred south-south-west for recreational receptors.	Moderate	Major	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> As part of the Project, the southern end 253 would be temporarily closed. The as the routes remain accessible to the nort North Ockendon Conservation Area. Construction works would be seen in a l to midground. There would be close-ran construction works for a WCH route and (approximately 10m), including plant, material

ulti-utility works associated with the proposed

n a noticeable change to the view.

e two significance categories are given in LA

sessed as large rather than moderate due to viewpoint.

ur over a medium-term period.

infrastructure, earthworks, construction fects

iews through hedgerow vegetation towards the a WCH route. There would also be mid-range, intervening vegetation along field boundaries ie towards construction works for the FP252 nately 1.3km), seen in the context of traffic on

approximately 1.35km to the north, although 25m high) is likely to be visible due to distance

n activity could result in a just perceivable at night due to increased light sources, context of existing lighting along West Road and

parely noticeable in views due to distance and

along the Upminster to Grays railway line ility works and there would be no discernible

e two significance categories are given in LA

sessed as slight rather than neutral due to in part of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

d of footpath 254 and western end of footpath assessment considers the worst case where orth, as well as views from the southern edge of

a large proportion of the view in the foreground ange views south and south-west of nd activity within the M25 compound material and equipment storage, movement of

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					construction vehicles, site offices and the which would be visible above the skyline hedgerow along the northern edge of the west. Elements in the M25 compound are beyond to the south and south-west, apa construction for the new Project carriages west (approximately 0.4km).
					In a narrow view west between the M25 of South Ockendon, the construction of a we associated with the false cutting along the southbound slip road would be apparent. construction works for the underpass ber associated with the replacement of street and a gantry along the M25 corridor is life associated with the false cutting.
					During night-time working, construction a the view at night due to the installation of midground, although this lighting would sources on the skyline along the existing
					Overall, construction works for new earth compound and loss of mature vegetation
					Project utility works – nature of effects
					There would be mid-range views to the s
					Overall, the utility works would result in a
					Justification for significance level where 104
					The significance of effect has been asse construction works being viewed in the c
N-39	View from footpath 231 near St Mary Magdalene Church, in North Ockendon Conservation Area (LLCA Belhus Lowland Quarry Farmland). View centred west for recreational receptors.	Moderate	Moderate	Moderate adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> compounds and WCHs) – nature of effe
					Mid-range views of construction activity the existing M25 (approximately 0.3km).
					There would be notable loss of the roads visibility of the M25 and associated wide lighting. There would also be views of co road southbound slip road, with earthwo single new gantry. Demolition of existing apparent in this section. In addition, cons alongside the works and the slight realig the arable field. Construction works for th (approximately 0.5km) would be apparent M25, and visibility of the existing structure to vegetation loss.

the concrete batching plant up to 25m in height, ne. There would also be the partial loss of the the arable field adjacent to footpath 253 to the are likely to screen most construction works part from glimpses of earthwork operations and leway and the FP252 WCH bridges east and

5 compound and vegetation along the edge of watercourse diversion and earthworks the side of the proposed M25 to Project road nt. The false cutting earthworks would screen eneath the M25. Construction activity eet lighting and the installation of road signage likely to be glimpsed above earthworks

n activity could result in a perceivable change to of additional light sources in the foreground to d be viewed in the context of prominent light ng M25 corridor.

rthworks and structures, operation of the M25 on would be dominant in views.

south of multi-utility works.

a barely noticeable change to the view.

e two significance categories are given in LA

sessed as moderate rather than large due to context of the existing M25 corridor.

ur over a medium-term period.

infrastructure, earthworks, construction fects

y within the foreground arable fields adjoining n).

Idside vegetation on the skyline, increasing dening works, including replacement street construction works for the new M25 to Project works, a retaining wall, new street lighting and a ng retaining wall structures would also be onstruction vehicle movements on a haul road lignment of a WCH route would be visible within r the new Ockendon Road overbridge rent due to vegetation loss to the west of the ture and traffic using it would also increase due

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-40	View from intersection of B186 Ockendon Road and B1421 Ockendon Road, east of North Ockendon (LLCA Belhus Lowland Quarry Farmland). View centred south-west for users of local road. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2))	Moderate	visual effect Negligible	of effect Slight adverse effect	The construction of a landscape mound would progressively screen some views Ockendon Road overbridge once create Construction activity would not result in to the prominence of the existing lit M25 Overall, construction works along the M structures and highway infrastructure, a M25, would be noticeable in views. Project utility works – nature of effects There would be mid-range views to the utility works east of the M25. Overall, the utility works would result in not alter the overall balance of features Project construction activity would occu Main Project (highway and associated in compounds and WCHs) – nature of effect Residential properties and roadside veg landform in the foreground would restric compound would be located approxima and the concrete batching plant up to 24 skyline. It is unlikely that construction w (approximately 1.25km), associated infr earthworks and false cuttings would be undulating landform. In addition, constru- largely screened by buildings and veget street lighting. Vegetation removal to the opening up glimpsed views towards the west of the M25.
					Construction activity would not result in to the prominence of the existing lit M25 Construction works would be barely not <u>Project utility works – nature of effects</u> There would be close-range views of te Tye Road/Ockendon Road. No other ut Overall, the utility works would result in
					Justification for significance level where 104 The significance of effect has been associated construction works being perceivable in
N-41	View from adjacent to residential properties, including Cranham Place on B1421, Ockendon Road (LLCA Belhus Lowland Quarry Farmland). View centred south for residential receptors.	Moderate	Major	Moderate adverse effect	Project construction activity would occu <u>Main Project (highway and associated i</u> <u>compounds and WCHs) – nature of effe</u> This is a close- to mid-range view of the existing M25 corridor. There would be n

nd to the west of the M25 would be evident and ws towards construction works for the new ated.

in a perceivable change to the view at night due 25 corridor.

M25 corridor including new earthworks,

and the loss of mature vegetation along the

e north-west across open arable land to multi-

in a perceptible change to the view but would es and elements that constitute the existing view.

cur over a medium-term period.

l infrastructure, earthworks, construction ifects

egetation on Church Lane and the slightly rising rict visibility of construction activity. The M25 nately 0.75km to the south-west of this location 25m in height may be just evident above the works for the Project carriageway

nfrastructure (gantries, signage and lighting), be evident due to the intervening vegetation and truction activity along the M25 corridor would be getation, apart from glimpses of replacement the west of the M25 is also likely to be apparent, ne construction of a landscape mound to the

in a perceivable change to the view at night due 25 corridor.

oticeable in views.

temporary multi-utility works in the B186 Clay utility works would be visible from this location. in a barely noticeable change to the view.

re two significance categories are given in LA

ssessed as slight rather than neutral due to in part of the view.

cur over a medium-term period.

l infrastructure, earthworks, construction fects

ne western edge of the arable field adjoining the notable loss of roadside vegetation on the

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					skyline, which would increase visibility of allow views of construction works for the accommodate the new M25 to Project re earthworks and a retaining wall, and the along the M25, new street lighting on the of existing retaining wall structures and the apparent. In addition, a haul road with ve WCH route would be visible alongside the construction traffic along the B4121 Ock Road compound. Vegetation removal to the west of the M for the new Project road northbound to M construction of a landscape mound to the would progressively screen some views road northbound to M25 slip road once of Construction activity would not result in to the prominence of the existing lit M25 Overall, construction works for new eart along the M25 corridor, and the associated dominant in views. <u>Project utility works – nature of effects</u> There would be close-range views of mu addition to views to the south-west of mu overall, the utility works would result in a the view.
					<u>Justification for significance level where</u> <u>104</u> The significance of effect has been asse construction works being viewed in the o along the M25 corridor.
N-42	View from permissive path within Thames Chase Forest Centre (LLCA Thurrock Reclaimed Fen (sub area Thames Chase)). View centred south-east for recreational receptors.	High	Major	Large adverse effect	Project construction activity would occur Main Project (highway and associated in compounds and WCHs) – nature of effer There are close- to mid-range views bey Thames Chase Forest Centre towards h (approximately 0.2km). There would be close- to mid-range view widening and the new Lower Thames C conjunction with loss of established wood the Thames Chase Forest Centre. There of an existing gantry and construction ad WCH bridge structure and realigned WC along the M25, new street lighting along The tops of moving vehicles along the e due to the removal of existing roadside y

of the M25. This vegetation loss would also he widening of the M25 corridor to road southbound slip road, including he installation of replacement street lighting he slip road, and two new gantries. Demolition d the dismantling of a gantry would also be vehicle movements and the realignment of a the works. There would also be views of ckendon Road, for access to the Ockendon

M25 would open up views of construction works M25 slip road and associated earthworks. The the west of the M25 would also be evident and vs towards construction works for the Project e created.

n a perceivable change to the view at night due 25 corridor.

rthworks, structures and highway infrastructure iated loss of mature vegetation, would be

nulti-utility works along Ockendon Road, in nulti-utility works bordering the M25.

a noticeable and readily apparent change to

e two significance categories are given in LA

sessed as moderate rather than large due to e context of existing highway infrastructure

ur over a medium-term period.

infrastructure, earthworks, construction fects

eyond the immediate open space within highway infrastructure on the existing M25

ews towards construction works for the M25 Crossing J29 link road on embankment, in oodland along the M25 on the eastern edge of ere would also be views towards the dismantling activity associated with the new Thames Chase /CH routes, the replacement of street lighting ng the link road, a new gantry and new signage. existing M25 would become more apparent e vegetation.

Visual ree	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					During night-time working, construction the view at night due to vegetation remo viewed against the prominently lit M25 c
					Overall, construction activity for new eau infrastructure along the M25 corridor, ar dominant across a large proportion of th
					Project utility works – nature of effects There would be close-range views to the range views of OHL modifications beyor of two swathes of woodland.
					Overall, the utility works would be seen
					Justification for significance level where 104
					The significance of effect has been asse construction works being viewed in the along the M25 corridor.
N-43	View from Cranham Brickfields public open space and footpath 193 on	Moderate	Minor	Slight adverse	Project construction activity would occur
	the eastern edge of Upminster (LLCA Thurrock Reclaimed Fen (sub area Thames Chase)). View centred east for recreational receptors.			effect	Main Project (highway and associated in compounds and WCHs) – nature of effe
					Narrow, mid-range, densely filtered view vegetation to the tops of high-sided vehi existing M25. Views of construction work accommodate the Lower Thames Cross emergency/maintenance access road (a above intervening vegetation, although of earthworks further south and a new brid line would be largely screened by existin open space. The upper elements of the beyond the M25 corridor, including the se by the canopy of the intervening vegetation M25 embankment.
					Other construction activity visible above filtered views of the replacement of stree lighting along the link road, the dismantlin new gantry.
					There would not be a perceivable chang condition of the M25 corridor.
					Overall, construction works along the M infrastructure, would be perceptible in vi

n activity could result in a perceivable change to noval and increased light sources, although corridor.

arthworks, structures and highway and the loss of mature vegetation, would be the view.

he south-east of multi-utility works and midond. The works would also result in the removal

n as a dominant change in the view.

e two significance categories are given in LA

sessed as large rather than very large due to econtext of existing highway infrastructure

ur over a medium-term period.

infrastructure, earthworks, construction fects

ew from public open space through bounding hicles and highway infrastructure on the orks for the widening of the existing M25 to ssing J29 link road and an

(approximately 0.7km) would be apparent in construction activity associated with modified idge structure over the Shoeburyness railway ting vegetation on the boundary of the public e Warley Street compound would be evident e site office and welfare units, with views filtered tation, and ground-level activity obscured by the

e intervening vegetation could include partial, eet lighting on the M25 corridor, new street ling of an existing gantry and the installation of a

nge in the view at night due to the existing lit

M25 corridor, including new highway views but would not alter the overall balance of

Visual r	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary				
					features in the existing view, given the p vegetation.				
					Project utility works – nature of effects				
					From this location, existing vegetation w would be no discernible change in the v				
N-44	View from PRoW 272_110 within Thames Chase (Brentwood) (LLCA	Moderate	Minor	Slight adverse	Project construction activity would occur				
	Brentwood Wooded Hills). View centred south-east for recreational			effect	Main Project (highway and associated in				
	receptors.				compounds and WCHs) – nature of effe				
					Close- to mid-range views between inter with the ancient woodland compensation works for the widening of the existing Mi including the extended J29 slip roads, n new retaining structures.				
					There would not be a perceivable chang condition of the M25 corridor.				
					Construction activity associated with ear M25 corridor would be perceptible in vie features and elements that constitute the				
					Project utility works - nature of effects				
					The elevation of the location affords partial this location, there would be mid-range Utility Hub and installation of a high-present				
					Overall, the utility works would result in				
N-45	View from Bird Lane to the west of Little Warley (LLCA Brentwood	Moderate	Negligible	Slight adverse	Project construction activity would occur				
	Wooded Hills). View centred south-west for users of the local road.			effect	Main Project (highway and associated in compounds and WCHs) – nature of effe				
					There would be long-range, glimpsed vir foreground equestrian fields towards con (approximately 1.75km).				
					Construction activity associated with the corridor and the slight loss of roadside v distance.				
					There would not be a perceivable change condition of the M25 corridor.				
					Overall, construction works along the Minimum view.				

presence of the M25 and retained intervening

would screen views of utility works and there view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

tervening vegetation towards activity associated ion area in the foreground, and construction M25 in the midground (approximately 0.4km), new hard shoulders, modified earthworks and

g the M25 corridor could slightly increase ge views. Other construction activity visible in at of the street lighting, the dismantling of several of new gantries and signage. There would also truction of the attenuation basin (approximately

nge in the view at night due to the existing lit

earthworks, structures and gantries along the views but would not alter the overall balance of the existing view.

panoramic, long-range views to the south. From the views to the south-east of the Beredens Lane ressure gas pipeline.

in a perceptible change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

views through gaps in vegetation across the construction activity along the existing M25

ne replacement of street lighting on the M25 vegetation would not be discernible at this

nge in the view at night due to the existing lit

M25 corridor would be barely noticeable in the

`	/isual rec	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
						Project utility works – nature of effects From this location, as a result of a comb the utility works would not be visible and view.
						Justification for significance level where104The significance of effect has been asseconstruction works being perceivable in
1	V-46	View from southern edge of Thorndon Country Park (LLCA Brentwood Wooded Hills) and PRoW 272_130. View looking south-west for recreational receptors.	High	Minor	Slight adverse effect	Construction works being perceivable inProject construction activity would occurMain Project (highway and associated incompounds and WCHs) – nature of effeLong-range and wide, elevated southerProject would be set within the flat lands5.3km), with visibility of the works alongapproximately 3.5km to the west. This visiouthern edge of the elevated Thorndomdense bounding vegetation.There would be filtered views through inactivities for the Orsett Fen Viaduct, Maigreen bridge, together with bulk earthwosurrounding landscape. Highway construction activity along the partially obscured by intervening veg25m in height may be just evident in the5.2km) and the M25 compound (approxiremoval would be perceptible at this distConstruction activity at night would introFen landscape, that has few light sourceas a result of the distance between the rlight sources visible in the broader view.perceivable change in night-time views.Overall, construction activity along the PM25 compounds and the loss of maturewould not alter the overall balance of featexisting view.Project utility works – nature of effectsFrom this location, as a result of a combthe utility works would not be visible andview.Justification for significance level where104The significance of eff

nbination of distance and existing vegetation, nd there would be no discernible change in the

e two significance categories are given in LA

sessed as slight rather than neutral due to in part of the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

erly view towards construction activity. The dscape, evident in the distance (approximately og the existing M25 at a distance of view represents a worst-case scenario on the on Country Park, which is typically enclosed by

intervening vegetation towards construction lardyke Viaduct, FP136 bridge and North Road works, these being slightly elevated from the truction in cutting or at grade, however, would egetation. The concrete batching plants up to be Medebridge compound (approximately oximately 6km). It is unlikely that vegetation istance.

roduce additional lighting into the dark Orsett ces. This influence would, however, be reduced e receptor and construction activity and existing w. Construction activity is unlikely to result in a s.

Project route, operation of the Medebridge and re vegetation would be perceptible in views but eatures and elements that constitute the

nbination of distance and existing vegetation, nd there would be no discernible change in the

e two significance categories are given in LA

sessed as slight rather than moderate due to anoramic view.

Visual re	eceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-47	View from South Hill, within the Langdon Hills Country Park (LLCA Langdon Hills and Farmland). View looking south-west for recreational receptors.	High	Minor	Slight adverse effect	Project construction activity would occur <u>Main Project (highway and associated in</u> <u>compounds and WCHs) – nature of effe</u> A long-range and wide, elevated south-within the flat landscape in the distance represents a worst-case scenario on the Hills Country Park, with a gap in dense re over the surrounding landscape. There would be views towards construct Viaduct, Mardyke Viaduct, FP136 bridge bulk earthworks, these being slightly ele Highway construction in cutting or at grave vegetation. The concrete batching plants compound (approximately 7km) and the be just evident. It is unlikely that vegetat distance. Construction activity at night would intro Fen landscape, that has few light source as a result of the distance between the relight sources in the broader view. Constructions Overall, construction activity along the P and M25 compounds and the loss of mat but would not alter the overall balance of existing view. <u>Project utility works – nature of effects</u> From this location, as a result of a comb the utility works would not be visible and view. <u>Justification for significance level where</u> <u>104</u> The significance of effect has been asset the limited overall effect on the wide par
N-Dep- RV-10	View from footpath PRoW 272_110 west of Great Warley Street (LLCA Brentwood Wooded Hills). View centred west-south-west for recreational receptors.	Moderate	Minor	Slight adverse effect	 Project construction activity would occur <u>Main Project (highway and associated in compounds and WCHs) – nature of effect</u> There would be mid-range views (approx associated with the widening of the M25 columns and the dismantling and installar There would not be a perceivable change condition of the M25 corridor. Overall, construction activity associated changes in highway infrastructure would

ur over a medium-term period. <u>infrastructure, earthworks, construction</u> fects

n-western view towards construction works, set e (approximately 6.5km to 9.5km). This view he south-western edge of the elevated Langdon e roadside mature vegetation allowing views

action activities associated with the Orsett Fen ge and North Road green bridge, together with levated from the surrounding landscape. rade would be partially obscured by intervening nts up to 25m in height in the Medebridge ne M25 compound (approximately 9km), could ation removal would be perceptible at this

roduce additional lighting into the dark Orsett ces. This influence would, however, be reduced e receptor and construction activity and existing struction activity is unlikely to result in a s.

Project route, the operation of the Medebridge nature vegetation would be perceptible in views of features and elements that constitute the

nbination of distance and existing vegetation, nd there would be no discernible change in the

e two significance categories are given in LA

sessed as slight rather than moderate due to anoramic view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

roximately 0.85km) towards construction activity 25 carriageway, the replacement of lighting Illation of new gantries.

nge in the view at night due to the existing lit

d with the widening of the M25 corridor and ld be perceptible in views.

Visual re	ceptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
					Project utility works – nature of effects
					There would be mid-range views to the v Lane Utility Hub and the installation of a woodland block at Parker's Shaw would
					Overall, the utility works would result in a
N-Dep-	View from Codham Hall Lane, west of Great Warley Street (LLCA	Moderate	Negligible	Slight adverse	Project construction activity would occur
RV-11	Brentwood Wooded Hills). View centred north-west for recreational receptors.			effect	Main Project (highway and associated in compounds and WCHs) – nature of effe
					There would be glimpsed, long-range vie with the widening of the M25 carriagewa lighting columns and the dismantling and
					There would not be a perceivable chang condition of the M25 corridor.
					Overall, construction activity associated changes in highway infrastructure would
					Project utility works - nature of effects
					There would be glimpsed, long-range vie Lane Utility Hub and installation of a high Parker's Shaw and tree belts and hedge the works.
					Overall, the utility works would result in a
					Justification for significance level where 104
					The significance of effect has been asse combination of construction works along taking place in front of the existing wood
N-Dep-	View from footpath FP42 (LLCA Linford/Buckingham Hill Urban	Moderate	Negligible	Neutral effect	Project construction activity would occur
RV-12	Fringe). View centred east-north-east for recreational receptors.				Main Project (highway and associated in compounds and WCHs) – nature of effective
					No Main Project construction works wou
					Project utility works – nature of effects
					There are likely to be long-range glimpse distance to the south-east. However, the
					Justification for significance level where 104
					The significance of effect has been asse pylon works having a limited overall effe

e west and south-west towards the Beredens a high-pressure gas pipeline, although a ld screen some of the pipeline works.

a perceptible change to the view.

ur over a medium-term period.

infrastructure, earthworks, construction fects

views towards construction activity associated way, principally comprising the replacement of and installation of new gantries.

nge in the view at night due to the existing lit

ed with the widening of the M25 corridor and Ild be barely noticeable in views.

views to the north-west towards the Beredens igh-pressure gas pipeline, although woodland at gerows in adjacent fields would screen much of

a barely noticeable change to the view.

e two significance categories are given in LA

sessed as slight rather than neutral due to the ng the M25 corridor and glimpsed utility works oded backdrop to this viewpoint.

ur over a short-term period.

infrastructure, earthworks, construction fects

ould be visible from the footpath.

oses towards changes in OHL at the pylon in the hese works would be barely noticeable.

e two significance categories are given in LA

sessed as neutral rather than slight due to the fect on the view.

Visual	receptor	Sensitivity	Magnitude of visual effect	Significance of effect	Commentary
N-Dep- RV-13	View from informal footpath within open space associated with the Maple Park housing development in Stanford-le-Hope. Also represents views from footpath FP41 (LLCA Linford/Buckingham Hill Urban Fringe). View centred west-south-west for recreational receptors.	Moderate	No change	Neutral effect	Main Project (highway and associated in compounds and WCHs) – nature of effect No Main Project construction works wou Project utility works – nature of effects No utility works would be visible from the

Table 2.4 Schedule of visual effects for visual receptors north of the River Thames during construction

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
Residential propertie	es 'R'			
N-02	Residential properties along Sandhurst Road, Fort Road, Galsworthy Road, and Pepys Close, eastern edge of Tilbury	High	See N-02	See N-02
VR-S09-R-001	Residential properties along the east side of Princess Margaret Road, south- east of East Tilbury	High	Negligible	Slight adverse effect
VR-S09-R-002	Residential properties along the west side of Princess Margaret Road, south- east of East Tilbury	High	Minor	Slight adverse effect
VR-S09-R-003	Residential properties near the junction of Station Road and Princess Margaret Road, including Barvills Farm, south-east of East Tilbury	Moderate	Negligible	Slight adverse effect
VR-S09-R-004	Orchard House and residential property at Orchard Stables, Love Lane, south of East Tilbury	Moderate	Moderate	Moderate adverse effect
VR-S09-R-005	Goshems Farm, Pleasant View and Willows, Station Road, south of East Tilbury	Moderate	Major	Large adverse effect
VR-S09-R-006	Buckland and Bowaters Farm, off Station Road, south-west of East Tilbury	Moderate	Moderate	Moderate adverse effect
VR-S09-R-007	1 and 2 Gravelpit Farm, Station Road, south-west of East Tilbury	Moderate	Major	Large adverse effect
VR-S09-R-008	Buxton, Princess Margaret Road, south-east of East Tilbury	Moderate	Minor	Slight adverse effect
VR-S09-R-009	Gun Hill Farm, Gun Hill, south-east of Chadwell St Mary	Moderate	Minor	Slight adverse effect
VR-S09-R-010	Biggin Farm, off Biggin Lane, south-east of Chadwell St Mary	Moderate	Negligible	Slight adverse effect
VR-S09-R-011	Residential properties along the south of Rectory Road, west of Church Road, West Tilbury	Moderate	Negligible	Neutral effect
VR-S09-R-012	Residential properties along Church Road and within the former St James's Church, West Tilbury	Moderate	Minor	Slight adverse effect
VR-S09-R-013	Properties opposite the end of Low Street Lane including Walnut Tree Farm	Moderate	Major	Large adverse effect
N-08	Residential properties at the southern end of Low Street Lane, south-east of West Tilbury	Moderate	See N-08	See N-08

infrastructure, earthworks, construction fects

ould be visible from the footpath.

he footpath.

The locations of visua Visual receptor	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
reference		cononiny		
VR-S09-R-014	Residential properties along Dock Road and Hume Avenue, southern edge of Tilbury	High	Negligible	Slight adverse effect
VR-S09-R-015	Residential properties along Feenan Highway, north-eastern edge of Tilbury	High	Negligible	Slight adverse effect
VR-S10-R-001	Residential properties along Bata Avenue, Shearwater Avenue, Pipit Close, Pintail Close, Lapwing Close, Turnstone Close, Sanderling Close and Sandpiper Close, western edge of East Tilbury	High	Major	Large adverse effect
N-12	Residential properties along Beechcroft Avenue, western edge of East Tilbury	High	See N-12	See N-12
VR-S10-R-002	Residential properties along Muckingford Road in East Tilbury	High	Major	Moderate adverse effect
VR-S10-R-003	Residential properties along Muckingford Road including Ash Lea Farm, west of East Tilbury	Moderate	Major	Large adverse effect
VR-S10-R-004	Residential properties along east side of Blue Anchor Lane including Holford House, Holford Farm Cottage and Blue Anchor Cottage	Moderate	Moderate	Moderate adverse effect
VR-S10-R-005	Residential properties along west side of Blue Anchor Lane including Marshalls Cottage and Holford Cottages	Moderate	Negligible	Slight adverse effect
VR-S10-R-006	Residential properties at the junction of Muckingford Road and Blue Anchor Lane	Moderate	Moderate	Moderate adverse effect
VR-S10-R-007	Residential properties at the southern end of Hoford Road	Moderate	Moderate	Moderate adverse effect
VR-S10-R-008	Mill Cottage and Mill House, Muckingford Road	Moderate	Minor	Slight adverse effect
VR-S10-R-009	Juorei, Muckingford Road	Moderate	Major	Large adverse effect
VR-S10-R-010	Becksland, Muckingford Road	Moderate	Major	Large adverse effect
VR-S10-R-011	Residential properties along the northern side of Lower Crescent, western edge of Linford	High	Minor	Slight adverse effect
VR-S10-R-012	Residential properties along the southern side of Lower Crescent, southern edge of Linford	High	Moderate	Moderate adverse effect
VR-S10-R-013	Residential properties along the southern end of Somerset Road, western edge of Linford	High	Minor	Slight adverse effect
VR-S10-R-014	Residential properties along Northumberland Road, East Tilbury Road, Essex Gardens, Dorset Gardens and the northern end of Somerset Road, northern edge of Linford	High	Negligible	Slight adverse effect
VR-S10-R-015	Cranes House, Gun Hill, south-east of Chadwell St Mary	Moderate	Negligible	Slight adverse effect
VR-S10-R-016	The White House, Manor Farm and nearby residential properties along Blue Anchor Lane, eastern edge of West Tilbury	Moderate	Moderate	Moderate adverse effect
VR-S10-R-017	Residential properties along the northern side of Rectory Road, northern edge of West Tilbury	Moderate	Minor	Slight adverse effect
VR-S10-R-018	High House, High House Lane	Moderate	Moderate	Moderate adverse effect
VR-S10-R-019	Turnpike Cottages, Turnpike House, Turnpike Lane	Moderate	Negligible	Slight adverse effect

The locations of visua	I receptors are shown on Figure 7.16: Visual Effects Drawing with Representative Vie	wpoint and Photomontag	ge Locations (Application Document 6.2).	
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S10-R-020	Residential properties along Atherton Gardens and the east side of Cole Avenue and The Cherubs along Linford Road, eastern edge of Chadwell St Mary	High	Minor	Slight adverse effect
VR-S10-R-021	Residential properties along the west side of Cole Avenue and east side of St Francis Way, eastern margin of Chadwell St Mary	High	Minor	Slight adverse effect
/R-S10-R-022	Residential properties along the northern end of Cole Avenue and St Francis Way, north-eastern edge of Chadwell St Mary	High	Moderate	Moderate adverse effect
/R-S10-R-023	Residential properties along Ingleby Road	High	Minor	Slight adverse effect
VR-S10-R-024	Residential properties along Halton Road, north-eastern edge of Chadwell St Mary	High	Negligible	Slight adverse effect
VR-S10-R-025	Residential properties along south side of Wickham Road and southern end of Courtney Road, north-eastern edge of Chadwell St Mary	High	Negligible	Slight adverse effect
VR-S10-R-026	Residential properties along Haywood Place and Courtney Road, north- eastern edge of Chadwell St Mary	High	Major	Large adverse effect
VR-S10-R-027	High rise flats on Godman Road, northern edge of Chadwell St Mary	High	Major	Large adverse effect
/R-S10-R-028	Residential properties along Alexandra Close, north-eastern edge of Chadwell St Mary	High	Major	Large adverse effect
/R-S10-R-029	Brook Farm Cottages, High House Lane	Moderate	Major	Large adverse effect
VR-S10-R-030	Residential properties along the north side of Godman Road, northern edge of Chadwell St Mary	High	Negligible	Slight adverse effect
VR-S10-R-031	131 to 157 Godman Road, northern edge of Chadwell St Mary	High	Negligible	Slight adverse effect
/R-S10-R-032	95 to 129 Godman Road, northern edge of Chadwell St Mary	High	Moderate	Moderate adverse effect
VR-S10-R-033	Residential properties along Turnstone Close, Sanderling Close, Stenning Avenue and Sandpiper Close, western edge of East Tilbury	High	Minor	Slight adverse effect
VR-S10-R-034	Residential properties along Godman Road, Northwood, Alexandra Close, Sleepers Farm Road, Wickham Road, Courtney Road and Semper Road, within Chadwell St Mary	High	Minor	Slight adverse effect
VR-S10-R-035	64 to 104 Godman Road, 12 to 64 Morant Road and 2, 2A and 4 Nevell Road, within Chadwell St Mary	High	Minor	Slight adverse effect
VR-S10-R-036	13 to 21 Morant Road, St Joseph's Court, Heathlyn Close, 1 and 3 Nevell Road, 40 to 62 Godman Road and Kendale, within Chadwell St Mary	High	Negligible	Slight adverse effect
/R-S10-R-037	Residential properties along Rigby Gardens, Felicia Way, Brentwood Road, Marisco Close, St Stephens Crescent, Chadwell Hill and Furness Close, within Chadwell St Mary	High	Negligible	Slight adverse effect
VR-S11-R-001	Orsett House, High Road, north-west of Orsett	Moderate	Minor	Slight adverse effect
VR-S11-R-002	Residential properties along Shelford Close, Cassell Close and Daltons Shaw, western edge of Orsett	High	Minor	Slight adverse effect
/R-S11-R-003	Baker Street Windmill, western edge of Baker Street	High	Major	Large adverse effect
/R-S11-R-004	Residential properties at Rectory Fields	High	Minor	Moderate adverse effect

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S11-R-005	Residential properties along School Lane, southern edge of Orsett	High	Negligible	Slight adverse effect
VR-S11-R-006	Old Rectory, Fen Lane, north of Baker Street	Moderate	Major	Large adverse effect
VR-S11-R-007	Residential properties along Godman Road, northern side of Cedar Road and eastern side of Barry Close, northern edge of Chadwell St Mary	High	Major	Large adverse effect
N-19	Residential properties along the north side of Greyhound Lane, northern edge of Chadwell St Mary	High	See N-19	See N-19
VR-S11-R-008	Residential properties along the south side of Greyhound Lane, northern edge of Chadwell St Mary	High	Moderate	Moderate adverse effect
VR-S11-R-009	Residential properties along the eastern end and southern side of Harding Road and 43 to 45 Heath Road, northern edge of Chadwell St Mary	High	Negligible	Slight adverse effect
VR-S11-R-010	Residential properties along the western end of Harding Road (northern side), northern edge of Chadwell St Mary	High	Minor	Slight adverse effect
VR-S11-R-011	130 to 168 Heath Road and residential properties along Foxes Green, the southern end of Squirrel's Chase and Hornsby Lane, Orsett Heath	High	Minor	Slight adverse effect
VR-S11-R-012	Rose Cottage, Hornsby Lane	Moderate	Major	Large adverse effect
VR-S11-R-013	Residential properties along Gowers Lane, along the northern end of Squirrel's Chase and at the junction of Gowers Lane and Hornsby Lane, Orsett Heath	High	Major	Large adverse effect
VR-S11-R-014	170 to 174 Heath Road, Orsett Heath	High	Minor	Slight adverse effect
VR-S11-R-015	202 to 224 Heath Road, north of Orsett Heath	Moderate	Major	Large adverse effect
VR-S11-R-016	242, 246 and 246a Heath Road, north of Orsett Heath	Moderate	Major	Large adverse effect
VR-S11-R-017	1 to 4 Badgers Mount, Orsett Heath	High	Negligible	Slight adverse effect
VR-S11-R-018	Residential properties along 5, 6, 8 and 9 Badgers Mount and adjoining 167, 175 and 179 Heath Road, Orsett Heath	High	Minor	Slight adverse effect
VR-S11-R-019	Heath Place, Hornsby Lane	Moderate	Major	Large adverse effect
VR-S11-R-020	The Whitecroft (also White Crofts on OS mapping), Stanford Road	Moderate	Major	Large adverse effect
VR-S11-R-021	Bloomfields Farm, Blackshots Lane	Moderate	Negligible	Slight adverse effect
VR-S11-R-022	Grey Goose Farm, Grey Goose Farm Cottage and Little Wellhouse Farm, Blackshots Lane	Moderate	Moderate	Moderate adverse effect
N-23	Residential properties along Kerry Road and Milford Road (including high rise flats), eastern edge of Grays	High	See N-23	See N-23
VR-S11-R-023	Residential properties along Kerry Road, Long Lane, Foxhills Road, Rushley Close, Brookman's Avenue, south side of Fairfield Avenue and Ashley Gardens, eastern edge of Grays	High	Moderate	Moderate adverse effect
VR-S11-R-024	Residential properties along Milford Road, eastern edge of Grays	High	Moderate	Moderate adverse effect
VR-S11-R-025	Residential properties along Stifford Clays Road (south of the A13), northern edge of Grays	High	Negligible	Slight adverse effect

	I receptors are shown on Figure 7.16: Visual Effects Drawing with Representative Vie		, , , , , , , , , , , , , , , , , , , ,	
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S11-R-026	24 to 44 Stanford Road and residential properties along Masefield Road and Buxton Road, eastern edge of Grays	High	Moderate	Moderate adverse effect
VR-S11-R-027	66 to 84 Heath Road and residential properties along southern side of Cedar Road and western side of Barry Close, northern edge of Chadwell St Mary	High	Minor	Slight adverse effect
VR-S11-R-028	Residential properties along north side of Fairfield Avenue, north-eastern edge of Grays	High	Minor	Slight adverse effect
VR-S11-R-029	Residential properties along Blackshots Lane, north-eastern edge of Grays	High	Minor	Slight adverse effect
VR-S11-R-030	Residential properties along the south of Stifford Clays Road and western side of Baker Street	High	Moderate	Large adverse effect
VR-S11-R-031	Residential properties along the eastern side of Baker Street	High	Moderate	Moderate adverse effect
N-24	Southern end of Baker Street	High	See N-24	See N-24
VR-S11-R-032	Residential properties along the north of Stifford Clays Road and west of Fen Lane, northern edge of Baker Street	High	Major	Large adverse effect
VR-S11-R-033	110 to 158 High Road (north side), northern edge of Baker Street	High	Minor	Slight adverse effect
VR-S11-R-034	91 to 163 High Road (south side), northern edge of Baker Street	High	Minor	Slight adverse effect
VR-S11-R-035	Hollycrest House and Mill House, Mill Lane, western edge of Orsett	Moderate	Moderate	Moderate adverse effect
VR-S11-R-036	Hill House, High Road, west of Orsett	Moderate	Negligible	Slight adverse effect
VR-S11-R-037	Residential properties along High Road, Pound Lane and Malting Lane, north-western edge of Orsett	High	Negligible	Slight adverse effect
VR-S11-R-038	Residential properties along Brentwood Road, Orsett, including Loft Hall Farm and Loft Hall Cottage	Moderate	Minor	Slight adverse effect
VR-S11-R-039	Springfield Farm, Stifford Clays Road, west of Baker Street	Moderate	Major	Large adverse effect
VR-S11-R-040	Cherry Orchard Farm, northern edge of Orsett	Moderate	Negligible	Neutral effect
VR-S11-R-041	Barrington's Farm and adjacent residential properties, south-east of Orsett	Moderate	Negligible	Slight adverse effect
VR-S11-R-042	1 and 2 Potash Cottages	Moderate	Major	Large adverse effect
VR-S11-R-043	Five Chimney Cottages, A1013 Stanford Road	Moderate	Major	Large adverse effect
VR-S12-R-001	Home Farm Cottage on Ockendon Road and Redcrofts North Road, south- east of North Ockendon	Moderate	Moderate	Moderate adverse effect
VR-S12-R-002	Residential properties along the northern side of Cheelson Road, northern edge of South Ockendon	High	Major	Large adverse effect
VR-S12-R-003	Residential properties along the southern side of Cheelson Road, northern edge of South Ockendon	High	Moderate	Moderate adverse effect
VR-S12-R-004	Home Farm, Corner Farm and Bolyngtons off Fen Lane	Moderate	Minor	Slight adverse effect
VR-S12-R-005	Fen Farm and Fen Farm Cottages, Fen Lane	Moderate	Moderate	Moderate adverse effect
VR-S12-R-006	Residential properties along Dunning's Lane	Moderate	Negligible	Slight adverse effect
VR-S12-R-007	Castle Cottage, Judds Farm and Judds House, Harrow Road	Moderate	Moderate	Moderate adverse effect

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S12-R-008	The Downes, Elms Lane	Moderate	Moderate	Moderate adverse effect
VR-S12-R-009	Residential properties along Rosewood Close, Magnolia Close, Medlar Drive, Juniper Drive and Birch Crescent, eastern edge of South Ockendon	High	Minor	Slight adverse effect
VR-S12-R-010	Hobletts	Moderate	Major	Large adverse effect
VR-S12-R-011	Parkers Farm and Parkers Farm Cottages along Parkers Farm Road	Moderate	Minor	Slight adverse effect
VR-S12-R-012	Fen Cottage, Fen Lane	Moderate	Moderate	Moderate adverse effect
/R-S12-R-013	Residential properties along the east side of North Road, northern edge of South Ockendon	High	Moderate	Moderate adverse effect
VR-S12-R-014	The Evergreens and nearby properties along North Road	Moderate	Major	Large adverse effect
VR-S12-R-015	South Ockendon Hall, Hall Lane	Moderate	Moderate	Moderate adverse effect
VR-S12-R-016	Residential properties along the northern side of West Rd, northern edge of South Ockendon	High	Minor	Slight adverse effect
VR-S13-R-001	Sab-Anthony, Brookside and Clay Lodge along Clay Tye Road	Moderate	Minor	Slight adverse effect
VR-S13-R-002	Eastview and Southside along Clay Tye Road	Moderate	Minor	Slight adverse effect
VR-S13-R-003	Residential properties along Clay Tye Road	Moderate	Minor	Slight adverse effect
VR-S13-R-004	Lowlands and Upminster Nursing Home, Clay Tye Road	Moderate	Negligible	Slight adverse effect
/R-S13-R-005	White Post Farm and 1 to 8 Ockendon Road	Moderate	Minor	Slight adverse effect
VR-S13-R-006	Residential properties near the junction of Fen Lane and Ockendon Road	Moderate	Minor	Slight adverse effect
VR-S13-R-007	1 to 4 Dennises Cottages and Medina along Dennises Lane	Moderate	Minor	Slight adverse effect
VR-S13-R-008	Manor Farm, Ockendon Road	Moderate	Negligible	Slight adverse effect
N-41	Residential properties along Ockendon Road, including Grafton and The Old Coach House	Moderate	See N-41	See N-41
VR-S13-R-009	Residential properties at the northern end of Church Lane, North Ockendon	Moderate	Minor	Slight adverse effect
VR-S13-R-010	Residential properties along southern end of Church Lane in North Ockendon	Moderate	Moderate	Moderate adverse effect
VR-S13-R-011	Kemps Farm, Kemps Farm Mews, Kemps Cottages and Field House, Dennis Road	Moderate	Minor	Slight adverse effect
VR-S13-R-012	Railway Sidings, Ockendon Road	Moderate	Major	Moderate adverse effect
VR-S14-R-001	Residential properties along Beredens Lane	Moderate	Negligible	Slight adverse effect
VR-S14-R-002	Residential properties along Folkes Lane	Moderate	Negligible	Slight adverse effect
VR-S14-R-003	Residential properties at Laburnham Stables, off Laburnham Gardens	High	Moderate	Moderate adverse effect
/R-S14-R-004	56 to 74 Laburnham Gardens (south side) and residential properties on Laburnham Close	High	Minor	Slight adverse effect
VR-S14-R-005	Frank's Farm off St Marys Lane	Moderate	Major	Large adverse effect
VR-S14-R-006	Youngs Farm, Cranham Court Nursing Home, residential property at Westbury Farm and residential property at entrance to Westbury Farm, St Marys Lane	Moderate	Negligible	Neutral effect

Visual receptor Address (residential property)/PRoW/road/type of receptor Sensitivity Magnitude of visual effect Significance of effect								
reference								
VR-S14-R-007	Franks Cottages, St Marys Lane	Moderate	Minor	Slight adverse effect				
VR-S14-R-008	1 to 10 St Marys Lane, Clovelly, Lamorna, Monks Farm Cottages, Fallowfield Farm, Bodiam Farm and adjacent residential properties along St Marys Lane	Moderate	Negligible	Slight adverse effect				
VR-S14-R-009	Residential property near Puddledock Farm Fishery, St Marys Lane	Moderate	Minor	Slight adverse effect				
VR-S14-R-010	Gladstone Cottages, Warley Street	Moderate	Minor	Slight adverse effect				
VR-S14-R-011	Residential properties at the junction of Warley Street and Church Lane	Moderate	Negligible	Slight adverse effect				
VR-S14-R-012	Residential properties (Netherstone and Hulmers) along Warley Street, north of A127	Moderate	Negligible	Slight adverse effect				
VR-S14-R-013	Tabrums Farm, Little Tabrums and adjacent residential properties, Folkes Lane	Moderate	Minor	Slight adverse effect				
VR-S14-R-014	Small Acres Farm, Folkes Lane	Moderate	Minor	Slight adverse effect				
VR-S14-R-015	Hole Farm	Moderate	Minor	Slight adverse effect				
VR-S14-R-016	Tyas Stud Farm (including static caravans) and Latchford Farm, St. Mary's Lane	Moderate	Moderate	Moderate adverse effect				
VR-S14-R-017	Residential property at Wyngray Farm and static caravans at Fairoak, St Marys Lane, Upminster	Moderate	Moderate	Moderate adverse effect				
Recreational recepto	ors (route) 'RL'							
VR-S09-RL-001	Bridleway 187 (Two Forts Way Coastal Path/NCN Route 13)	High	Minor	Slight adverse effect				
VR-S09-RL-002	Footpath 146 (Two Forts Way Coastal Path/NCN Route 13)	High	Moderate	Moderate adverse effect				
VR-S09-RL-003	Footpath 146 (Two Forts Way Coastal Path/NCN Route 13)	High	Minor	Slight adverse effect				
VR-S09-RL-004	Footpath 200	Moderate	Moderate	Moderate adverse effect				
VR-S09-RL-005	Footpath 200	Moderate	Major	Large adverse effect				
VR-S09-RL-006	Footpath 200	Moderate	Major	Large adverse effect				
VR-S09-RL-007	Footpath 68	Moderate	Minor	Slight adverse effect				
VR-S09-RL-008	Footpath 51 and footpath 147	Moderate	Negligible	Slight adverse effect				
VR-S09-RL-009	Low Street Lane Route	Moderate	Major	Large adverse effect				
VR-S10-RL-001	Coal Road/Bridleway 58	Moderate	Major	Large adverse effect				
VR-S10-RL-002	Footpath 61 and footpath 60	Moderate	Major	Large adverse effect				
VR-S10-RL-003	Footpath 72	Moderate	Negligible	Slight adverse effect				
/R-S10-RL-004	Footpath 69, footpath 70 and footpath 71	Moderate	Minor	Slight adverse effect				
/R-S10-RL-005	Footpath 74	Moderate	Minor	Slight adverse effect				
/R-S10-RL-006	Footpath 75	Moderate	Minor	Slight adverse effect				
/R-S10-RL-007	Footpath 65	Moderate	Minor	Slight adverse effect				
VR-S10-RL-008	Footpath 106 and footpath 105	Moderate	Major	Large adverse effect				
VR-S10-RL-009	Footpath 95	Moderate	Major	Large adverse effect				

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S10-RL-010	Footpath 79	Moderate	Major	Large adverse effect
/R-S10-RL-011	Footpath 95 and footpath 107	Moderate	Major	Large adverse effect
/R-S10-RL-012	Footpath 103	Moderate	Minor	Slight adverse effect
/R-S10-RL-013	Footpath 104	Moderate	Major	Large adverse effect
R-S10-RL-014	Hoford Road Route (near Tarmac Linford Blocks Plant)	Moderate	Moderate	Moderate adverse effect
/R-S11-RL-001	Footpath 108	Moderate	Minor	Slight adverse effect
/R-S11-RL-002	Footpath 109 and footpath 114	Moderate	Minor	Slight adverse effect
R-S11-RL-003	Footpath 82, footpath 93 and footpath 94	Moderate	Major	Large adverse effect
/R-S11-RL-004	Footpath 97	Moderate	Not assessed: as part of the F stopped up during construction	Project, this recreational route would be
R-S12-RL-001	Footpath 134	Moderate	Moderate	Moderate adverse effect
R-S12-RL-002	Footpath 136	Moderate	Major	Large adverse effect
R-S12-RL-003	Footpath 15	Moderate	Moderate	Moderate adverse effect
R-S12-RL-004	Footpath 136	Moderate	Major	Large adverse effect
R-S12-RL-005	Footpath 135	Moderate	Major	Large adverse effect
R-S12-RL-006	Footpath 233	Moderate	Minor	Slight adverse effect
R-S12-RL-007	Bridleway 178 and footpath 101	Moderate	Minor	Slight adverse effect
R-S12-RL-008	Footpath 100	Moderate	Moderate	Moderate adverse effect
R-S12-RL-009	Footpath 90	Moderate	Major	Large adverse effect
R-S12-RL-010	Footpath 135	Moderate	Major	Large adverse effect
R-S12-RL-011	Bridleway 219 (Mardyke Way)	High	Major	Large adverse effect
R-S12-RL-012	Footpath 160 and footpath 4	Moderate	Negligible	Slight adverse effect
R-S13-RL-001	Footpath 232	Moderate	Negligible	Slight adverse effect
R-S13-RL-002	Bridleway 272	Moderate	Moderate	Moderate adverse effect
R-S13-RL-003	Footpath 231	Moderate	Minor	Slight adverse effect
R-S13-RL-004	Footpath 139 and footpath 153	Moderate	Minor	Slight adverse effect
R-S13-RL-005	Footpath 230 (within Thames Chase Forest Centre)	High	Major	Large adverse effect
R-S13-RL-006	Footpath 229	Moderate	Minor	Slight adverse effect
R-S13-RL-007	Footpath 210	Moderate	Negligible	Slight adverse effect
R-S13-RL-008	Footpath 1	Moderate	Minor	Slight adverse effect
R-S14-RL-001	Bridleway 119	Moderate	Minor	Slight adverse effect
R-S14-RL-002	Footpath PRoW 272_179	Moderate	Major	Moderate adverse effect
R-S14-RL-003	Bridleway PRoW 272_183 (south of the A127)	Moderate	Not assessed: as part of the P stopped up during construction	Project, this recreational route would be

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S14-RL-004	Bridleway PRoW 272_183 (north of the A127)	Moderate	Minor	Slight adverse effect
VR-S14-RL-005	Footpath 176	Moderate	Major	Moderate adverse effect
VR-S14-RL-006	Footpath PRoW 272 180 and footpath 177	Moderate	Major	Moderate adverse effect
VR-S14-RL-007	Footpath PRoW 272 178 and footpath 179	Moderate	Minor	Slight adverse effect
Recreational recepto		_I		0
VR-S10-RA-001	Green space, Stenning Avenue, East Tilbury	Moderate	Major	Large adverse effect
VR-S10-RA-002	Green space (also known as Wickham Park), St Francis Way, Chadwell St Mary	Moderate	Moderate	Moderate adverse effect
VR-S10-RA-003	Orsett Golf Club, Brentwood Road, Orsett	Moderate	Moderate	Moderate adverse effect
VR-S11-RA-001	Orsett and Thurrock Cricket Club, School Lane, Orsett	Moderate	Negligible	Slight adverse effect
VR-S11-RA-002	Green space, Heath Road, Grays	Moderate	Minor	Slight adverse effect
VR-S11-RA-003	Orsett Bowls Club, School Lane, Orsett	Moderate	Negligible	Slight adverse effect
VR-S11-RA-004	Thurrock Rugby Club, Long Lane, Grays	Low	Moderate	Slight adverse effect
VR-S12-RA-001	Top Meadow Golf Club, North Ockendon, Upminster	Moderate	Minor	Slight adverse effect
VR-S13-RA-001	Cranham Golf Club, St Marys Lane, Upminster	Moderate	Moderate	Moderate adverse effect
Transport receptors	(route) 'T'	•		
VR-S09-T-001	Tilbury Loop railway line, c2c	Low	Moderate	Slight adverse effect
VR-S09-T-002	Fort Road near edge of Tilbury	Moderate	Minor	Slight adverse effect
VR-S09-T-003	Fort Road north of Tilbury and Coopers Shaw Road	Moderate	Moderate	Moderate adverse effect
VR-S09-T-004	Church Road	Moderate	Moderate	Moderate adverse effect
VR-S09-T-005	Station Road, between Low Street Lane and Readmans Industrial Estate	Moderate	Major	Large adverse effect
VR-S09-T-006	Station Road, Readmans Industrial Estate to Goshems Farm	Moderate	Major	Large adverse effect
VR-S09-T-007	Station Road, east of Goshems Farm	Moderate	Negligible	Slight adverse effect
VR-S09-T-008	Love Lane	Moderate	Minor	Slight adverse effect
VR-S09-T-009	Princess Margaret Road	Moderate	Negligible	Slight adverse effect
VR-S09-T-010	New road to Tilbury2	Low	Negligible	Neutral effect
VR-S09-T-011	Gun Hill, West Tilbury	Moderate	Negligible	Slight adverse effect
VR-S09-T-012	Fort Road, west and north of Tilbury Fort	Moderate	Negligible	Neutral effect
VR-S09-T-013	A1089, Dock Approach Road	Low	Negligible	Neutral effect
VR-S09-T-014	Rectory Road, West Tilbury	Moderate	Minor	Slight adverse effect
VR-S10-T-001	Blue Anchor Lane	Moderate	Minor	Slight adverse effect
VR-S10-T-002	Muckingford Road and Linford Road	Moderate	Major	Moderate adverse effect
VR-S10-T-003	East Tilbury Road	Moderate	Negligible	Slight adverse effect

Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S10-T-004	Hoford Road	Moderate	Moderate	Moderate adverse effect
VR-S10-T-005	Turnpike Lane	Moderate	Negligible	Slight adverse effect
VR-S10-T-006	High House Lane (southern end)	Moderate	Moderate	Moderate adverse effect
VR-S10-T-007	High House Lane (northern end)	Moderate	Major	Large adverse effect
VR-S10-T-008	Brentwood Road, north of Chadwell St Mary	Moderate	Moderate	Moderate adverse effect
VR-S10-T-009	Buckingham Hill Road and Walton's Hall Road	Moderate	Negligible	Slight adverse effect
VR-S10-T-010	A128, Brentwood Road (north of the A13)	Low	Moderate	Slight adverse effect
VR-S10-T-011	Brentwood Road within Chadwell St Mary	Moderate	Minor	Slight adverse effect
VR-S10-T-012	Chadwell Hill	Moderate	Minor	Slight adverse effect
VR-S11-T-001	Fen Lane	Moderate	Major	Large adverse effect
VR-S11-T-002	B188 High Road/Stifford Clays Road, between Baker Street and Orsett	Moderate	Minor	Slight adverse effect
VR-S11-T-003	School Lane	Moderate	Minor	Slight adverse effect
VR-S11-T-004	Mill Lane	Moderate	Major	Moderate adverse effect
VR-S11-T-005	Stifford Clays Road (west)	Moderate	Major	Moderate adverse effect
VR-S11-T-006	Green Lane	Moderate	Major	Large adverse effect
VR-S11-T-007	A1089, Dock Approach Road (near the A13 junction)	Low	Moderate	Slight adverse effect
VR-S11-T-008	Hornsby Lane, east of Orsett Heath	Moderate	Major	Large adverse effect
VR-S11-T-009	Baker Street	Moderate	Major	Large adverse effect
VR-S11-T-010	Rectory Road	Moderate	Major	Large adverse effect
VR-S11-T-011	Blackshots Lane	Moderate	Negligible	Slight adverse effect
/R-S11-T-012	Long Lane	Moderate	Major	Large adverse effect
VR-S11-T-013	Heath Road	Moderate	Minor	Slight adverse effect
VR-S11-T-014	Stanford Road	Low	Moderate	Slight adverse effect
VR-S11-T-015	A13 (east of Orsett Cock roundabout)	Negligible	Major	Slight adverse effect
VR-S11-T-016	A13 (west of A1089 Dock Approach Road junction)	Negligible	Major	Slight adverse effect
VR-S12-T-001	Upminster to Grays railway line, c2c	Low	Moderate	Slight adverse effect
/R-S12-T-002	Parkers Farm Road	Moderate	Minor	Slight adverse effect
/R-S12-T-003	Conway's Road	Moderate	Minor	Slight adverse effect
VR-S12-T-004	Dunning's Lane and Harrow Road	Moderate	Minor	Slight adverse effect
/R-S12-T-005	Fen Lane, near Top Meadow Golf Club	Moderate	Minor	Slight adverse effect
VR-S13-T-001	Pea Lane	Moderate	Minor	Slight adverse effect
VR-S13-T-002	Dennises Lane	Moderate	Minor	Slight adverse effect
VR-S13-T-003	Clay Tye Road	Moderate	Minor	Slight adverse effect

	I receptors are shown on Figure 7.16: Visual Effects Drawing with Representa	· · · · · ·	, , , , , , , , , , , , , , , , , , ,	1
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect
VR-S13-T-004	Church Lane	Moderate	Minor	Slight adverse effect
VR-S13-T-005	B1421, Ockendon Road	Moderate	Major	Moderate adverse effect
VR-S13-T-006	B1421, Ockendon Road (west of M25)	Moderate	Minor	Slight adverse effect
VR-S13-T-007	Pike Lane	Moderate	Moderate	Moderate adverse effect
VR-S13-T-008	Dennis Road	Moderate	Minor	Slight adverse effect
/R-S14-T-001	Upminster to Basildon railway line, c2c	Low	Minor	Slight adverse effect
/R-S14-T-002	Folkes Lane	Moderate	Minor	Slight adverse effect
/R-S14-T-003	B186, Warley Street	Moderate	Minor	Slight adverse effect
/R-S14-T-004	B187, St Marys Lane	Moderate	Moderate	Moderate adverse effect
/R-S14-T-005	Warley Road	Moderate	Negligible	Slight adverse effect
/R-S14-T-006	Beredens Lane	Moderate	Minor	Slight adverse effect
/R-S14-T-007	A127	Negligible	Moderate	Slight adverse effect
/R-S14-T-008	St Marys Lane	Moderate	Negligible	Slight adverse effect
Other receptors (are	a) 'O'	i		
/R-S09-O-001	Readmans Industrial Estate	Negligible	Major	Slight adverse effect
/R-S09-O-002	Thames Industrial Park	Low	Major	Moderate adverse effect
/R-S09-O-003	Allotments, Station Road, East Tilbury	Moderate	Negligible	Slight adverse effect
/R-S09-O-004	Tilbury Sewage Treatment Works, Tilbury	Negligible	Negligible	Neutral effect
/R-S09-O-005	Riverside Business Park, Fort Road, Tilbury	Low	Negligible	Neutral effect
/R-S09-O-006	Salvage yard, tyre shop and garage, Dock Road, Tilbury	Negligible	Negligible	Neutral effect
/R-S09-O-007	Condovers Scout Activity Centre, Church Road, West Tilbury	Moderate	Moderate	Moderate adverse effect
/R-S10-O-001	Allotments, Lower Crescent, Linford	Moderate	Minor	Slight adverse effect
/R-S10-O-002	Tarmac Linford Blocks Plant, Linford	Negligible	Minor	Neutral effect
/R-S11-O-001	Orsett Allotments, Rectory Road, Orsett	Moderate	Major	Large adverse effect
/R-S11-O-002	Orsett Village Hall, High Road, Orsett	Moderate	Minor	Slight adverse effect
/R-S11-O-003	Treetops School, Buxton Road, Grays	Moderate	Moderate	Moderate adverse effect
/R-S11-O-004	Allotments, Heath Road, Orsett Heath	Moderate	Moderate	Moderate adverse effect
/R-S11-O-005	Pyramid Resource Centre, Heath Road, Grays	Moderate	Minor	Slight adverse effect
/R-S11-O-006	William Edwards School, Stifford Clays Road, Grays	Moderate	Negligible	Slight adverse effect
/R-S11-O-007	Bombers Café, Brentwood Road, north of A13	Low	Minor	Slight adverse effect
/R-S11-O-008	Orsett Church of England Primary School, School Lane, Orsett	Moderate	Minor	Slight adverse effect
/R-S11-O-009	The Fox	Moderate	Moderate	Moderate adverse effect
/R-S11-O-010	Willow Garden Day Nursery	Moderate	Major	Large adverse effect

The locations of visual receptors are shown on Figure 7.16: Visual Effects Drawing with Representative Viewpoint and Photomontage Locations (Application Document 6.2).								
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of visual effect	Significance of effect				
VR-S11-O-011	Orsett Heath Academy, Grays, adjacent to Thurrock Rugby Football Club	Moderate	Moderate	Moderate adverse effect				
VR-S12-O-001	Benyon Primary School, West Road, South Ockendon	Moderate	Moderate	Moderate adverse effect				
VR-S12-O-002	Next Distribution Warehouse, West Rd, South Ockendon	Low	Negligible	Slight adverse effect				
VR-S13-O-001	Equipment rental agency, Ashley Farm, North Ockendon	Low	Negligible	Slight adverse effect				
VR-S13-O-002	Nurture Landscapes, Church Lane, North Ockendon	Low	Major	Moderate adverse effect				
VR-S13-O-003	Industrial units at Baldwins Farm, Baldwins Farm Lane, Upminster	Negligible	Negligible	Neutral effect				
VR-S14-O-001	Industrial units at Westbury Farm, St Marys Lane, Upminster	Negligible	Negligible	Neutral effect				
VR-S14-O-002	Upminster Trading Park, Warley Street, Upminster	Negligible	Minor	Slight adverse effect				
VR-S14-O-003	Industrial units at Woodcroft Farm, Folkes Lane, Upminster	Negligible	Minor	Slight adverse effect				
VR-S14-O-004	Industrial units at Folkes Farm, Folkes Lane, Upminster	Negligible	Minor	Slight adverse effect				
VR-S14-O-005	In Fitness In Health gym, Franks Farm off St Marys Lane, Upminster	Low	Major	Moderate adverse effect				
VR-S14-O-006	Puddledock Farm Fishery, St Marys Lane, Upminster	Low	Moderate	Slight adverse effect				
VR-S14-O-007	Industrial units at Codham Hall Farm, Codham Hall Lane, Upminster (south of A127)	Negligible	Moderate	Slight adverse effect				
VR-S14-O-008	Industrial units at Beredens Farm, Beredens Farm Lane, Upminster	Negligible	Negligible	Neutral effect				
VR-S14-O-009	Industrial units at Codham Hall Farm, Codham Hall Lane, Upminster (north of A127)	Negligible	Minor	Slight adverse effect				
VR-S14-O-020	Industrial units at Wyngray Farm, Aquarend and adjacent Latchfield Farm Aquatics, St Marys Lane, Upminster	Negligible	Minor	Slight adverse effect				

3 **Operation**

3.1 Effects on visual amenity during operational phase

South of the River Thames

- 3.1.1 Refer to Figure 7.16 (Application Document 6.2) for the location of the Representative Viewpoints and visual receptors. For Representative Viewpoint photography, refer to Figure 7.17: Representative Viewpoints – Winter and Summer Views and Figure 7.18: Representative Viewpoints – Night-time (inc. Winter) Views (Application Document 6.2).
- 3.1.2 Photomontages have been prepared to provide a visual representation of the operational phases (Year 1 opening year and Year 15 design year) for a selection of the Representative Viewpoint locations. Where available, these are identified in the tables below. For photomontages, refer to Figure 7.19 (Application Document 6.2).

Visual receptor		Sensitivity Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
S-01	View from footpath NS150, at Gadshill on the outskirts of Higham settlement (LLCA Higham Arable Farmland (sub area Gadshill)). View centred south- south-west for recreational receptors.	Moderate	No change	No change	Neutral effect	Neutral effect	The existing vegetation present along the A226 and A289, together with rolling landform and the distance between the viewpoint and the Project (approximately 1.7km), would result in no elements of the Project being discernible from this location.	Highway Section 1
S-02	View from footpath NS160 located on the south-western edge of Great Crabbles Wood (LLCA View Shorne Wooded Slopes). View centred south- west for recreational receptors.	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Opening year (winter)There would be limited glimpsed views of vehicle movements (approximately 0.5km) along the modified A2 corridor through the intervening vegetation, and above the newly planted areas of woodland in the ancient woodland compensation area in the foreground to midground. A new gantry would be visible, along with replacement street lighting columns, set against the existing wooded backdrop to the south of the A2 corridor. There would also be very occasional glimpses of vehicles along the access track to the attenuation basin. New planting on the modified A2 corridor earthworks would not be visible from this location.Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than neutral due to the Project being perceivable in part of the view.Design year (summer)Establishment of the ancient woodland compensation planting in close-range and mid-range views would screen views of the modified A2 corridor. However, this woodland would also result in a foreshortening of existing views. A vista would be incorporated within the planting design to the south-west to maintain a framed long- range view towards woodland within Cobham Hall Grade II* Registered Park and Garden. In addition, planting would be set back from the PRoW edge to maintain a sense of openness.	Highway Section 1

Table 3.1 Schedule of visual effects on Representative Viewpoints south of the River Thames during operation

Visual receptor	Sensitivity	Magnitude offect	of visual	Significanc	e of effect	Commentary
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
						Overall, the Project would remain perceptible in views.Design year (winter)The visual effect in winter would not be notably different from tthe substantial nature of proposed woodland planting.Justification for significance level where two significance categ104The significance of effect has been assessed as slight rather ththe Project being perceivable in part of the view.Night-time environmentOverall, the change in street lighting (light-emitting diode (LEDresult in a positive impact, with reduced height of columns andspill and skyglow apparent in the night-time view. There wouldchange in night-time views at design year due to screening byvegetation.
S-03 View from the Kent Downs AONB on footpath NS161, located north of Park Pale, east of Shorne Woods Country Park (LLCA West Kent Downs (sub area Shorne)). View centred south- south-east for recreational receptors.		Moderate	Minor	Large adverse effect	Moderate beneficial effect	Opening year (winter)There would continue to be wide views of the modified A2 corrmovements, with slightly more open views due to vegetation toPale overbridge and the haulage yard and a reduction in the wtree belt east of the haulage yard. In the wider view, a new largebasin would be partially visible to the south-east, as well as verevehicles along the access track to the attenuation basin. Theseavailable above the newly planted areas of woodland in the forViews of the modified A2 corridor would include replacementsreduced height, and the upper extent of new gantries. Vehicle(approximately 0.3km) along the highway would be a visual forconsidered that the modified A2 corridor would be noticeably inview at opening year, compared with the existing view.Justification for significance level where two significance catege104The significance of effect has been assessed as large rather ththe Project being viewed in the context of the existing A2 corridoDesign year (summer)As a result of establishment of the proposed woodland plantingand A2 corridor, views of the modified A2 corridor at design yearscreened. Taller features including gantries, street lighting andmovements would also be largely screened.The new woodland would form part of the ancient woodland corand would help screen the existing haulage yard, which detractview. However, it would also restrict visibility of the woodland wordmodified A2 corridor, although management of the woodland wordretention of a vista towards the Grade I Darnley Mausoleum withGrade II* Regist

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
n that in summer, given egories are given in LA r than neutral due to ED) luminaires) would nd a reduction in light and be no discernible by intervening	Highway Section 1
orridor and vehicle loss between Park width of the existing arge-scale attenuation very occasional ese views would be foreground view. t street lighting at a le movements focus. Overall, it is y more visible in the	Highway Section 1
egories are given in LA ⁻ than very large due to rridor.	
ing between the viewer year would be largely nd high-sided vehicle	
compensation planting acts from the existing ridgeline beyond the d would ensure within the Cobham Hall	
n that in summer, given	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significanc	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
							Justification for significance level where two significance category 104 The significance of effect has been assessed as moderate rate the beneficial effects of the Project being slightly limited by a for views across the wooded backdrop. Night-time environment At night, the change in street lighting (LED luminaires) would reimpact, due to the reduced height of columns and reduction of skyglow. Following establishment of mitigation planting there were the street of the stree
S-04	View from the Kent Downs AONB on Park Pale, part of the NCN Route 177* and Darnley Trail recreational route adjacent to Park Pale overbridge. Also represents views from the end of footpath NS161 (LLCA West Kent Downs (sub area Shorne)). View centred south-east for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	filtering reducing the influence of light sources by the design y <u>Opening year (winter)</u> There would be close-range views of the modified A2 corridor road together with associated vehicle movements, with increal eastbound carriageway due to vegetation loss between the ha On the modified A2 corridor, one new gantry would be promin replacement street lighting at a reduced height would be clear carriageway of Park Pale would be stopped up and replaced v under the existing overbridge structure. A new retaining wall w adjacent to the WCH route. The modified A2 corridor and local distributor roads would occ the same extent as the existing A2 corridor and Park Pale in the However, there would be up to 12 lanes of traffic visible, with in infrastructure apparent. Overall, the Project would be noticeate <i>Justification for significance level where two significance cated</i> <i>104</i> The significance of effect has been assessed as moderate rate the Project being viewed in the context of the existing A2 corridor <u>Design year (summer)</u> Direct, close-range views of the Project and associated vehicle remain in summer of the design year. However, within the bro established mitigation planting would reinstate some vegetation construction. Overall, the modified A2 corridor would remain in <u>Design year (winter)</u> The visual effect in winter would not be notably different from the close-range view of the Project and limited scope for proper planting. <i>Justification for significance level where two significance categ</i> <i>104</i> The significance of effect has been assessed as moderate rate the Project being viewed in the context of the existing A2 corridor Night-time environment At night, the change in street lighting (LED luminaires) would a impact due to the reduced height of columns and reduction of skyglow. Night-time visual effects would be similar in opening

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
ategories are given in LA	
rather than large due to a foreshortening of	
ld result in a positive n of light spill and re would be a degree of n year.	
dor and local distributor reased visibility of the haulage yard and A2. ninent in views and early visible. The ed with a WCH route Il would also be visible	Highway Section 1
occupy approximately in the existing view. th new highway eable in views. ategories are given in LA	
rather than large due to orridor.	
nicle movements would broader view to the east, ation lost during n noticeable in the view.	
om that in summer, given roposed screening	
ategories are given in LA	
rather than large due to orridor.	
ld result in a positive of light spill and ng year and design year.	

Visual rec	eptor	Sensitivity	Magnitude effect	of visual	Significanc	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
S-05	View from the Kent Downs AONB on Park Pale overbridge, part of the NCN Route 177* and Darnley Trail recreational route (LLCA West Kent Downs (sub area Shorne)). View centred north-north- west for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) There would be close-range views of the modified A2 corridor vehicle movements. Extensive vegetation loss along the south would open up views to HS1 and loss of the wooded former clincrease visibility of the eastbound carriageway. The modified A2 corridor would be visible together with the loor resulting in up to 12 lanes of traffic being visible adjacent to H open corridor. In the centre of the carriageways and along the corridor, new retaining wall structures would be prominent. On the modified A2 corridor, a number of gantries would be p to approximately 1km), partially screening views of Brewers Replacement street lighting at a reduced height would also be new signage. Overall, vehicle movements and highway infrastructure would views. Justification for significance level where two significance cates 104 The significance of effect has been assessed as large rather to the Project being viewed in the context of the existing A2 corridor and infrastructure and vehicle movements would remain in summe Over time, established mitigation planting adjacent to HS1 wor the railway. However, passing trains are likely to remain visible Established mitigation planting on the edge of Shorne Woods Brewers Road, south of Park Pale and along Brewers Road g integrate with surrounding woodland and increase visual conthighway corridor. However, given the scale of permanent veg would remain noticeable in the view, although these features dissimilar to those seen in the existing view. Design year (winter) The significance of effect has been assessed as moderate ratin he project. Justification for significance level where two significance cates 104 <tr< th=""></tr<>

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
or and associated ath of the A2 corridor central reserve would ocal distributor roads, HS1, within a wider, he south of the A2 prominent in views (up Road green bridge. be visible, together with	Highway Section 1
d be dominant in egories are given in LA ⁻ than very large due to rridor.	
nd associated highway her of the design year. yould reduce visibility of ble. s Country Park near green bridge, would ntainment of the getation loss and the risible, the Project s would not be	
n that in summer, given	
egories are given in LA ather than large due to rridor.	
d result in a positive n of light spill and ntral reservation, arriageway than in the	

Visual receptor		effect Opening Design Opening year year		Significance	e of effect	Commentary	Environmental Masterplan	
				-	Opening yearDesign year (summer and winter)			references: Figure 2.4 (Application Document 6.2)
							existing view. Night-time visual effects would be similar in opening year and design year.	
S-05a	 View from the Kent Downs AONB on Park Pale overbridge, part of the NCN Route 177* and Darnley Trail recreational route (LLCA West Kent Downs (sub area Shorne)). View centred west for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)) 	High	Major	Moderate	Large adverse effect	Moderate adverse effect	This location is considered to represent a worst-case scenario given its elevated and unobstructed views over the bridge parapet. (Viewpoints S-04 and S-05 represent other views from this bridge.) <u>Opening vear (winter)</u> There would be close-range views of the modified A2 corridor and associated vehicle movements, with increased visibility of the A2 carriageways and H51 as a result of vegetation loss along the south of the A2 and within the former central reserve, and removal of the nearest gantry above the eastbound carriageway. The modified A2 corridor would be clearly visible together with the local distributor roads, resulting in up to 12 lanes of traffic being visible adjacent to H51, within a wider, open corridor. A new retaining wall structure would be visible adjacent to H51. Along the modified A2 corridor, a number of gantries would be prominent in views, partially screening views of Brewers Road green bridge, with some gantries potentially partially visible in the distance (up to approximately 1.4km) due to vegetation loss. Replacement street lighting at a reduced height would also be visible, along with new signage. Overall, vehicle movements, structures and highway infrastructure would be dominant in views. <i>Justification for significance level where two significance categories are given in LA</i> <i>104</i> The significance of effect has been assessed as large rather than very large due to the Project being views of the widened highway corridor and associated highway infrastructure and vehicle movements would remain in summer of the design year. Over time, established mitigation planting adjacent to HS1 would reduce visibility of the railway. However, passing trains are likely to remain visible. Established mitigation planting on the edge of Shorne Woods Country Park near Brewers Road, south of Park Pale and along Brewers Road green bridge would integrate with surrounding woodland and increase visual containment of the highway corridor. However, the gantry in the foreground would remain noticeable in the v	Highway Section 1

Visual receptor		Sensitivity	Magnitude offect	of visual	Significance	of effect	Commentary	Environmental Masterplan	
		Opening year (winter)		Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)	
							The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of the existing A2 corridor. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would result in a positive impact due to the reduced height of columns and a reduction of light spill and skyglow. Night-time visual effects would be similar in opening year and design year.		
S-06	View from the Kent Downs AONB and the Grade I listed Darnley Mausoleum and Darnley Trail, within Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-west for recreational receptors.	Very high	No change	No change	Neutral effect	Neutral effect	The intervening dense mature vegetation within Cobham Hall Grade II* Registered Park and Garden would screen the Project from this elevated location. The Project would not be discernible in either the opening year or design year.	Highway Section 1	
S-07 & S- (CH)02	View from the Kent Downs AONB on footpath NS182 within Rochester and Cobham Park Golf Club and Cobham Hall Grade II* Registered Park and Garden. Also represents views from footpath NS180 (LLCA West Kent Downs (sub area Cobham)). View centred north- north-west for recreational receptors.	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Opening year (winter)Due to a combination of intervening woodland between Peggy Taylor's Hill (a local elevated landform) and the Pleasure Grounds within Cobham Hall Grade II* Registered Park and Garden, the undulating landform with scattered trees at Rochester and Cobham Park Golf Club, and the slightly lower elevation of the A2 corridor, the Project would be barely noticeable in views.Vegetation loss along the A2 corridor could be perceptible through gaps in intervening vegetation, as well as part of a new gantry. Replacement street lighting is unlikely to be visible due to intervening vegetation and the reduced height of the columns.Where visible, changes would only be apparent within a very small part of the wider view.Design year (summer)Visual effects would be similar to those reported for the opening year, however, summer tree foliage would further limit any visual effects of the Project.Design year (winter)The visual effect in winter would not be notably different from that in summer, given the intervening vegetation and topography.Night-time environment At night, the change in street lighting (LED luminaires) would result in a positive impact due to a reduction in skyglow in this view. Night-time visual effects would be the same in the opening year and design year.	Highway Section 1	

Visual rec	ceptor	Sensitivity	Magnitude o effect	of visual	Significance	e of effect	Commentary	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
S-08	 View from the Kent Downs AONB on footpath NS 179, within Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred west-north- west for recreational receptors. *Proposed diverted NCN Route 177 considered as part of visual receptors in the assessment at this location. 	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter)Due to the gap in the vegetation alongside footpath NS179 an HS1, this view represents a worst-case scenario with views ale the PRoW more restricted by vegetation south of HS1.There would be close-range views, seen in conjunction with H towards the widened eight-lane A2 corridor and adjacent local where vehicle movements would be prominent. This would be extensive vegetation loss along the south of the A2. Views wo northwards, backdropped by retained vegetation within Shorne Park (approximately 0.15km) on the northern side of the A2.On the A2 corridor, several gantries would be prominent in vie retaining structures would also be apparent, with one between and the other in the foreground along the south of the A2 corri- street lighting at a reduced height would be visible, along with Overall, there would be noticeable additions to vehicle movem highway infrastructure in the view, however, this would be see existing highway infrastructure and traffic. Justification for significance level where two significance catego 104The significance of effect has been assessed as moderate rath the Project being viewed in the context of the existing A2 and 1 Design year (summer)Established mitigation planting would partially screen summer towards traffic, highway infrastructure and structures along the However, the upper parts of gantries, signage and high-sided remain perceptible in views above mitigation planting. Design year (winter)Leaf fall would increase visibility of traffic and highway infrastru- widened A2 corridor in winter, however, views would be filtered planting. Justification for significance level where two significance catego 104The significance of effect has been assessed as slight rather the Project being viewed in the context of the existing A2 and 1 <br< th=""></br<>	
S-09	View from the Kent Downs AONB on Park Pale/Darnley Trail/NCN Route	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) There would be densely filtered, close-range views towards the sided vehicles along the eight-lane A2 corridor and adjacent loc	

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
and location adjacent to along other sections of	Highway Section 1
HS1 in the foreground, al distributor roads be as a result of yould extend rne Woods Country	
riews. The tops of two en the A2 carriageways rridor. Replacement th new signage. ements, structures and een in the context of	
egories are given in LA	
ather than large due to d HS1 corridors.	
er views at design year he widened A2 corridor. d vehicles would	
tructure along the red by proposed	
egories are given in LA	
r than moderate due to d HS1 corridors.	
views due to increased as a result of getation, there would ch would reduce the vear.	
ne upper parts of high- ocal distributor roads.	Highway Section 1

Visual rec	eptor	Sensitivity	Magnitude offect	of visual	Significance	e of effect	Commentary	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
	177*, adjacent to Brewers Wood, part of Shorne Woods Country Park (LLCA West Kent Downs (sub area Shorne)). View centred south for recreational receptors. *NCN Route 177 diverted and not considered as part of visual receptors in the assessment at this location.						This would be similar to the existing view, except vegetation loss reservation would result in filtered views of traffic along both car On the modified A2 corridor, the upper parts of new gantries, r lighting (at a reduced height) and new signage would also be a Overall, vehicle movements and highway infrastructure would views, although these features would not be dissimilar to those view. <i>Justification for significance level where two significance categ 104</i> The significance of effect has been assessed as moderate rath the retention of existing screening vegetation along Park Pale of the Project visible. <u>Design year (summer)</u> Established mitigation planting south of Park Pale would increase screening along the north side of the local distributor road. Glimp high-sided vehicles and highway infrastructure on the local distributor road. Glimp high-sided vehicles and highway infrastructure on the local distributor road. Glimp high-sided vehicles and highway infrastructure on the local distributor in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from the close-range view of the Project and substantial swathe of r proposed planting. <i>Justification for significance level where two significance categ 104</i> The significance of effect has been assessed as slight rather the close-range view of the Project and substantial swathe of r proposed planting. <i>Justification for significance level where two significance categ 104</i> The significance of effect has been assessed as slight rather the retention of the existing screening vegetation along Park Pale of the Project visible. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would reimpact due to the reduced height of columns and a reduction of skyglow. Establishment of mitigation planting would provide so filtering, which would reduce the influence of light sources on r the design year.	
S-10	View from the Kent Downs AONB on a path within the Pleasure Grounds at Cobham Hall part of the Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-north-	Very high	Negligible	No change	Slight adverse effect	Neutral effect	<u>Opening year (winter)</u> Existing dense, mature vegetation within Cobham Hall Grade I and Garden would largely screen the Project (approximately 0 location. The widened A2 corridor would therefore appear simi from the perception of some increased traffic movements as a removal along the central reservation. Overall, the Project would be barely noticeable in views. <u>Design year (summer)</u> In the summer view at design year, existing dense foreground conjunction with proposed roadside planting would fully screen <u>Design year (winter)</u>	

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
oss within the central arriageways. , replacement street e apparent in views. d be noticeable in ose seen in the existing	
egories are given in LA	
ather than large due to e reducing the extent	
ase the amount of npses of the tops of ributor road and the A2 vould remain perceptible	
n that in summer, given f retained trees and	
egories are given in LA	
r than moderate due to e reducing the extent	
d result in a positive n of light spill and some additional n night-time views by	
e II* Registered Park 0.2km) from this milar to existing, apart a result of vegetation	Highway Section 1
nd woodland in en views of the Project.	

Visual rece	Visual receptor		Magnitude o effect	of visual	Significance of effect		Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
			Opening Design year year (winter) (summer		Opening year (winter)	Design year (summer and winter)		
	west for recreational receptors.						In winter, there could be a very limited glimpsed and densely filtered view of moving traffic through existing woodland and proposed planting along the A2 road corridor. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would result in a positive impact due to a reduction in skyglow. There would be no discernible change in night-time views at design year due to screening by intervening vegetation.	
S-11	View from the Kent Downs AONB on footpath NS179 within Cobham Hall Grade II* Registered Park and Garden (LLCA West Kent Downs (sub area Cobham)). View centred north-north- west for recreational receptors.	Very high	Moderate	Minor	Large adverse effect	Moderate adverse effect	Opening year (winter) As a result of vegetation loss adjacent to Brewers Road, the embanked approach road to the bridge would become slightly more evident at close range. Removal of the HS1 false cutting earthwork would result in an increase in mid-range views beyond the HS1 railway line towards the A2 corridor and the westbound local distributor road, with associated vehicle movements filtered by vegetation on the edge of Cobham Hall Grade II* Registered Park and Garden. There would also be views towards the new Brewers Road green bridge, replacing the existing bridge over the A2, and the new WCH ramp connecting with Brewers Road. Vegetation loss within Shorme Woods Country Park could be just evident in the background beyond the new Brewers Road green bridge. On the A2 corridor, there could be filtered views of replacement street lighting at a reduced height and new signage. New gantries are unlikely to be visible. Overall, the Project would be noticeable in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as large rather than moderate due to the retention of existing trees along the boundary of Cobham Hall Grade II* Registered Park and Garden reducing the extent of the Project visible. Design year (summer) Established planting along Brewers Road green bridge and scattered tree planting south of the WCH ramp would help to provide visual integration of the green bridge and partially screen views of passing vehicles. A narrow belt of established planting between the A2 and HS1 and retained existing yegetation. Justification for significance level where two	Highway Section 1
							At night, there would be a slight perceivable change to views due to increased visibility of street lighting (LED luminaires) and vehicle lights along the A2 corridor	

Visual rec	eptor	Sensitivity	Magnitude offect	of visual	Significance	e of effect	Commentary	Environmental Masterplan
				Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							at opening year, due to the loss of the HS1 false cutting earthwork and vegetation adjacent to Brewers Road. However, this lighting would be viewed in the context of the existing lit condition of the A2 corridor. Visibility of lighting would reduce in night-time views at design year due to screening by existing and proposed vegetation.	
S-12	View from the Kent Downs AONB on Brewers Road/Luddesdown Trek/NCN Route 177*, adjacent to Brewers Wood/Shorne Wood (part of Shorne Woods Country Park) (LLCA West Kent Downs (sub area Shorne)). View centred south- south-west for recreational receptors. *NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2))	High	Moderate	Minor	Moderate adverse effect	Slight beneficial effect	Opening year (winter) The new Brewers Road green bridge would be seen in place of the existing bridge, softened by planting on both sides. As a result of vegetation loss along the northwest side of Brewers Road, there would be more open views in the direction of the widened A2 corridor and eastbound local distributor road, although only the tops of replacement street lighting columns (at a reduced height) are likely to be apparent. Replacement street lighting columns along Brewers Road green bridge would also be evident. Overall, the Project would be noticeable in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of highway infrastructure along the A2 corridor. Design year (summer) Established mitigation planting on Brewers Road green bridge and at the edge of Shorne Woods Country Park would help to provide visual integration of the new bridge and largely screen views towards the A2 corridor, except for glimpses of street lighting columns. However, permanent mature vegetation loss along the north of the A2 corridor to the south-west would be perceivable. Overall, the Project would result in a perceptible benefit to views. Design vear (winter) In winter, there could be densely filtered views of a greater number of street lighting columns. However, permanent mature vegetation. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as light rather than moderat to the beneficial effects of the Project weiss of a	
S-13	View from the Kent Downs AONB on Brewers Road	High	Major	Minor	Large adverse effect	Slight beneficial effect	This location is considered to represent a worst-case scenario given its elevated and unobstructed view along the A2 corridor to the east and west. Representative	Highway Section 1

Visual receptor	Sensitivity	Magnitude offect	of visual	Significanc	e of effect	Commentary		
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
Overbridge and the Luddesdown Trek above the A2 eastbound carriageway (LLCA West Kent Downs (sub area Shorne)). View centred south for recreational receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)). Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)). Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).						Viewpoint S-14 provides an alternative worst-case view from the bridge. <u>Opening year (winter)</u> The new Brewers Road green bridge would be seen in place of softened by planting on both sides. Extensive loss of mature v former A2 central reserve and along the edge of Shorne Wood would result in more open views along the widened A2 corrido westbound carriageway which was largely screened in the exist. There would be views west and east towards the eight-lane A2 local distributor roads, where vehicle movements would be vis. To the south-west, views would be backdropped by the retainer the Shorne and Ashenbank Woods SSSI. On the A2 corridor, prominent features, along with replacement street lighting (at a signage. Overall, the Project would be dominant in views. Justification for significance level where two significance categor 104. The significance of effect has been assessed as large rather the Project being viewed in the context of highway infrastructur corridor. Design year (summer) Established mitigation planting along Brewers Road green brids screen views towards vehicle movements and highway infrastructur corridor. Design year (summer) Istadoughelp to replace some of the existing yegetation removed permanent mature vegetation loss along the north of the A2 corridor and local distributor roads, except for the lighting columns. Woodland planting along the edge of Shorne would help to replace some of the existing vegetation removed permanent mature vegetation loss along the north of the A2 corridor is significance level where two significance categor 104. The significance of effect has been assessed as slight rather to the beneficial effects of the Project being slightly limited by the infrastructure through the proposed native hedge along Brewers Broad green bridge. Justification for significance level where two significance categor 104. The significance of effect has been assessed as slight rather to the beneficial effects of the Project being slightly limited by the infrastructure along the A2 cor		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
m the southern end of	
e of the existing bridge, e vegetation in the oods Country Park idor, particularly of the existing view.	
A2 corridor and parallel visible along 12 lanes. ained vegetation within or, gantries would be at a reduced height) and	
tegories are given in LA	
er than very large due to cture along the A2	
bridge would largely astructure along the the tops of a few street rne Woods Country Park ved. However, 2 corridor to the north- it in a perceptible benefit	
affic and highway wers Road green	
tegories are given in LA	
er than moderate due to the presence of highway en bridge.	
ld result in a positive nt spill and skyglow, id carriageway than the il reservation. reen bridge would he design year.	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
S-14	View from the Kent Downs AONB on Brewers Road overbridge and the Luddesdown Trek above the A2 westbound carriageway/HS1 (LLCA West Kent Downs (sub area Shorne)). View centred north-east for recreational receptors. <i>Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).</i> <i>Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).</i>	High	Major	Minor	Large adverse effect	Slight beneficial effect	This location is considered to represent a worst-case scenario given its elevated and unobstructed view. Representative Viewpoint S-13 provides an alternative worst-case view from the northern end of the bridge. <u>Opening year (winter)</u> The new Brewers Road green bridge would be seen in place of the existing bridge, softened by planting on both sides. Views towards the A2 corridor would be more open due to extensive loss of mature vegetation within the former A2 central reservation and along the A2 north of HS1, particularly towards the eastbound carriageway which was previously largely screened. Vegetation loss at the edge of Shorne Woods Country Park would also be apparent. There would be views towards the repositioned eight-lane A2 corridor along with the parallel local distributor roads in westerly and easterly views. There would be 12 lanes visible with associated vehicle movements. In views of the A2 corridor, there would be a series of prominent features including retaining wall structures, replacement street lighting (at a reduced height), new signage and several gantries. In easterly views, these features would be visible up to approximately 1.2km, as far as Park Pale overbridge. Overall, the Project would be dominant in views. <i>Justification for significance level where two significance categories are given in LA</i> 104 The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of highway infrastructure along the A2 corridor. <u>Design year (summer)</u> Established mitigation planting on Brewers Road green bridge would largely screen views of vehicle movements and highway infrastructure along the widened A2 corridor and local distributor roads, apart from glimpses of street lighting columns. Woodland planting along the edge of Shorne Woods Country Park would help to replace some of the existing vegetation removed. However, permanent mature vegetation loss along the north of the A2 corridor to the north-west would be perceivable. Overall, the Pro	Highway Sections 1 and 2

Visual receptor		Sensitivity	Magnitude offect	of visual	Significance	e of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							planting along Brewers Road green bridge would provide additional filtering of lighting on the A2 corridor by the design year.	
S-15	View from the Kent Downs AONB on footpath NS178 located adjacent to the Halfpence Lane roundabout (LLCA West Kent Downs (sub area Cobham)). View centred north for recreational receptors.	High	Minor	No change	Slight adverse effect	Neutral effect	Opening year (winter) There would be close- to mid-range, direct views towards the modified A2 junction with Brewers Road, Halfpence Lane and Thong Lane, where the A2 slip roads would have been removed, as well as towards the realigned Thong Lane, the widened A2 corridor and new westbound local distributor road. Vehicle movements and highway infrastructure would be slightly more apparent due to the increased number of lanes along the A2 corridor and loss of vegetation from the central reserve. Thong Lane would appear slightly elevated to the north-west, although the retaining wall and embankment would largely be screened by retained vegetation. Vegetation loss would also be apparent on the Brewers Road/Halfpence Lane/Thong Lane roundabout island, along the south of the A2 and along the edge of Shorne Woods Country Park. The Project would be perceptible in views. <i>Justification for significance level where two significance categories are given in LA</i> 104 The significance of effect has been assessed as slight rather than moderate due to the Project being viewed in the context of the existing road corridor and roundabout. Design year (summer) Established mitigation planting around the Brewers Road/Halfpence Lane/Thong Lane roundabout and to the south of the A2 would restore the screening in views towards vehicle movements and highway infrastructure along the widened A2 and the local distributor road, with slightly less of the highway corridor apparent compared to the existing view. Established woodland along the edge of Shorne Woods Country Park would help reinstate some vegetation lost in the background. Overall, elements of the Project would be visible but features would not appear dissimilar to those seen in the existing view, therefore there would be no discernible change. Design year (winter)	Highway Sections 1 and 2
S-16	View from the Kent Downs AONB and Randall Heath Woods, on a permissive path within Shorne Woods Country	Very high	Minor	Negligible	Moderate adverse effect	Slight adverse effect	 influence of light sources visible in the night-time view. This location represents a worst-case, elevated view, where gaps in woodland allow glimpses towards the Project, with other views screened or densely filtered. <u>Opening year (winter)</u> There would be long-range, densely filtered views towards the new M2/A2/Lower Thames Crossing junction, including the false cutting along the Project road southbound to A2 eastbound slip road. Due to the elevation of the view, the false cutting would provide limited screening of the junction. There would be views of the 	Highway Section 2

Visual rec	eptor	Sensitivity	Magnitude offect	of visual	Significanc	e of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
	Park (LLCA West Kent Downs (sub area Shorne)). View centred south- south-west for recreational receptors. <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> (<i>Application</i> <i>Document 6.2</i>))						 Project road southbound to A2 westbound viaduct beyond the fa would partly reduce visibility of the wider junction, although glimp: structures, retaining walls and earthworks would be apparent. Vehicle movements would be visible at the junction along with number of new gantries are also likely to be visible, along with features would be most prominent along the elevated Project r westbound viaduct. Overall, the M2/A2/Lower Thames Crossing junction would be p only affect a small part of the view, with other parts of the junct woodland within Shorne Woods Country Park. Justification for significance level where two significance categors 104 The significance of effect has been assessed as moderate rath the retention of existing trees in Shorne Woods Country Park r the Project visible. Design year (summer) In the summer view at design year, with the existing foregroun established mitigation planting in leaf, views towards the M2/A Crossing junction would be more glimpsed in nature. The Project noticeable in views. Design year (winter) In winter, the visual effect would not be notably different from the substantial nature of existing foreground woodland. Night-time environment At night, there would be a perceivable change to views due to street lighting (LED luminaires) and vehicle lights along elevator viaducts at the M2/A2/Lower Thames Crossing junction. There filtering provided by established mitigation planting and foreground estagn year, reducing the influence of light sources visible in the substantian the mater of the substantian planting and foreground woodland. 		
S-17	View from the Kent Downs AONB on the NCN Route 177*/Timeball and Telegraph Trail Long Distance Path, on Thong Lane adjacent to The Inn on the Lake Hotel (LLCA West Kent Downs (sub area Shorne)). View centred south for recreational receptors.	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) Following opening of the realigned Thong Lane and the Thong south, views west would be dominated by the new bridge and replacing existing views towards Gravelhill Wood. New street I visible along the new bridge, as well as glimpses of street light bridge along the new slip roads between the M2/A2/Lower Tha junction and the eastbound local distributor road and the A2. In south-easterly views, up to 14 carriageways would be partia the widened A2 corridor, the local distributor roads and the new nearest carriageway being approximately 40m). Similar to the vehicles would be visible where the A2 is at grade, with a serie features visible along the A2 corridor, including two gantries, re lighting and signage. The new street lighting would replace exi although a greater number of columns would be visible. A sub- wall between the southern edge of the A2 corridor and the elem		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
e false cutting, which mpses of other elevated	
vith new street lighting. A vith new signage. These ct road southbound to A2	
be perceptible, but would inction heavily filtered by	
tegories are given in LA	
rather than large due to rk reducing the extent of	
ound mature trees and 2/A2/Lower Thames troject would be barely	
m that in summer, given	
to increased visibility of vated structures and ere would be a degree of ground vegetation by n the night-time view.	
ang Lana groon bridgo	Highway Section 2
ong Lane green bridge nd embanked approach, et lighting would also be ghting beyond the Thames Crossing 2.	
rtially visible including new slip roads (the he existing view, moving eries of prominent s, replacement street existing taller features, substantial new retaining elevated Thong Lane	

Visual rece	ptor	Sensitivity	nsitivity Magnitude of visual effect		Significance	e of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	*NCN Route 177 to be diverted and not considered as part of visual receptors in the assessment at this location. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2))		(winter)	(summer)	(winter)	and winter)	 diversion would also be apparent. Extensive vegetation loss south of the A2 would alter the wooded backdrop to views. Overall, the Thong Lane green bridge south, the modified A2 corridor and extensive vegetation loss would be dominant in views. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of the existing A2 corridor. <u>Design year (summer)</u> Established mitigation planting along the embanked approach to the Thong Lane green bridge south, planting along the green bridge, and planting along the modified A2 corridor would soften the appearance of the bridge structure and associated earthworks, street lighting and moving vehicles. However, increased vehicle movements, gantries, street lighting and signage would remain apparent to the south-east, as would the substantial retaining wall between the A2 and the realigned Thong Lane. Views would also remain more open in character due to vegetation loss, although mitigation planting south of the realigned Thong Lane 	
							 would provide some reinstatement. Overall, the Project would be noticeable in views, largely due to the green bridge structure. <u>Design year (winter)</u> In winter, the visual effect would not be notably different to that in summer, given the close-range view of the Project. However, there would be a slight reduction in the softening of the bridge structure provided by the proposed planting. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of the existing A2 corridor. <u>Night-time environment</u> At night, there would be a perceivable change to views due to increased visibility of street lighting (LED luminaires) along Thong Lane and the Thong Lane green bridge south compared to the existing bridge, which did not incorporate street lighting. A greater number of lighting columns would also be visible along the A2 corridor, slip roads and local distributor roads. However, new lighting would be at a reduced height compared to existing lighting, and there would be a reduction in light spill and skyglow. In addition, lighting would be viewed in the context of the existing lighting the same in the 	
S-18	View from the Kent Downs AONB on the HS1 green bridge and Timeball and Telegraph Trail Long Distance Path (LLCA West Kent	Very high	Major	Moderate	Very large adverse effect	Large adverse effect	opening year and design year.Opening year (winter)As a result of vegetation loss between the A2 corridor and HS1, there would be close- to mid-range views north-west towards the realigned Thong Lane and the Thong Lane green bridge south, which would be located slightly further away than the existing bridge but would still form a prominent feature spanning the widened A2 corridor. The bridge structure is likely to restrict more distant visibility north-west towards the M2/A2/Lower Thames Crossing junction. The elevated Thong Lane	Highway Section 2

Visual receptor	Sensitivity	Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
Downs (sub area Cobham)). View centred north-west for recreational receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).						 would largely screen views of vehicle movements along the widened A2 corridor. New gantries and lighting columns (at a reduced height) would be visible along the A2 corridor, with new street lighting visible along Thong Lane and the Thong Lane green bridge south. Overall, extensive vegetation loss across the wider view, and the prominent Thong Lane green bridge south and the elevated Thong Lane, would dominate views. <u>Design year (summer)</u> An established hedgerow along the Thong Lane green bridge south would filter views of vehicle movements, although the bridge structure would remain clearly visible. Established mitigation planting to the north and south of the realigned Thong Lane would soften the appearance of the bridge structure, although lighting columns and gantries would remain apparent along the A2 corridor. Overall, the Project would be noticeable in views. <u>Design year (winter)</u> In winter, the visual effect would not be notably different to that in summer, given the close-range view of the Project. However, there would be a slight reduction in the softening of the bridge structure provided by the proposed planting. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of highway infrastructure along the A2 corridor. Night-time environment At night, there would be a perceivable change to views due to increased visibility of street lighting (LED luminaires) along Thong Lane and the Thong Lane green bridge south. A greater number of lighting columns would also be visible along the A2 corridor, silp roads and local distributor roads. However, new lighting would be at a reduced height compared to existing lighting, and there would be a reduction in light spill and skyglow. In addition, lighting would be viewed in the context of the 	
						existing lit condition of the A2 corridor. Established mitigation planting would provide some filtering of lighting in night-time views north-west at design year.	
S-19 View from footpath NS177, located within Jeskyns Community Woodland. Also represents views from footpath NS177A (LLCA Istead Arable Farmlands). View centred north-west for recreational	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Views from footpath NS177 are heavily filtered by intervening woodland within Jeskyns Community Woodland. It is anticipated that establishing existing woodland would further restrict visibility towards the Project by opening year. A worst case has been assessed for the opening year based on current planting heights. However, a realistic assumption for growth and the resulting increased screening has been assessed at design year. <u>Opening year (winter)</u> There would be mid-range views towards the Project, limited to taller elements of the new M2/A2/Lower Thames Crossing junction, including the prominent Project road southbound to A2 westbound viaduct, supporting structures and retaining walls. The new junction and associated highway infrastructure and vehicle traffic	Highway Section 2
receptors.						would be partially visible above the intervening vegetation within Jeskyns Community Woodland, but at a distance of approximately 1km and seen against the backdrop of the surrounding landform and woodland in the wider view.	

Visual rece	eptor	Sensitivity	Magnitude offect	of visual	Significance	e of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
							Vegetation loss at Claylane Wood, along the northern edge of corridor and between the A2 and HS1 would be apparent acro The replacement OHL pylon within Claylane Wood would apparent existing pylons visible in the midground, although would not ne existing oive given the distance (approximately 1.1km) and the existing OHL pylon to be replaced. Overall, vegetation loss and new road elements at the M2/A2// Crossing junction would be noticeable in views. <i>Justification for significance level where two significance categ 104</i> The significance of effect has been assessed as moderate rath retained existing vegetation limiting the extent of the Project vi <u>Design year (summer)</u> With the anticipated growth of the existing foreground woodlar additional screening, views of the Project would be reduced in addition, established mitigation planting at the M2/A2//Lower TI junction would help to provide integration and screening of the However, the Project road southbound to A2 westbound viadu street lighting and vehicle movements are likely to remain app Project would be perceptible in views. <u>Design year (winter)</u> In winter, the visual effect would not be notably different from the extent of existing foreground woodland in conjunction with planting. <i>Justification for significance level where two significance categ</i> <i>104</i> The significance of effect has been assessed as slight rather t retained existing vegetation limiting the extent of the Project vi <u>Night-time environment</u> At night, there would be a perceivable change to views due to street lighting (LED luminaires) and vehicle lights along elevativ viaducts at the M2/A2/Lower Thames Crossing junction, althou viewed in the context of existing lighting along the A2 corridor Gravesend. Established mitigation planting would provide som		
S-20	View from a recreational permissive route within Jeskyns Community Woodland (LLCA Istead Arable Farmlands). View centred north-east	High	Minor	Negligible	Moderate adverse effect	Slight adverse effect	of lighting in night-time views at design year. <u>Opening year (winter)</u> There would be mid- to long-range views of taller elements of Thames Crossing junction, in particular the prominent Project A2 westbound viaduct, its supporting structures and retaining road southbound to A2 eastbound slip road on embankment. would be viewed against a backdrop of landform and woodlan context of the existing OHL pylons, which form a focal point in and HS1 infrastructure.		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
of the modified A2 ross the wider view. pear larger than the	
notably change the the presence of the	
2/Lower Thames	
egories are given in LA	
ather than large due to visible.	
and providing in the design year. In Thames Crossing ne junction elements. duct and associated oparent. Overall, the	
n that in summer, given th proposed woodland	
egories are given in LA	
r than moderate due to visible.	
to increased visibility of ated structures and bugh this would be or and skyglow from ome additional filtering	
of the M2/A2/Lower et road southbound to g walls and the Project . These elements and and seen in the in the existing view,	Highway Section 2

Visual receptor		Sensitivity	Magnitude effect	of visual	Significance	e of effect	Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
	for recreational receptors.						 Vehicle movements on the new viaduct structures and elevated sections of road would be visible, as well as new street lighting. New gantries and replacement street lighting would also be apparent along the A2. Through breaks in intervening vegetation along the edge of HS1, there could be 	
	Night-time photograph available from this location (refer to						long-range views towards the Thong Lane green bridge south. The replacement OHL pylon within Claylane Wood, although notably taller than the existing pylon, would not notably change the existing view given the presence of	
	Figure 7.18 (Application Document 6.2)).						existing pylons in the foreground. Overall, new road elements at the M2/A2/Lower Thames Crossing junction would be perceptible in views.	
							Justification for significance level where two significance categories are given in LA 104	
							The significance of effect has been assessed as moderate rather than slight due to vegetation loss increasing the extent of the Project visible.	
							Design year (summer) Established mitigation planting within Jeskyns Community Woodland, at the M2/A2/Lower Thames Crossing junction and along Thong Lane and the A2 would help to provide integration and screening of the junction and associated highway infrastructure, as well as restoring vegetation removed during construction. However, parts of the Project road southbound to A2 westbound viaduct and associated street lighting and vehicle movements are likely to remain apparent. Overall, the Project would be barely noticeable in the view.	
							Design year (winter) In winter, the visual effect would not be notably different from that in summer, given	
							the extent of proposed planting. <u>Night-time environment</u> At night, there would be a perceivable change to views due to increased visibility of street lighting (LED luminaires) and vehicle lights along the Project road southbound to A2 eastbound slip road, the Project road southbound to A2 westbound viaduct and along Thong Lane green bridge south, although this would be viewed in the context of existing lighting along the A2 corridor and skyglow from Gravesend. Established mitigation planting would largely screen lighting in night- time views at design year, apart from glimpses of lighting along the Project road southbound to A2 westbound viaduct.	
S-20a	View from Jeskyns Community Woodland. Also represents views from northern end of footpath NS177 (LLCA Istead Arable Farmlands). View centred north-east for recreational receptors.	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	There would be slightly greater visibility than the S-20 Representative Viewpoint, due to it being slightly more elevated. <u>Opening year (winter)</u> There would be mid- to long-range visibility of taller elements at the new M2/A2/Lower Thames Crossing junction, including the Project road southbound to A2 eastbound slip road on embankment and the prominent Project road southbound to A2 westbound viaduct, its supporting structures and retaining walls. New road elements, street lighting and vehicle movements would be visible above the intervening vegetation within Jeskyns Community Woodland, but seen against the backdrop of the surrounding landform and wooded ridge within the Kent Downs AONB.	Highway Section 2

Visual receptor		Sensitivity	Magnitude offect	of visual	Significanc	e of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Photomontage available from this location (refer to Figure 7.19 (Application						 New gantries and replacement street lighting would be apparent along the A2. There would also be views of the new Thong Lane green bridge south. Due to the elevation of the view, gantries could potentially be visible beyond the Thong Lane green bridge south. Modifications to the OHL would appear similar to the existing OHL. 	
	Document 6.2)).						Overall, a notable proportion of the view would be affected by the new M2/A2/Lower Thames Crossing junction and associated structures and highway infrastructure, which would comprise noticeable features in the view.	
							Justification for significance level where two significance categories are given in LA 104	
							The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of the existing road corridor and OHL. <u>Design year (summer)</u> Following the establishment of mitigation planting within Jeskyns Community Woodland, at the M2/A2/Lower Thames Crossing junction and along Thong Lane and the A2, the Lower Thames Crossing southbound to A2 westbound viaduct would remain visible above vegetation, including street lighting and vehicle movements. Other elements at the junction and along the A2 corridor would largely be screened, although the tops of some gantries could potentially remain visible along the A2, as well as the Thong Lane green bridge south. Overall, the Project would remain perceptible in views. <u>Design year (winter)</u> In winter, the visual effect would not be notably different from that in summer, given the extent of proposed planting. <i>Justification for significance level where two significance categories are given in LA</i> <i>104</i> The significance of effect has been assessed as slight rather than moderate due to the Project being viewed in the context of the existing road corridor and OHL. <u>Night-time environment</u>	
							At night, there would be a perceivable change to views due to increased visibility of street lighting (LED luminaires) and vehicles along the Project road southbound to A2 eastbound slip road, the Project road southbound to A2 westbound viaduct and along Thong Lane green bridge south. However, new lighting would be seen in the context of existing lighting along the A2 corridor and skyglow from Gravesend. Established mitigation planting would provide some additional filtering of lighting in night-time views at design year and less lighting would be visible compared to the existing view.	
S-21	View from footpath	High	Minor	Negligible	Slight	Slight	Opening year (winter)	Highway Section 2
	NU29/Wealdway recreational route to the north of Ifield Court. Also represents views from footpath NU18 (LLCA Istead Arable				adverse effect	adverse effect	There would be mid-range views towards several new and replacement gantries along the A2, replacement street lighting (at a reduced height) and new signage. Vehicle movements on the A2 corridor would appear similar to the existing view. Changes would be perceptible but would be seen in the context of the existing A2 corridor, therefore the overall balance of features would not be affected.	

Visual receptor		Sensitivity	Magnitude o effect	f visual	Significance	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
	Farmlands). View centred east-north- east for recreational receptors.						Justification for significance level where two significance categ 104 The significance of effect has been assessed as slight rather the the Project being viewed in the context of the existing road core <u>Design year (summer)</u> In the summer at design year, dense hedgerows along field bo established mitigation planting to the south of the A2 corridor v views towards the Project and partially screen highway infrastr corridor. Overall, the Project would be barely noticeable in view <u>Design year (winter)</u> In winter, the A2 corridor would be slightly more apparent than however, the visual effect of the Project would not be notably of influence of the A2 corridor in existing summer views. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would re impact due to the reduced height of columns and a reduction of skyglow, as street lighting is present in the existing view along There would be a degree of filtering provided by established m design year, further reducing the influence of light sources visit view.
S-22	View from Watling Street on the A2 overbridge (LLCA Gravesend Southern Fringe). View centred east- south-east for users of the main road. <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i>	Low	Minor	Negligible	Slight adverse effect	Neutral effect	Opening year (winter)There would be close-range, oblique views towards the full wid repositioned eight-lane A2 corridor, a slip road between the M2 Crossing junction and the A2, and associated vehicle moveme increased visibility of road elements and highway infrastructure vegetation loss in the immediate foreground, along the A2 corr Claylane Wood, as well as the loss of a gantry in the midground A2 corridor, this would include two gantries, new retaining struc- lighting (at a reduced height) and new signage.In the midground (approximately 0.75km), there would also be new Project road southbound to A2 westbound viaduct, althoug partially obscured by a new gantry. Glimpses of the other carri- and highway infrastructure would be apparent at the junction b and the gantry.The replacement OHL pylon visible in the midground within Cla although notably taller than the existing pylon, would not notable existing view given the presence of existing pylons.Overall, the Project would be perceptible in views, although wo overall balance of features and elements that constitute the ex <i>Justification for significance level where two significance categr</i> 104The significance of effect has been assessed as slight rather th reduction in roadside planting and the widened A2 corridor and

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
egories are given in LA	
r than moderate due to corridor.	
boundaries and r would help to filter structure along the A2 ews.	
an in summer views, y different to the	
d result in a positive n of light spill and ng the A2 corridor. mitigation planting by isible in the night-time	
vidth of the M2/A2/Lower Thames nents. There would be ure as a result of prridor and within und. On the modified ructures, new street be views towards the pugh this would be rriageways, structures beyond the viaduct	Highway Section 2
Claylane Wood, ably change the	
would not alter the existing view. egories are given in LA	
r than neutral due to a and M2/A2/Lower	

Visual receptor		Sensitivity	Magnitude o effect	fvisual	Significance	of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
\$ 23	View from NCN	Ν/Α	Not	Not	Not assessed	Not assessed	Thames Crossing junction appearing in a greater proportion of existing A2 corridor. <u>Design year (summer)</u> Following establishment of mitigation planting, views of the Prosouthbound to A2 westbound viaduct and other slip roads, high and structures at the M2/A2/Lower Thames Crossing junction withe modified A2 corridor would be more enclosed, reducing the the overall highway corridor. Gantries, street lighting and vehice the wider A2 corridor would appear as in existing views, althou of lighting columns would be visible. Overall, the Project would be barely noticeable in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from the angle of view and proximity of the Project. <i>Justification for significance level where two significance categ</i> 104 The significance of effect has been assessed as neutral rather the Project appearing similar to the existing A2 corridor in view. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would redimpact due to the reduced height of columns and a reduction of skyglow, as existing street lighting is present in the view along However, there would be a greater number of lighting columns increased visibility of lighting as a result. Night-time visual effect in opening year and design year.
S-23	View from NCN Route 177 adjacent to Claylane Wood, and the A2/Watling Street (LLCA Gravesend Southern Fringe). View centred south- east for recreational receptors.	N/A	Not assessed	Not assessed	Not assessed	Not assessed	This route would be permanently stopped up and become part Thames Crossing junction, with the existing PRoW/WCH links this location, therefore this receptor has not been considered a assessment during construction or operation.
S-24	View from footpath NS167 adjacent to Claylane Wood. Also represents views from bridleway NS174 (LLCA Higham Arable Farmland (sub area Thong)) looking towards the	Moderate	Major	Major	Large adverse effect	Large adverse effect	The existing PRoW would be diverted to a new alignment skirti woodland edge planting east of Claylane Wood. The assessme from S-24 has therefore been made from a slightly different loc viewpoint location (slightly closer to the Project), however, the considered comparable to the existing viewpoint location for as <u>Opening year (winter)</u> There would be close-range views of the new M2/A2/Lower Th junction, in particular the embankment of the local distributor ro road and an attenuation basin. The embankment would form a in the foreground. There would also be views towards the pron southbound to A2 westbound viaduct and the A2 eastbound lo

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
n of the view than the	
Project road highway infrastructure on would be filtered and the apparent scale of chicle movements along hough a greater number	
om that in summer, given	
ategories are given in LA	
her than slight due to riews.	
ld result in a positive on of light spill and ong the A2 corridor. nns present, with slightly effects would be similar	
part of the M2/A2/Lower nks diverted away from ed as part of the visual	N/A
skirting proposed sement of visual effects t location to the existing the viewpoint is or assessment purposes. Thames Crossing or road to Project slip m a dominating feature prominent Project road d local distributor road	Highway Section 2

Visual rece	ptor	Sensitivity	Magnitude effect	of visual	Significanc	e of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
	Kent Downs AONB. View centred east						viaduct, with associated vehicle movements, highway infrastru- lighting visible. The new junction would obscure views of the w current backdrop to the view.		
	for recreational receptors.						In southerly views, the loss of the eastern edge of Claylane We visibility towards the widened A2 corridor, although this would by the embankment of the local distributor road to Project slip is gantries, new and replacement street lighting and new signage along the A2 and the slip road.		
							The replacement OHL pylon within Claylane Wood would be viewest. An additional OHL pylon would also be visible to the nort pylon would appear closer. However, the new and replacement notably change the existing view given the presence of existing		
							New elements would be visible across the full extent of this bro Project would dominate views.		
							Justification for significance level where two significance categ		
							The significance of effect has been assessed as large rather the the Project appearing across a large proportion of the view.		
							Design year (summer) Established mitigation planting along the embankment of the lo to Project slip road and within the wider M2/A2/Lower Thames would soften the appearance of earthworks and structures and views of vehicle movements. However, it is likely that vehicle n infrastructure and street lighting would remain visible above ve elevated position on viaducts and embankments. In addition, v foreshortened.		
							To the south, the modified A2 corridor would be largely screen mitigation planting along the embankment of the local distribute road and reinstatement planting east of Claylane Wood.		
							Overall, the Project would remain dominant in views.		
							 <u>Design year (winter)</u> In winter, the visual effect would not be notably different from the proximity of the viewer and dominance of the Project in the 		
							Justification for significance level where two significance categ		
							The significance of effect has been assessed as large rather the the Project appearing across a large proportion of the view.		
							Night-time environment		
							At night, there would be a prominent change in views due to in street lighting (LED luminaires) and vehicle lights, in particular Project road southbound to A2 westbound viaduct. However, n viewed in the context of existing lighting in Gravesend. Overall span a broader extent of the available view than existing views A2 corridor, however, by design year established mitigation pla screen new lighting.		
S-25	View from footpath NS167 at the western edge of	Moderate	Major	Minor	Large adverse effect	Slight adverse effect	Opening year (winter) Following opening of footpath NS174, there would be close-rar prominent new embankment and false cutting slopes associated		
	Thong village and rate Scheme Ref: TR010032						road southbound to A2 eastbound slip road at the M2/A2/Lowe		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
structure and street	
e wooded skyline in the	
Wood would increase uld be partially obscured lip road. Two new age would be apparent	
e visible to the south- north-east, and one nent pylons would not sting OHL.	
broad view. Overall, the	
tegories are given in LA	
er than moderate due to	
ne local distributor road nes Crossing junction and partially screen le movements, highway e vegetation due to their n, views would be	
eened by established butor road to Project slip	
m that in summer given the view. ategories are given in LA	
er than moderate due to	
o increased visibility of lar along the elevated er, new lighting would be erall, light sources would ews of lighting along the planting would partially	
	Highway Section 2
r-range views of the ciated with the Project ower Thames Crossing	

Visual rec	ceptor	Sensitivity	Magnitude offect	of visual	Significance	of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
	Thong Conservation Area (LLCA Higham Arable Farmland (sub area Thong)). View centred south- west for recreational receptors. <i>Photomontage available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i> <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> <i>(Application</i> <i>Document 6.2)).</i>						junction and a new WCH route (approximately 80m) in the fore cutting would curtail views of the wider landscape and the A2 of While the carriageway would not be visible, street lighting, sign sections of high-sided vehicles would be apparent across the f The replacement OHL pylon within Claylane Wood, notably tal pylon, would be visible above the new junction and skyline, bu notably change the existing view given the presence of existing Overall, the false cutting slope would be dominant and would f <i>Justification for significance level where two significance categ</i> <i>104</i> The significance of effect has been assessed as large rather th the Project appearing across a large proportion of the view. <u>Design year (summer)</u> Following the establishment of mitigation planting at the M2/A2 Crossing junction and along the false cutting slopes, vehicle m highway infrastructure would be screened. There would be a for views as a result of the established mitigation planting, althoug areas would be in keeping with the wooded backdrop of existing provide screening of the A2 corridor. Overall, the Project would result in a perceptible foreshortening maintain the nature of the existing wooded backdrop. <u>Design year (winter)</u> In winter, the visual effect would not be notably different from to the substantial nature of the woodland mitigation planting. <u>Night-time environment</u> At night, there would be a perceivable change in the opening y visibility of street lighting (LED luminaires) at the M2/A2/Lower junction, with some lighting visible above the skyline. However lighting would replace existing views of lighting along the A2 co currently spans much of the existing view. By design year, esta planting on the false cutting slopes would screen lighting in nig		
S-26	View from Thong village and Thong Conservation Area (residential properties along the east of Thong Lane) (LLCA Higham Arable Farmland (sub area Thong)). View centred south- south-east for residential receptors.	High	No change	No change	Neutral effect	Neutral effect	The built form and settlement context, together with established peripheral vegetation within Thong village along Thong Lane, we elements of the Project being discernible from this location.		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
preground. The false 2 corridor beyond. Ignage and the upper e full extent of this view. taller than the existing but alone would not ing pylons. d foreshorten views. egories are given in LA	
A2/Lower Thames movements and a foreshortening of ugh these planting sting views, and would ing of views but would	
n that in summer, given	
g year due to increased er Thames Crossing er, views of new corridor, which stablished mitigation night-time views.	
hed and mature e, would result in no	Highway Section 2

Visual rece	eptor	Sensitivity	Magnitude effect	of visual	Significance	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
S-27	View from footpath NS169, looking towards Shorne Woods and the Kent Downs AONB (LLCA Higham Arable Farmland (sub area Thong)). View centred east- south-east for recreational receptors.	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) The new M2/A2/Lower Thames Crossing junction would be vis across the full extent of this broad view. In south-easterly views, the new local distributor road to Project a notable elevated feature on embankment, and the Project ro westbound viaduct would appear as a dominant skyline feature 0.4km). There would also be visibility of the A2 eastbound loca Collectively, these new elevated features would partially scree wooded ridgeline in the backdrop. New highway infrastructure would be prominent across the view, including several gantries signage, some of which would be visible above the skyline. To east, the Project route would be in cutting and largely screener rising landform, although street lighting, two gantries and signa apparent. In southerly views, the loss of the eastern edge of Claylane We visibility towards the modified A2 corridor. Vegetation loss alor corridor would also be readily apparent, allowing visibility toward Thong Lane, which is slightly elevated. There would also be visibain. The replacement OHL within Claylane Wood, including one no would not notably change the existing view given the presence An additional OHL pylon would also be visible to the north-eas would appear closer. However, the diverted OHL would appear existing OHL. Overall, the Project would be dominant in views. Justification for significance level where two significance catege 104 The significance of effect has been assessed as large rather th the Project appearing across a large proportion of the view. Design year (summer) Established mitigation planting along the embankment of the loc to Project slip road and within the wider M2/A2/Lower Thamess would soften t

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
visible in the midground	Highway Section 2
ject slip road would be road southbound to A2 ure (approximately ocal distributor viaduct. een views of the re and moving vehicles ies, street lighting and To the east and north- ned due to intervening mage would be	
Wood would increase ong the modified A2 wards the realigned views of an attenuation	
notably taller pylon, ice of existing pylons. ast, and one pylon ear similar to the	
egories are given in LA	
r than moderate due to	
e local distributor road es Crossing junction nd partially screen e movements, highway vegetation due to their , filtered views of the e Project route would attenuation basin to the	
ened by established utor road to Project slip	

Visual rece	Visual receptor Ser		Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
			Opening Design year year (winter) (summer)		Opening Design year year (summer (winter) and winter)			
							Design year (winter)The visual effect in winter would not be notably different from that in summer, given the proximity of the Project, although proposed screen planting in the foreground may be slightly less effective in winter.Night-time environment At night, there would be a prominent change in views due to increased visibility of street lighting (LED luminaires) and vehicle lights, including along the elevated Project road southbound to A2 westbound viaduct. However, new lighting would be viewed in the context of existing lighting in Gravesend. Overall, light sources would span a much broader extent of the available view than existing lighting on the A2 corridor. There would be a degree of filtering of lighting not raised on	
S-28 & S- (CH)01	View from footpath NS169 adjacent to Gravesend urban edge, looking towards Shorne Woods within the Kent Downs AONB, and St Mary Magdalene Church, Cobham (LLCA Higham Arable Farmland (sub area Thong)). View centred east-south- east for recreational receptors. <i>Photomontage available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i> <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> <i>(Application</i> <i>Document 6.2)).</i>	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	 viaduct/embankment provided by established mitigation planting by design year. <u>Opening year (winter)</u> There would be mid- to long-range, wide views of the new M2/A2/Lower Thames Crossing junction, located beyond the newly created open space in the foreground, which would predominantly comprise species-rich chalk grassland. In the south-easterly view, the new local distributor road to Project slip road would be a notable elevated feature on embankment, and the Project road southbound to A2 westbound viaduct would appear as a dominant skyline feature (approximately 0.7km). The A2 eastbound local distributor viaduct and the false cutting along the edge of the Project road southbound to A2 eastbound slip road would also be visible behind. Vehicle movements and new highway infrastructure such as street lighting and signage would be visible across the various carriageways, some of which would be visible above the skyline. In southerly views, the loss of the eastern edge of Claylane Wood would increase visiblity towards the southern part of the new junction. The replacement OHL within Claylane Wood, including one notably taller pylon, would not notably change the existing view given the presence of existing pylons. An additional OHL pylon would also be visible to the east, and one pylon would appear closer. However, the diverted OHL would appear similar to the existing OHL. The earthwork slopes of the false cutting associated with the Project road southbound to A2 eastbound slip road (approximately 0.55km) would partially restrict visibility of the wooded ridge beyond to the south-east, although the wooded ridge would remain visible to the east over the Project route in cutting. To the east and north-east, the Project route would be largely screened within the cutting apart from street lighting, two gantries and signage. New elements would be visible across the full extent of this broad view. Overall, the Project would be notic	Highway Section 2

Visual receptor		Sensitivity	Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							 would soften the appearance of earthworks and structures and partially screen views of vehicle movements. The Project road southbound to A2 westbound viaduct would remain apparent above vegetation, along with vehicles and highway infrastructure elevated on the viaduct. Signage, two gantries and street lighting would also be visible above the cutting along the Project route to the east. Overall, the Project would remain noticeable in views. <u>Design year (winter)</u> In winter, the lower parts of the Project viaducts and traffic on junction embankments would be slightly more visible, filtered by proposed woodland planting. However, the overall visual effect would not be notably different from that in summer, given the substantial nature of proposed planting. <u>Night-time environment</u> At night, there would be a prominent change in views due to increased visibility of street lighting (LED luminaires) and vehicle lights, in particular along the elevated Project road southbound to A2 westbound viaduct, replacing existing views of lighting along the A2 corridor. Overall, light sources would span a broader extent of the available view and appear more prominent than existing lighting along the A2 corridor. There would be a degree of filtering provided by established mitigation planting by design year, although viaduct lighting would remain prominent. 	
S-29	View from the Kent Downs AONB on Shorne Ifield Road located to the north of Shorne Woods Country Park (LLCA Higham Arable Farmland (sub area Chalk)). View centred north-west for users of the local road.	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Opening year (winter)The pole mounted OHL would have been removed from the foreground view. In the midground, the cutting for the South Portal would be visible, together with the new attenuation basins. While the carriageway and associated vehicle movements and highway infrastructure would largely be obscured by the cutting slopes, the upper sections of the chalk slopes would be apparent, with the cutting appearing as a new linear feature in the landscape. Above the South Portal cutting slopes, a new species-rich grassed open space would be visible.Modifications to the OHL to the north would appear similar to the existing OHL. Overall, the Project would be perceptible in views.Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the elevated, distant view.Design year (summer)Following establishment of woodland in the proposed ancient woodland compensation area, views north-west towards the Project would be screened. A vista would be incorporated within the planting to maintain a partial long-range view north over the River Thames towards the distant hills. The vista would exclude existing detracting features such as pylons, where practicable.Overall, the proposed woodland planting would result in a perceptible adverse change in views. The foreshortening of views due to woodland planting would be reduced through the provision of a vista.	Highway Sections 2 and 3

Visual receptor	Sensitivity	Magnitude o effect	of visual	Significance of effect		Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
						Design year (winter)In winter the visual effects would not be notably different from that in summer, given the substantial nature of the ancient woodland compensation planting in the foreground.Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than moderate, as the foreshortening of views due to woodland planting would be reduced through the provision of a vista.Night-time environmentAt night, there would be a perceivable increase in light sources along the Project route due to new street lighting (LED luminaires), although the cutting slopes would largely contain the new lighting, which would be seen in the context of existing lighting within Tilbury and Thurrock. By design year, established ancient woodland compensation planting would screen lighting in night-time views.	
S-30 View from Thong Lane in the eastern urban edge of Gravesend (Riverview Park) adjacent to the entrance of Southern Valley Golf Club (LLCA Gravesend Urban Area). View centred south-south-east for users of the local road. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) As a result of vegetation loss at close range, there would be an open view of the new WCH route and Thong Lane green bridge north (approximately 0.1km). A new species-rich grass open space would be visible around the upper slopes of the South Portal cutting, as well as a highway boundary fence. Moving vehicles and highway infrastructure would be concealed within the cutting, apart from the tops of street lights. The upper part of the cutting slope would also be apparent, with the colour of the exposed chalk substrate initially appearing prominent. Due to the loss of vegetation in the midground, there would be increased visibility beyond the Project towards the wooded ridgeline within the Kent Downs AONB (approximately 0.7km). In addition, a replacement OHL pylon would be visible, although it would not be dissimilar in appearance to the existing pylon it replaces, with the exception that the base would initially be less screened by vegetation. Overall, the Project would be noticeable in views. Design year (summer) Established mitigation planting adjacent to and above the Thong Lane green bridge north would soften with weathering over time and appear less prominent. Overall, the Project would be perceptible in views but would not be intrusive. Design year (winter) In winter, the visual effects would not be notably different from that in summer, given the proximity of the view, the sunken nature of the Project road and the substantial nature of proposed mitigation planting. Night-time environment At neglisery is a similar level of screen is poten is and appear less prominent. </td <td>Highway Sections 2 and 3</td>	Highway Sections 2 and 3

Visual receptor		Sensitivity	Magnitude o effect	of visual	Significance	of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
S-31	View from footpath NG8 located within Southern Valley Golf Club at the urban edge of Gravesend (Riverview Park) (LLCA Higham Arable Farmland (sub area Chalk)). View centred east- north-east for recreational receptors. <i>Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).</i> <i>Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).</i>	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Footpath NG8 would be diverted slightly further north from this viewpoint location, however, this view is still considered to be representative of the PRoW. Opening year (winter) There would be close-range views across a new species-rich grass open space in the foreground towards the South Portal cutting (approximately 60m). The upper sections of the chalk slopes would be apparent, with the colour of the exposed chalk substrate initially appearing prominent. The Project carriageway and moving vehicles would be obscured by the cutting slopes, however, the highway boundary fence and the upper sections of two new gantries and street lighting would be visible above the cutting. There would also be glimpses of the attenuation basins in the dry valley to the east. The line of modified OHL pylons beyond the Project cutting would appear more prominent in the landscape due to vegetation loss within the Southern Valley Golf Club and around the former Hartshill Nursery. Overall, the Project would be noticeable in views. Design year (summer) Established mitigation planting along the edge of the South Portal cutting slopes would largely screen the cutting and street lighting to the south-east and east. However, mid-range views towards the gantries and the upper sections of the chalk slopes would provide woodland planting mitigation would also result in the loss of attractive distant views east towards the wooded ridge at Shorne Woods Country Park within the Kent Downs AONB. Overall, the Project would be perceptible in views. Views east would be foreshortened by woodland planting. However, this planting would soften views of OHL. In addition, long-range views north-east would be maintained towards the River Thames. Design year (winter) In winter, the visual effects would not be notably different from that in summer, given the vertical alignment of the Project road in cutting. Night-time environment At night, there would be a perceivable increase in light sources along the Project route due to new street lighting (LED luminai	
S-32	View from elevated location along footpath NS316 located immediately west of Shorne Hill, with views to the Kent Downs AONB.	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	<u>Opening year (winter)</u> The South Portal cutting slopes would be just apparent in long-range views as a new linear feature in the landscape, seen in the context of the existing urban backdrop of Gravesend and of Grays and Tilbury beyond the River Thames, with the upper sections of the chalk slopes just visible. The hilltop landform associated with Chalk Park would also be visible beyond, in front of some buildings in Gravesend. The new attenuation basins within the dry valley would also be just	Highway Sections 2 and 3

Visual receptor		Sensitivity	Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Also represents views from footpath NS163 (LLCA Higham Arable Farmland (sub area Chalk)). View centred west for recreational receptors. <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> <i>(Application</i> <i>Document 6.2)).</i>						 apparent. The basins would be set within a landscape reinstated to agriculture, with newly planted hedgerows forming the boundaries to restored agricultural fields. Modifications to the OHL crossing the mid-range view would appear similar to the existing OHL. A line of pole mounted OHL would have been removed from the midground. Loss of mature vegetation would be apparent across the wider view. Overall, the Project would be perceptible in views but would not be intrusive. <u>Design year (summer)</u> The South Portal cutting slopes and attenuation basins would remain just apparent. Established mitigation planting to the north-east of Thong Lane, at the hilltop landform associated with Chalk Park, along parts of the cutting and along field boundaries would soften the appearance of the cutting slope edges and hilltop landform. Established mitigation planting would also help to reinstate lost vegetation. Overall, the Project would be perceptible in views but would not be intrusive. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in summer, given the expansive panoramic view and the distance from the Project. <u>Night-time environment</u> At night, there would be a perceivable increase in light sources along the Project route due to new street lighting (LED luminaires), although the cutting slopes are likely to provide some containment of lighting. New lighting would be viewed in the context of existing lighting within Gravesend, Tilbury, Chadwell St Mary and Grays. Night-time visual effects would be similar in opening year and design year. 	
S-33	View taken at intersection of footpaths NG7, NG8, NG9, on northern edge of Southern Valley Golf Club (LLCA Higham Arable Farmland (sub area Chalk)). View centred north-west for recreational receptors. <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> (<i>Application</i> <i>Document 6.2</i>)).	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	The PRoW would be slightly diverted to follow a new hedgerow field boundary slightly north of its current position. This view is still considered to be representative of the PRoW. <u>Opening year (winter)</u> There would be mid-range views of the upper sections of the chalk slopes and the top of the large South Portal. The colour of the exposed chalk substrate would initially appear as a prominent feature. The Project carriageway, Tunnel Service Building, street lighting, signage and gantries would be concealed within the cutting. There would, however, be views beyond the cutting to the new hilltop landform within Chalk Park, which would be a notable feature, obscuring views of Riverview Park and Windmill Hill, Gravesend but with remaining views towards Tilbury Docks. Loss of mature vegetation would be apparent at Gravesend Golf Centre, opening up views further to the hilltop landform at the new Chalk Park open space. In the broader view, a new substation would be just apparent on the lower arable slopes adjacent to the A226, as well as an access road between the South Portal and the A226, and the Rendezvous Point. A new species-rich grass open space would be visible around the South Portal, set within a wider landscape reinstated to agriculture. Overall, the prominent cutting and hilltop landform would be noticeable in views.	Highway Section 3

Visual rece	ptor	Sensitivity	Magnitude of visual effect		Significance	e of effect	Commentary	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
S-34	Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)) View from footpath NS163A located adjacent to residential properties fronting the A226 Gravesend Road (LLCA Higham Arable Farmland (sub area Chalk)). View centred south- west for recreational receptors.	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Design year (summer) Established mitigation planting at the hilltop landform associate adjoining the South Portal cutting and along field boundaries w appearance of the cutting slope edges and hilltop landform. Esplanting would also help to reinstate lost vegetation. The colour and scree slope along the South Portal cutting would soften ov less prominent. However, the South Portal and approach cuttin apparent in part of the view. Overall, the Project would remain perceptible in views. Design year (winter) The visual effect in winter would not be notably different from the limited planting proposed in front of the South Portal cutting some distant views across the Thames Estuary. Night-time environment At night, there would be a perceivable increase in light sources route due to new street lighting (LED luminaires), although the provide some containment of lighting. New lighting would be vis of existing lighting within Tilbury, Chadwell St Mary and Grays. effects would be similar in opening year and design year. Opening year (winter) New attenuation basins would be visible within the dry valley in the south-west (approximately 0.65km). The attenuation basins the context of a new species-rich grass open space to the north reinstated agricultural fields bounded by newly planted hedger south-east. In long-range views south-rwest (approximately 0.65km). The attenuation basins the context of a new species-rich grass open space to the north reinstated agricultural fields bounded by newly planted hedger south-east. In long-range views south-rwest (approximately 0.65km). The attenuation basins the context of a new species-rich grass open space to the north reinstated agricultural fields bounded by newly planted hed	

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
ated with Chalk Park, would soften the Established mitigation our of the chalk rock over time and appear tting would remain	
n that in summer, given ing, in order to maintain	
es along the Project ne cutting would viewed in the context /s. Night-time visual	
v in the midground to ins would be seen in orth-west and erows to the east and .7km), vegetation loss und the former Hartshill bridge north. g OHL, although an badly parallel pole ted with Chalk Park	Highway Section 3
nd soften views lanting would also filter n planting on and ws of the bridge and	
n that in summer, given oundaries.	

Visual rece	eptor	Sensitivity	Magnitude effect	of visual	Significanc	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
S-35 & S- (CH)03a	View from A226 Gravesend Road	Low	Moderate	Negligible	Slight adverse effect	Neutral effect	Justification for significance level where two significance cate 104 The significance of effect has been assessed as slight rather the Project being perceivable in part of the view. Night-time environment At night, from this location there would be no perceivable cha Project. Opening year (winter) The land in the foreground would have been reinstated to agr
	near Chalk (LLCA Higham Arable Farmland (sub area Chalk)). View centred south- south-east for users of the main road. <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> (Application				eneci		 5m-wide access road would be visible, extending into the field drainage ditch and newly planted hedgerows. The access road similar elevation to the existing landform, linking the A226 to the emergency access. The north-eastern tip of the hilltop landford Chalk Park would also be just visible, as well as the new subsequest of the viewpoint photograph), with views slightly more op removed during construction. The South Portal and associate be screened by intervening landform. Overall, new Project features would be noticeable in the view <i>Justification for significance level where two significance cate 104</i> The significance of effect has been assessed as slight rather the Project being perceivable in part of the view.
	(Application Document 6.2)).						 <u>Design year (summer)</u> Established hedgerows and mitigation planting would soften t access road off the A226 and the substation (slightly to the wiphotograph), as well as restoring screening of the existing far planting would restrict views south-west, resulting in the agric south-east being the visual focus. Overall, the Project would be barely noticeable in the view. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that the close-range view of the access road off the A226 would integrated into the view by new hedgerows in winter. <i>Justification for significance level where two significance cate 104</i>
							The significance of effect has been assessed as neutral rather access road off the A226 would be integrated into the landsca planting and the main focus of the view would be the restored the south-east. <u>Night-time environment</u> At night, from this location there would be no perceivable cha Project.

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
egories are given in LA	
r than neutral due to	
ange caused by the	
griculture and a new ld, bounded by a ad would be set at a the South Portal form associated with ostation (slightly to the open due to vegetation ed cutting slopes would	Highway Section 3
v. egories are given in LA	
r than neutral due to	
the appearance of the vest of the viewpoint arm buildings. Mitigation cultural land to the	
n that in summer, given ould also be well	
egories are given in LA	
er than slight as the cape by hedgerow d agricultural field to	
ange resulting from the	

Visual recept	tor	Sensitivity	Magnitude o effect	f visual	Significance	of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	View from footpath NS172 off Queen's Farm Road. Also represents views from footpath NG5 (LLCA Higham Arable Farmland (sub area Chalk)). View centred west for recreational receptors.	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Opening year (winter) The South Portal cutting slopes would be screened by intervening vegetation at St Mary's Church in Chalk. The new access road linking the A226 Gravesend Road to the South Portal emergency access would be just apparent crossing the field, and a new substation could be just evident on the lower arable slopes adjacent to the A226, although vegetation along the A226 would heavily filter views. The hilltop landform within Chalk Park would be visible on the skyline but would not be prominent at this distance. Loss of mature vegetation would also be apparent at Gravesend Golf Centre. Restored areas of agricultural land would, where visible, appear similar to the existing view. Modifications to the existing OHL south of the A226 would not result in any discernible change in views at this distance. Overall, the Project would be barely noticeable in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as slight rather than neutral due to the Project being perceivable in part of the view. Design vear (summer) An established wooded copse on the hilltop landform within the Chalk Park open space would create a distinctive new landscape feature, in keeping with the characteristics of the existing view, as well as replacing vegetation removed during construction at Gravesend Golf Centre. Established hedgerow planting would integrate the access road off the A226 into the adjoining landscape. Overall, the Project would remain barely noticeable in views. Design year (winter) The visual effect in winter would not be notably different from that i	Highway Section 3
(CH)03b 	View from NCN Route 1/footpath NG2/NG4 adjacent to former Thames and Medway Canal (LLCA Shorne and Higham Marshes). View centred south	High	Minor	Minor	Slight adverse effect	Slight adverse effect	This view represents the worst case, given the unobstructed nature and slightly elevated position on a footbridge. It is noted that typical transient views along footpath NG2 and NCN Route 1 would be more restricted due to a combination of reduced viewing height and intervening vegetation along the canal and railway line. <u>Opening year (winter)</u> A very small part of the South Portal cutting would be visible on the skyline in the field above the farm buildings along the A226. The new access road linking the	Highway Sections 3 and 4

	Sensitivity	Magnitude of visual effectOpening year (winter)Design year (summer)		Significance of effect		Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
				Opening yearDesign year (summer and winter)			
for recreational receptors.						field to the side of the farm buildings. The new substation would be screened behind the farm buildings.	
						The hilltop landform within Chalk Park would be visible on the skyline but would not be prominent at this distance. Loss of mature vegetation would also be apparent at Gravesend Golf Centre.	
						Restored areas of agricultural land would, where visible, appear similar to the existing view. Modifications to the existing OHL south of the A226 would not result in any discernible change in views at this distance.	
						Overall, new elements would be perceptible in views, including the South Portal cutting on the skyline.	
						Justification for significance level where two significance categories are given in LA 104	
						The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the wide panoramic view.	
						Design year (summer)	
						An established wooded copse on the hilltop landform within the Chalk Park open space would create a distinctive new landscape feature, in keeping with the characteristics of the existing view, as well as replacing vegetation removed during construction at Gravesend Golf Centre. Established hedgerow planting would integrate the access road off the A226 into the adjoining landscape. However, the hilltop landform would still be apparent, as would the chalk cutting on the skyline at the South Portal. Overall, new elements would remain perceptible in views.	
						Design year (winter)	
						The visual effect in winter would not be notably different from that in summer, given that the Project is predominantly below ground at this location and due to the distance between the viewpoint and the visible elements.	
						Justification for significance level where two significance categories are given in LA 104	
						The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the wide panoramic view.	
						Night-time environment	
						At night, from this location there would be no perceivable change caused by the Project.	
S-38a View from Saxon Shore Way Long Distance Path/footpath	High	Minor	Minor	Slight adverse effect	Slight adverse effect	This is part of a 360° panoramic view from the banks of the River Thames. For the purposes of the assessment, this northerly view has been considered separately to the southerly view due to the different impacts. Viewpoint 38b represents the southerly view.	Highway Section 9
NS138 at						<u>Opening year (winter)</u>	
intersection with bridleway NS318 adjacent to Shornemead Fort.						There would be long-range, broad views north towards the sculptural landscape mounding (up to 17m above existing ground level) around the North Portal (approximately 1.8km), covered with open mosaic habitat. The sculptural landscape mounding would restrict visibility of the North Portal beyond.	
Also represents views from footpat NG1 (LLCA Shorn						Overall, the Project would be perceptible in views, but would not alter the balance of features that constitute the existing view.	

Visual receptor	Sensitivity	Magnitude effect	of visual	Significanc	e of effect	Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	(summer		references: Figure 2.4 (Application Document 6.2)
and Higham Marshes). View centred north-west for recreational receptors. <i>Night-time</i> <i>photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> <i>(Application</i> <i>Document 6.2)).</i>						Justification for significance level where two significance categories are given in LA104The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the wide panoramic view.Design year (summer and winter)Effects would be as described for opening year.Justification for significance level where two significance categories are given in LA104The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the wide panoramic view.Justification for significance level where two significance categories are given in LA104The significance of effect has been assessed as slight rather than moderate due to the limited overall effect on the wide panoramic view.Night-time environmentAt night, from this location there would be no perceivable change caused by the Project, due to the intervening sculptural landscape mounding, which would restrict visibility towards the North Portal.	
S-38b View from Saxon Shore Way Long Distance Path/footpath NS138 at intersection with bridleway NS318 immediately adjacent to Shornemead Fort. Also represents views from footpath NG1 (LLCA Shorne and Higham Marshes). View centred south-west for recreational receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).		Negligible	Negligible	Slight adverse effect	Slight adverse effect	This is part of a 360° panoramic view from the banks of the River Thames. For the purposes of the assessment this southerly view has been considered separately from the northerly view due to the different impacts. Viewpoint 38a represents the northerly view. <u>Opening year (winter)</u> A very small part of the South Portal cutting would be visible on the skyline in the field south of the A226. The new access road linking the A226 to the South Portal cutting. The new substation would be screened behind the farm buildings along the A226. There would also be a long-range view towards the new Chalk Park open space, including the hilltop landform visible above the skyline but reflective of existing landform. Loss of mature vegetation would also be apparent at Gravesend Golf Centre. Restored agricultural land would appear similar to the existing view. Modifications to the existing OHL south of the A226 would not result in any discernible change in views at this distance. Overall, the Project would be barely noticeable in views. <u>Design year (summer)</u> An established wooded copse on the hilltop landform within the Chalk Park open space would create a distinctive new landscape feature, in keeping with the characteristics of the existing view, as well as replacing vegetation removed during construction at Gravesend Golf Centre. Established hedgerow planting would integrate the access road off the A226 into the adjoining landscape. However, the South Portal cutting would not be notably different from that in summer, given that the Project is predominantly below ground at this location and due to the 	Highway Section 3

Visual rece	eptor	Sensitivity	Magnitude effect	of visual	Significance	e of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
							Night-time environmentAt night, from this location there would be no perceivable chanProject.
S-39 & S- (CH)04	View from local recreational ground on area of elevated ground at Windmill Hill, within residential area of Gravesend (LLCA Gravesend Urban Area). View centred north-north-east for residential receptors.	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Opening year (winter)There would be long-range views towards the sculptural landsto 17m above existing ground level) around the North Portal (aThe sculptural landscape mounding would restrict visibility of thbeyond.Overall, the Project would be barely noticeable in views.Design year (summer and winter)Effects would be as described for opening year.Night-time environmentAt night, from this location there would be no perceivable chanProject, due to the intervening sculptural landscape mounding,visibility towards the North Portal.
N-Dep-RV- 01	View from footpath KT/NS/176. Also represents views from footpath KT/NS/175 (LLCA Istead Arable Farmlands). View centred west-north- west for recreational receptors.	Moderate	Minor	Moderate	Slight adverse effect	Moderate beneficial effect	Opening year (winter)Due to a reduction in the amount of vegetation in the view nort increase in the overall width of the A2 corridor and adjoining paintroduction of an additional roundabout junction along Henhur east, there is likely to be greater visibility of moving traffic and infrastructure. Additional gantries are also likely to be visible. H corridor would remain partially screened by the existing grass in Church Road, a tree belt between Church Road and HS1 and along the HS1 corridor.Overall, the Project would be perceptible in views, although thi balance of features and elements that comprise the existing via Design year (summer)Following establishment of trees and shrubs within the nitroger compensation site and ancient woodland compensation area a Road to the south, the A2/HS1 corridor would be completely so from the footpath. Some pylons and OHL to the south-west are screened in views. A long-range vista west across the landsca Margaret's Church would be designed to screen existing detracting fea and OHL, where practicable. Overall, compensation planting w noticeable benefit to views from the footpath.Design year (winter)The visual effect in winter would not be notably different from th the proximity and depth of compensation planting.

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
hange caused by the	
ndscape mounding (up al (approximately 3.5km). of the North Portal	Highway Section 9
hange caused by the ing, which would restrict	
north of HS1, an g parallel roads, and the hurst Road to the north- ind highway e. However, the A2 iss mound north of and railway buildings in this would not alter the g view.	Highway Section 2
he orientation and angle g features such as pylons ng would result in a	
om that in summer, given	

Visual receptor		Sensitivity	Magnitude o effect	lagnitude of visual Significance o		of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							Night-time environment	
							At night, the change in street lighting (LED luminaires) would result in a positive impact due to the reduced height of columns and a reduction of light spill and skyglow, as street lighting is present in the existing view along the A2 corridor.	
							By design year, lighting along the A2 corridor would be completely screened by established planting within the nitrogen deposition compensation site and ancient woodland compensation area.	
N-Dep-RV-	View from footpath	Very high	Negligible	Minor	Neutral effect	Moderate	<u>Opening year (winter)</u>	Highway Section 1
02	KT/NS/168, north- west of Woodlands Lane in Shorne Ridgeway (LLCA West Kent Downs					beneficial effect	Establishing small trees and shrubs would not appear out of character in the wooded landscape. The existing fence between the pasture fields would have been removed. The potential use of protective guards to establish woodland planting would result in a barely noticeable adverse change in views.	
	(sub area Shorne)).						Justification for alternative significance level to matrix in LA 104	
	View centred north- west for recreational receptors.						The significance of effect for users of the footpath has been assessed as neutral rather than slight, as the establishing small trees and shrubs would not be notably intrusive in views.	
							Design year (summer)	
							Established trees and shrubs within the nitrogen deposition compensation site would effectively extend the existing woodland within Shorne Woods Country Park at the edge of Shorne Ridgeway village. Open glades and occasional vistas would be incorporated within the planting along the footpath route to maintain variety and interest.	
							Overall, compensation planting would result in a perceptible benefit to views from the footpath.	
							<u>Design year (winter)</u>	
							The visual effect in winter would not be notably different from that in summer, given the proximity of the compensation planting.	
							Justification for significance level where two significance categories are given in LA 104	
							The significance of effect for users of the footpath has been assessed as moderate rather than large given that the proposed compensation planting would not fundamentally change the character of the existing view.	
							Night-time environment	
							There would be no change in the night-time environment.	
N-Dep-RV-	View from Swiller's	Moderate	Negligible	Minor	Neutral effect	Slight	Opening year (winter)	Highway Section 1
03	Lane and residential properties along Barndale Court and Warren View, east of Shorne village	for users of Swiller's Lane High for residents	Negligible	Minor	Neutral effect	adverse effect Slight adverse effect	Establishing small trees and shrubs would not appear out of character in the wooded, arable landscape. The potential use of protective guards to establish woodland planting would result in a barely noticeable adverse change in views.	

Visual rece	ptor	Sensitivity	Magnitude of effect	f visual	Significance	of effect	Commentary	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
	Wooded Slopes). View centred south-						Justification for significance level where two significance categ 104/alternative significance level to matrix in LA 104	
	east for recreational and residential receptors.						The significance of effect for users of Swiller's Lane and reside assessed as neutral rather than slight, as the establishing sma would not be notably intrusive in views.	
							<u>Design year (summer)</u>	
							Established trees and shrubs within the nitrogen deposition co would effectively extend the existing woodland within Court We Starmore Wood. Vistas would be incorporated within the plant from Swiller's Lane and east from the adjacent residential prop partial view of the existing undulating landscape framed by sky addition, planting would be set back from the residential edge of openness and avoid any potential overshadowing.	
							Overall, compensation planting would result in a perceptible ac views from Swiller's Lane and the residential properties. The for views due to woodland planting would be reduced through the	
							<u>Design year (winter)</u>	
							The visual effect in winter would not be notably different from t the proximity and depth of compensation planting.	
							Justification for significance level where two significance categ	
							The significance of effect for residents has been assessed as moderate, as the foreshortening of views due to woodland plan reduced through the provision of vistas.	
							Night-time environment	
							There would be no change in the night-time environment.	
N-Dep-RV-	View from footpath	Moderate	Negligible	Minor	Neutral effect	Slight	Opening year (winter)	
04	KT/NS/159. Also represents views from footpath KT/NS/156 (LLCA					adverse effect	Establishing small trees and shrubs would not appear out of ch wooded, arable landscape. The potential use of protective gua woodland planting would result in a barely noticeable adverse	
	Shorne Wooded Slopes). View						Justification for significance level where two significance categ 104	
	centred south- south-west for recreational						The significance of effect has been assessed as neutral rather establishing small trees and shrubs would not be notably intrust	
	receptors.						<u>Design year (summer)</u>	
							Established trees and shrubs within the nitrogen deposition co would effectively extend the existing woodland within Court We Starmore Wood. Open glades and glimpses towards the existi woodland would be incorporated within the planting in views so variety and interest.	

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
egories are given in LA	
dents has been nall trees and shrubs	
compensation site Wood, Cole Wood and nting to the south-east operties to maintain a skyline woodland. In e to maintain a sense	
adverse change in foreshortening of ne provision of vistas.	
n that in summer, given	
egories are given in LA	
s slight rather than lanting would be	
	Highway Section 1
character in the uards to establish se change in views.	
egories are given in LA	
er than slight, as the rusive in views.	
compensation site Wood, Cole Wood and sting backdrop south to maintain	

Visual rece	ptor	Sensitivity	Magnitude o effect	f visual	Significance	of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
N-Dep-RV- 05	View from the junction of footpath MR26 and bridleway MR24, including the Augustine Camino Long Distance Path and Medway Valley Rail Trails – Aylesford (LLCA Medway Valley (sub area The Eastern Scarp). View centred north for recreational receptors.	Omitted due	to design char	nges at the Bu	rham nitrogen de	eposition compe	Overall, compensation planting would result in a perceptible ac views from the footpath. The foreshortening of views due to wo would be reduced through the provision of glimpses towards th woodland. <u>Design year (winter)</u> The visual effect in winter would not be notably different from th the depth of compensation planting. <u>Night-time environment</u> There would be no change in the night-time environment. Insation site.
N-Dep-RV- 06	View from footpath MR601, the North Downs Way and the panoramic OS map viewpoint at the Blue Bell Hill picnic site (LLCA Medway Valley (sub area The Eastern Scarp). View centred south- west for recreational receptors.	Omitted due	to design char	nges at the Bu	rham nitrogen de	eposition compe	nsation site.
N-Dep-RV- 07	View from footpath KH31 and adjacent residential properties along a farm access track off Bell Lane (LLCA Mid Kent Downs (sub area Bredhurst)). View	Very high for users of footpath KH31 Moderate for residents	Negligible Negligible	Moderate Moderate	Neutral effect	Moderate beneficial effect Moderate beneficial effect	Opening year (winter) Establishing small trees and shrubs would not appear out of ch wooded, arable landscape. The potential use of protective gua woodland planting would result in a barely noticeable adverse

Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
Highway Section 1a

Visual rece	ptor	Sensitivity	Magnitude of effect	fvisual	Significance	of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
	centred south- south-west for						Justification for significance level where two significance catego 104/alternative significance level to matrix in LA 104
	recreational and residential receptors.						The significance of effect for residents and users of the footpat assessed as neutral rather than slight, as the establishing small would not be notably intrusive in views.
							<u>Design year (summer)</u>
							Established trees and shrubs within the nitrogen deposition cor would effectively extend the existing woodland within Malling W Wood and Frith Wood, as well as softening views of pylons and masts. A vista and open glades would be incorporated along th including glimpsed views to the south-west to maintain variety a vista would exclude existing detracting features such as pylons communications masts, where practicable. In addition, planting from the residential edge to maintain a sense of openness and overshadowing.
							Overall, compensation planting would result in a noticeable ber the footpath and the residential properties.
							Design year (winter)
							The visual effect in winter would not be notably different from the proximity and depth of compensation planting.
							Justification for alternative significance level to matrix in LA 104
							The significance of effect for users of the footpath has been as rather than large or very large, as the effectiveness of screenin communications masts would be limited.
							Night-time environment
							There would be no change in the night-time environment.
N-Dep-RV-	View from footpath	Very high	Negligible	Minor	Neutral effect		Opening year (winter)
08	KH31, KH30 and the North Downs Way (LLCA Mid Kent Downs (sub					beneficial effect	Establishing small trees and shrubs would not appear out of ch wooded, arable landscape. The potential use of protective guar woodland planting would result in a barely noticeable adverse of
	area Bredhurst)).						Justification for alternative significance level to matrix in LA 104
	View centred east- north-east for recreational						The significance of effect for users of the footpaths has been as rather than slight, as the establishing small trees and shrubs we intrusive in views.
	receptors.						<u>Design year (summer)</u>
							Established trees and shrubs within the nitrogen deposition cor would effectively extend the existing woodland within Malling W and the adjoining tree belt along the M2 corridor west of footpa woodland would also soften views towards communications ma west.

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
ategories are given in LA	
tpath has been small trees and shrubs	
a compensation site ng Wood, Westfield and communications ng the footpath route, ety and interest. The lons and nting would be set back and avoid any potential	
benefit to views from	
m that in summer, given	
104	
n assessed as moderate ening of pylons and	
	Highway Section 1a
of character in the guards to establish rse change in views. 104	
en assessed as neutral	
s would not be notably	
n compensation site ng Wood and Frith Wood otpath KH31. The s masts to the north-	

Visual rece	ptor	Sensitivity	Magnitude o effect	of visual	Significance	of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
							Overall, compensation planting would result in a perceptible be the footpaths.
							Design year (winter)
							The visual effect in winter would not be notably different from the proximity and depth of compensation planting.
							Justification for alternative significance level to matrix in LA 10-
							The significance of effect has been assessed as slight rather the large, as the effectiveness of screening of communications mat
							Night-time environment
							There would be no change in the night-time environment.
N-Dep-RV-	View from footpath	Very high	Negligible	Minor	Neutral effect	Slight	<u>Opening year (winter)</u>
09	KH646 (LLCA Mid Kent Downs (sub area Bredhurst)). View centred north-					beneficial effect	Establishing small trees and shrubs would not appear out of ch wooded, arable landscape. The potential use of protective gua woodland planting would result in a barely noticeable adverse
	west for recreational						Justification for alternative significance level to matrix in LA 10
	receptors.						The significance of effect for users of the footpath has been as rather than slight, as the establishing small trees and shrubs w intrusive in views.
							<u>Design year (summer)</u>
							Established trees and shrubs within the nitrogen deposition con would effectively extend the existing woodland within Malling V Wood and Frith Wood and the tree belt along the M2 corridor v KH31. The woodland would also soften views of the communic north-west and slightly reduce the prominence of pylons, viewe wooded backdrop.
							Overall, compensation planting would result in a perceptible be the footpath.
							<u>Design year (winter)</u>
							The visual effect in winter would not be notably different from the depth of proposed compensation planting.
							Justification for alternative significance level to matrix in LA 10
							The significance of effect has been assessed as slight rather the large, as the effectiveness of screening of communications mat
							Night-time environment
							There would be no change in the night-time environment.

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
e benefit to views from	
om that in summer, given	
104 er than moderate or masts would be limited.	
of character in the	Highway Section 1a
guards to establish rse change in views.	
104	
n assessed as neutral os would not be notably	
n compensation site ng Wood, Westfield lor west of footpath unications masts to the iewed against a new	
e benefit to views from	
om that in summer due to	
104	
er than moderate or masts would be limited.	

Table 3.2 Schedule of visual effects for visual receptors south of the River Thames during operation

Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	visual effect	Significance of effect		Environmental Masterplan
reference	ference of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
Residential prop	perties 'R'						
VR-S01-R-001	Residential properties along Lodge Lane, east of Cobham	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 1
VR-S01-R-002	Oak Tree Cottage, Knights Place Farm and adjacent residential properties	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 1
VR-S01-R-003	Residential properties on Bowesden Lane, Shorne	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 1
VR-S01-R-004	Park Farm House, Bowesden Lane, Shorne	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 1
VR-S01-R-005	Residential properties on Squires Close and Sharfleet Drive, Strood	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 1
VR-S01-R-006	Residential properties on Old Watling Street, Strood	High	Moderate	No change	Moderate adverse effect	Neutral effect	Highway Section 1
VR-S02-R-001	Residential properties along Thong Lane, Riverview Park	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 2 and 3
VR-S02-R-002	Residential properties at the junction of Halfpence Lane and The Street in Cobham village	High	No change	No change	Neutral effect	Neutral effect	Highway Sections 1 and 2
VR-S02-R-003	The Mount, north of Cobham	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-004	Scalers Hill and The Nook, north of Cobham	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-R-005	Residential properties on Jeskyns Road near Owletts	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-006	Residential properties near the junction of Henhurst Road and Jeskyns Road, north-west of Cobham	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-007	Residential properties along Henhurst Road	Moderate	Negligible	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-R-008	Ifield Rectory, Church Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-009	Hever Court Farm, Church Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-010	Residential properties on Church Road and near Ifield Court Farm	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-011	Landway Cottage, north-west of Ifield Court Farm	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-R-012	New Cottages, Church Road	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-R-013	Residential properties along Hever Court Road, Watling Street, Old Watling Street, Chalky Bank and Wrotham Road, southern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-014	Marlborough House, Little Birches, Stamford House, Still Meadow and Castle Shaw, A227 Wrotham Road near Istead Rise	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2

Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S02-R-015	Residential properties along The Glades, southern edge of Gravesend	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-016	Residential properties along Mackenzie Way and Valley Drive (west), southern edge of Gravesend	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-017	Residential properties along Valley Drive (east) and northern part of Sheldon Heights, southern edge of Gravesend	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-018	Residential properties along southern part of Sheldon Heights, southern edge of Gravesend	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 2
VR-S02-R-019	Residential properties within Istead Rise	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-020	Residential properties along Davy's Place, eastern edge of Gravesend	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-021	Residential properties along eastern side of Fairfields, eastern edge of Gravesend	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-022	Residential properties along the northern side of Astra Drive, eastern edge of Gravesend	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-023	Residential properties along Astra Drive, Gazelle Glade, Glenrosa Gardens and Genesta Glade, eastern edge of Gravesend	High	Major	Minor	Large adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-024	Thong Mead, south of Thong village	Moderate	Moderate	Minor	Moderate adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-R-02	Thong Lodge, south of Thong village	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-R-026	Residential properties on Thong Lane in Thong village (western side)	High	Major	Minor	Large adverse effect	Slight adverse effect	Highway Section 2
S-26	Residential properties along the east of Thong Lane in Thong village	High	See S-26	See S-26	See S-26	See S-26	See S-26
VR-S02-R-027	Residential properties on Thong Lane in Thong village (north-western side)	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 2
VR-S02-R-028	Hartshill Bungalow, Thong Lane	High	Moderate	Negligible	Moderate adverse	Slight adverse effect	Highway Section 2
VR-S02-R-029	Residential properties along western side of Fairfields and Michael Gardens, eastern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-030	Residential properties along Wykeham Close and Calderwood, eastern edge of Gravesend	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-031	Residential properties along Calderwood and Marling Way, eastern edge of Gravesend	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-032	Residential properties along the west side of Davy's Place, eastern edge of Gravesend	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-R-033	Residential properties along Epsom Close and Hever Court Road, southern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2

Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S02-R-034	Residential properties along Kemsley Close, Dogwood Close, Durndale Lane, Henley Deane, The Clovers, Brightlands, Nash Croft, Peach Croft, Rowmarsh Close, Ashmore Gardens and Landseer Avenue, southern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-035	Residential properties along Roman Road and Pepper Hill, southern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-R-036	Residential properties along Dabbs Place, north- west of Cobham	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S03-R-001	Residential properties along Thong Lane opposite Cascades Leisure Centre, eastern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-R-002	Residential properties along Thong Lane to the north and north-west of Cascades Leisure Centre, eastern edge of Gravesend	High	Minor	Minor	Slight beneficial effect	Slight adverse effect	Highway Section 3
VR-S03-R-003	222 to 232 Thong Lane	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 3
VR-S03-R-004	Residential properties along eastern side of Thong Lane south of the A226, eastern edge of Gravesend	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 3
VR-S03-R-005	Residential properties on Vicarage Lane (southern side), Chalk	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-006	Residential properties on Priest's Walk, Vicarage Lane, Rochester Road and Chalk Road (western end), Chalk	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-007	Residential properties along Chalk Road (eastern end), Rochester Road, Lisle Close, Beckley Close and Filborough Way, Chalk	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-008	Residential property along Mill Hill Lane, Shorne	High	No change	No change	Neutral effect	Neutral effect	Highway Sections 2 and 3
VR-S03-R-009	Residential properties along the west side of Crown Green, Shorne	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 2 and 3
VR-S03-R-010	Residential properties along the west side of Thong Lane and along Rochester Road	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-011	Residential properties along the north and south of Crown Green, Malthouse Lane and Forge Lane, Shorne	High	No change	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-R-012	Residential properties along Shorne Ifield Road, south-west of Shorne, including Baynards Cottage	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Sections 2 and 3
VR-S03-R-013	Residential properties along Shorne Ifield Road, south-west of Shorne, including Ifield Place, 1-5 Ifield Farm and Ifield Farm	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Sections 2 and 3

The locations of v	visual receptors are shown on Figure 7.16: Visual Effe	ects Drawing with	Representative View	wpoint and Phot	omontage Locations (Appli	cation Document 6.2)	
Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
/R-S03-R-014	Orchard Lea Farm along Shorne Ifield Road, south-west of Shorne	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Sections 2 and 3
/R-S03-R-015	Crown Cottage, A226 Gravesend Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-016	Midfields, A226 Gravesend Road	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-017	Residential properties along the north-east of A226 Gravesend Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 3
/R-S03-R-018	Barretts Folly off the A226 Gravesend Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 3
/R-S03-R-019	Residential properties along the north-east of A226 Gravesend Road (near footpath NS163A)	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-020	17 and 18 Church Lane, east of Chalk	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-021	13, 14, 15, 16, 24 and 25 Church Lane, east of Chalk	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
/R-S03-R-022	19 and 20 Church Lane, East Court Manor and East Court Farm, east of Chalk	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-023	East Court Cottages and Little Filborough, Lower Higham Road (including property opposite East Court Cottages on Lower Higham Road), east of Chalk	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-024	Filborough Farm and Filborough Farm Barn, Lower Higham Road, east of Chalk	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
/R-S03-R-025	Homelea Farm, Meadow Cottage, Chalk Pit Cottages and Longtens Cottages along Green Farm Lane	Moderate	Minor	No change	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-026	Farm View Cottage and 2, 3 and 4 New Cottages along Green Farm Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 3
/R-S03-R-027	Green Farm and adjacent residential properties, Green Farm Lane	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
/R-S03-R-028	Residential properties along Lower Road	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
/R-S03-R-029	Queen's Farm and Queen's Farm Cottages, Queen's Farm Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
′R-S03-R-030	Residential properties at the junction of Castle Lane and A226 Gravesend Road	High	Minor	No change	Slight adverse effect	Neutral effect	Highway Section 3
R-S03-R-031	Residential properties along west and east of Castle Lane, eastern edge of Chalk	High	Minor	No change	Slight adverse effect	Neutral effect	Highway Section 3
/R-S03-R-032	Residential properties along Malthouse Field and Cricket Marsh Walk, eastern edge of Gravesend	High	No change	No change	Neutral effect	Neutral effect	Highway Section 4
/R-S03-R-033	Residential properties along Lower Higham Road, northern edge of Chalk	High	No change	No change	Neutral effect	Neutral effect	Highway Section 4

	visual receptors are shown on Figure 7.16: Visual Effe			•	č (11)		
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of v	1	Significance of effect	Environmental Masterplan references: Figure 2.4	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	(Application Document 6.2)
VR-S03-R-034	Residential properties along Brooke Drive, Shirley Close and Sutherland Close, eastern edge of Chalk	High	No change	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-R-035	Polperro, A226 Rochester Road	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-036	View Point Place traveller site, A226 Rochester Road, south-east of Chalk	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-R-037	Horseshoe Meadow traveller site, A226 Rochester Road, south-east of Chalk	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 3
Recreational (ro	ute) 'RL'						
VR-S01-RL-001	BOAT NS196 and footpath NS183 (part of Luddesdown Trek)	Very high	No change	No change	Neutral effect	Neutral effect	Highway Section 1
VR-S01-RL-002	Footpath NS161 (part of Luddesdown Trek)	Very high	No change	No change	Neutral effect	Neutral effect	Highway Section 1
VR-S01-RL-003	Footpath NS182	Very high	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 1
VR-S01-RL-004	Footpath NS179	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 1
VR-S02-RL-001	Footpath NG22 and footpath NU29 (Wealdway)	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-002	Footpath NS359	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-003	Southern end of footpath NS175A	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-RL-004	Central section of footpath NS175A	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-RL-005	Footpath NU31 (Wealdway)	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-006	Northern end of footpath NS175A and footpath NS365	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-RL-007	Footpath NU32	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-008	Footpath NS175 and footpath NS176	Moderate	Minor	Moderate	Slight adverse effect	Moderate beneficial effect	Highway Section 2
VR-S02-RL-009	Footpath NU41/NS194	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-RL-010	Southern end of footpath NS177	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RL-011	Southern end of BOAT NS311	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-012	BOAT NS311	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-013	Northern end of BOAT NS195	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RL-014	Southern end of BOAT NS195	Very high	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-015	Footpath NS178 (part of Luddesdown Trek)	Very high	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RL-016	Northern end of footpath NS169	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RL-017	Footpath NS167 east of Thong village	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 2
VR-S02-RL-018	Footpath NS167	Very high	Minor	Negligible	Moderate adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RL-019	Footpath NS170	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2

Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S03-RL-001	Footpath NS355	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 2 and 3
VR-S03-RL-002	Bridleway NS318	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-RL-003	Footpath NG3	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 4
VR-S03-RL-004	Footpath NG7	Moderate	Minor	Minor	Slight beneficial effect	Slight beneficial effect	Highway Section 3
VR-S03-RL-005	Footpath NS164 and footpath NS163A	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-RL-006	Footpath NS163 and footpath NS165	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-RL-007	Southern end of footpath NS316	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-RL-008	Footpath NS157	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
VR-S03-RL-009	Footpath NS171	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-RL-010	Crown Lane Route	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 3
Recreational (ar	ea) 'RA'						
VR-S01-RA-001	Rochester and Cobham Golf Club, Park Pale	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 1
VR-S01-RA-002	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 1
VR-S02-RA-001	Jeskyns Community Woodland, Henhurst Road, Gravesend	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RA-002	Owletts, The Street, Cobham	High	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-RA-003	Green space on MacKenzie Way, southern edge of Gravesend	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RA-004	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RA-005	Shorne Woods Country Park, Brewers Road, Shorne	Very high	Minor	Negligible	Moderate adverse effect	Slight adverse effect	Highway Section 2
VR-S02-RA-006	Cyclopark, The Tollgate, Watling Street, southern edge of Gravesend	Low	Negligible	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S03-RA-001	Cascades Leisure Centre and sports fields, Thong Lane, eastern edge of Gravesend	Low	Moderate	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
VR-S03-RA-002	Sports fields on Thong Lane, eastern edge of Gravesend	Low	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 3
VR-S03-RA-003	Green space on Mill Hill Lane, Shorne	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Sections 2 and 3
Transport (route	э) 'T'						
VR-S01-T-001	Bowesden Lane	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 1
VR-S01-T-002	Park Pale	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 1
VR-S01-T-003	Brewers Road	Moderate	Major	Minor	Large adverse effect	Slight beneficial effect	Highway Section 1
VR-S01-T-004	Halfpence Lane	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 1

	visual receptors are shown on Figure 7.16: Visual Effe	–		•		Environmental Masternlan	
Visual receptor reference	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of v Opening year	Design year	Significance of effect Opening year	Design year	Environmental Masterplan references: Figure 2.4
			(winter)	(summer)	(winter)	(summer)	(Application Document 6.2)
VR-S01-T-005	Lodge Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 1
VR-S02-T-001	HS1 green bridge	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 2
VR-S02-T-002	The northern end of Henhurst Road	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-T-003	The southern end of Henhurst Road	Moderate	Negligible	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-T-004	Church Road	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2
VR-S02-T-005	Thong Lane near the A2	Moderate	Major	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 2
VR-S02-T-006	Thong Lane within Thong village	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-T-007	Shorne Ifield Road (western end)	Moderate	Moderate	Negligible	Moderate adverse effect	Neutral effect	Highway Sections 2 and 3
VR-S02-T-008	The Street and Jeskyns Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-T-009	A227 Wrotham Road (northern end)	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-T-010	Dabbs Place	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-T-011	HS1 railway line	Negligible	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 1 and 2
VR-S02-T-012	A227 Wrotham Road (southern end)	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S03-T-001	Thong Lane between Cascades Leisure Centre and Rochester Road	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 3
VR-S03-T-002	A226 Gravesend Road	Low	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-T-003	Church Lane, Chalk	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	S03-02, S03-03
VR-S03-T-004	Lower Higham Road	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	S03-02, S03-03
VR-S03-T-005	Lower Road	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-T-006	Green Farm Lane	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-T-007	Queen's Farm Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
VR-S03-T-008	North Kent railway line, South-eastern	Low	Negligible	Negligible	Neutral effect	Neutral effect	Highway Sections 3 and 4
Other receptors	(area) 'O'						
VR-S01-O-001	Park Pale Industrial Estate – Harlex Haulage, Park Pale	Negligible	Moderate	Minor	Slight adverse effect	Neutral effect	Highway Section 1
VR-S01-O-002	The Nook – Pet Hotel, Brewers Road	Low	Minor	Negligible	Neutral effect	Neutral effect	Highway Section 1
VR-S01-O-003	Cobham Hall School, off Brewers Road, Cobham	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 1
VR-S02-O-001	The Inn on the Lake, Watling Street	Moderate	Major	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 2
VR-S02-O-002	Painters Ash Primary School, Masefield Road, Gravesend	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S02-O-003	Singlewell Primary School, MacKenzie Way, Gravesend	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-O-004	St Margaret's Church, Church Road	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 2

The locations of v	visual receptors are shown on Figure 7.16: Visual Effe	ects Drawing with	Representative View	vpoint and Phot	omontage Locations (Appli	cation Document 6.2)	
Visual receptor	Address (residential property)/PRoW/road/type	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S02-O-005	Premier Inn, Best Western and The George public house, Hever Court Road, Gravesend	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 2
VR-S02-O-006	Sparks and Co Builders Merchant and Singlewell Car Sales and Service Centre, Hever Court Road, Gravesend	Low	Minor	Negligible	Neutral effect	Neutral effect	Highway Section 2
VR-S02-O-007	Tollgate Services, Wrotham Road, Gravesend	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 2
VR-S03-O-001	Thames View Crematorium, Gravesend Road, Chalk	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 3
VR-S03-O-002	Chalk Church, Church Lane, Chalk	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 3
VR-S03-O-003	Apex Business Park, Queen's Farm Road, Chalk	Negligible	No change	No change	Neutral effect	Neutral effect	Highway Section 3
VR-S03-O-004	Metropolitan Police Service Specialist Training Centre, Gravesend	Low	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S03-O-005	Hye Oak Ltd and various businesses at Denton Wharf and along Wharf Road	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S03-O-006	Nuralite Industrial Estate, Canal Road, Higham	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S03-O-007	Thamesview School, Thong Lane, Gravesend	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 3

North of the River Thames

- 3.1.3 Refer to Figure 7.16 (Application Document 6.2) for the location of the Representative Viewpoints and visual receptors. For Representative Viewpoint photography, refer to Figure 7.17: Representative Viewpoints – Winter and Summer Views and Figure 7.18: Representative Viewpoints – Night-time (inc. Winter) Views (Application Document 6.2).
- 3.1.4 Photomontages have been prepared to provide a visual representation of the operational phases (Year 1 opening year and Year 15 design year) for a selection of Representative Viewpoint locations. Where available, this is identified in the tables below. For photomontages, refer to Figure 7.19 (Application Document 6.2).

Visual re	eceptor	Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
N-01	View from Grade I listed Tilbury Fort adjacent to NCN Route 13 and footpath 146/Thames Estuary Path/Two Forts Way (LLCA Tilbury Marshes). View centred north-north- east for recreational receptors.	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Opening year (winter) There would be long-range views across West Tilbury Marshes and through gaps in intervening vegetation and built form at Tilbury Sewage Treatment Works towards sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal (approximately 2.2km). Tilbury Viaduct (approximately 2.8km) and the Project route on embankment (approximately 2.6km) are unlikely to be visible above intervening vegetation to the north-east, although there could be glimpses of moving vehicles and highway infrastructure. Views of the Project would be seen in conjunction with the existing OHL extending north-eastwards from the former Tilbury Power Station (now demolished). Overall, due to a combination of distance and intervening features, the Project would be barely noticeable. Design year (summer) Established mitigation planting at Tilbury Viaduct and along the embankments to the south would filter glimpsed views of moving traffic and highway infrastructure. However, there would be little difference in the view by the design year and, overall, the Project would remain barely noticeable in views. Design year (winter) The visual effect in winter would not be notably different from that in summer, given the distance to the main Project features. Night-time environment At night, from this location there would be no perceivable change caused by the Project, due to the existing light sources in the view, including those at Tilbury Sewage Treatment Works.	Highway Section 9
N-02	View from Fort Road, adjacent to residential properties at Tilbury urban edge (LLCA Tilbury and Docks Urban Area). View centred east-north- east for residential receptors. Photomontage available from this	High	Minor	Minor	Slight adverse effect	Slight adverse effect	<u>Opening year (winter)</u> There would be long-range, filtered views across West Tilbury Marshes towards the Tilbury Viaduct (approximately 1.9km), with a reduction in escarpment woodland apparent on the skyline, as well as the Project route on embankment (approximately 1.9km) and the North Portal operational access bridge (approximately 1.8km). There could also be glimpses of the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level). Views of the Project would be limited by intervening vegetation along the Tilbury Loop railway line and seen in the context of existing and modified OHL pylons. The viaduct structure would appear above the skyline in some parts of the view, in particular where it crosses the Tilbury Loop railway line. Highway infrastructure including signage, gantries and street lighting, are unlikely to be perceivable at this distance. However, the removal of a section of OHL parallel with the	Highway Section 9

Table 3.3 Schedule of visual effects on Representative Viewpoints north of the River Thames during operation

Visual rec	eptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	location (refer to Figure 7.19 (Application Document 6.2)). Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)).						Tilbury Loop railway line would result in a slight reduction of visual clutter in distant views within the relatively open landscape. Overall, the Project would be perceptible in views, but would not alter the overall balance of features that constitute the existing view, given the distance to the Project and presence of existing infrastructure and OHL. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as slight rather than moderate due to the Project being viewed in the context of existing industrial buildings and OHL north of the River Thames. Design year (summer) Views towards the Project would be as described above for the opening year, except existing vegetation in leaf in the foreground would provide some filtering of views towards the Tilbury Viaduct structure in the distance. Overall, the Project would remain perceptible in views. Design year (winter) In winter, the existing vegetation in the foreground would provide less filtering of views and the Tilbury Viaduct would be slightly more exposed in the view. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as slight rather than moderate due to the Project being viewed in the context of existing industrial buildings and OHL north of the significance of effect has been assessed as slight rather than moderate due to the Project being viewed in the context of existing industrial buildings and OHL north of the River Thames. Night-time environment At night, there would be a potential perceivable increase in light levels along Station Road/Church Road within the West Tilbury Marshes. However, this lighting would be viewed in the context of existing lighting nearby and at London Gateway Port. New street lighting (LED luminaires) along the approach to the North Portal is unlikely to be perceivable, as this would be viewed in conjunction with intervening lighting near	
N-03	View from Two Forts Way Coastal Path/footpath 146 and NCN Route 13 (LLCA Tilbury Marshes). View centred north- north-east for recreational receptors.	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	A wide panoramic view from north-west to east, with distant visibility south (approximately 5km). <u>Opening year (winter)</u> There would be mid-range views towards the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal (approximately 0.6km), which would contrast with the existing flat open landscape and screen views of the North Portal. Embankments along the Project route and around the North Portal operational access bridge would be visible in the distance to the north-east, along with the Tilbury Viaduct structure and glimpses of moving vehicles and highway infrastructure. The removal of a section of OHL to the south of and parallel with the Tilbury Loop railway line would result in a slight reduction of visual clutter in distant views within the open landscape. To the south, there would be long-range views of the hilltop landform within Chalk Park. This new landform would be seen in the context of the wooded ridgeline at Shorne Woods Country Park, which forms part of the Kent Downs AONB. The upper chalk slopes of the South Portal cutting would also be just apparent (approximately 3.4km).	Highway Section 9

Visual re	eceptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							Overall, due to the prominence of the new areas of sculptural landscape mounding at Tilbury Fields, the Project would be noticeable in views. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the nearest parts of the Project route being screened by the sculptural landscape mounding around the North Portal. <u>Design year (summer)</u> Established mitigation planting at Tilbury Viaduct and along the embankments to the south would help to soften the appearance of the new structures and earthworks. However, there would be little difference in views towards the sculptural landscape mounding at Tilbury Fields. In southerly views, the establishment of the woodland copse on the hilltop landform associated with Chalk Park would help to integrate the landform into the surrounding landscape, including the existing wooded ridgeline in the background. However, in the context of the wider view, the new woodland would not be readily apparent. Overall, the Project would remain noticeable in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in summer, given the nature of the open mosaic habitat landscape treatment across the sculptural landscape mounding at Tilbury Fields. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the nearest parts of the Project route being screened by the sculptural landscape mounding around the North Portal. <u>Night-time environment</u> At night, there would be a potential perceivable increase in light levels along Station Road/Church Road within the West Tilbury Marshes. However, this lighting would be viewed in the context of existing lighting at Tilbury Docks, Tilbury Sewage Treatment Works and London Gateway Port. New street lighting (LED luminaires) along the approach to the North Portal is unilkely to be perce	
N-04	View from Two Forts Way Coastal Path/footpath 146 and NCN Route 13 (LLCA Tilbury Marshes). View centred west- north-west for recreational receptors. <i>Night-time photograph</i> <i>available from this</i> <i>location (refer to</i>		Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	A wide panoramic view from north-west to east, with distant visibility south (approximately 5km). <u>Opening year (winter)</u> There would be close-range views of the retained Two Forts Way footpath in the foreground and the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal, with open mosaic habitat land cover and new WCH routes, including one leading to an elevated viewing platform to the north- west. The new sculptural landscape mounding, which would contrast with the existing flat open landscape, would dominate this view and screen the North Portal and the Project route and reduce views of existing OHL. There would also be long-range views south towards the hilltop landform within Chalk Park. This new landform would be apparent in the context of the wooded ridgeline of Shorne	Highway Section 9

Visual rec	eptor	Sensitivity	Magnitude of visual effect		Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Figure 7.18 (Application Document 6.2))						Woods Country Park, which forms part of the Kent Downs AONB. The upper chalk slopes of the South Portal cutting would also be just apparent (approximately 3.5km). Overall, due to the foreshortening of views north and the prominence of the new sculptural landscape mounding at Tilbury Fields, the Project would be the dominant feature in northerly views but only a perceptible feature in southerly views, where it would be seen in the context of the wide panoramic view to the south of the River Thames. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the majority of the Project being screened by the sculptural landscape mounding at Tilbury Fields. Although the sculptural landscape mounding would dominate views north, the Project would only be perceptible in views south. <u>Design year (summer)</u> There would be no change to the northerly views described at the opening year. In southerly views, establishment of the woodland copse on the hilltop landform within Chalk Park would help to integrate the landform into the surrounding landscape. However, in the context of the wider view, the new woodland would not be readily apparent. Overall, the Project would remain noticeable in views. <u>Design vear (winter)</u> The visual effect in winter would not be notably different from that in summer, given the proximity of proposed sculptural landscape mounding and the nature of the open mosaic habitat landscape treatment. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the majority of the Project being screened by the sculptural landscape mounding around the North Portal. Although the sculptural landscape mounding would dominate views north, it would only be perceptible in views south. <u>Night-time environment</u> At night, from this location there would be no perceivable change caused by the	
N-05 & N-(CH)09	View from Coalhouse Fort Scheduled Monument, adjacent to Two Forts Way Coastal Path/bridleway 187 and NCN Route 13, looking towards the Kent Downs AONB (LLCA Mucking Marshes). View centred south-south- west for visitors.	Very high	Negligible	Negligible	Slight adverse effect	Slight adverse effect	A wide panoramic view from south-east to north, including distant visibility south (approximately 6km) across the River Thames. <u>Opening year (winter)</u> There would be close-range, filtered views of the water vole mitigation area to the west, including new scrapes, ditches and wet grassland. Beyond this, there would be partially filtered and glimpsed long-range views of the sculptural landscape mounding at Tilbury Fields around the North Portal (up to 17m above existing ground level), which would contrast with the existing flat landform of the Tilbury Marshes and largely screen views towards the North Portal and the Project route. Glimpses of Tilbury Viaduct and movement of high-sided vehicles would be visible to the north-west and the associated loss of mature vegetation would be apparent, although highway infrastructure is unlikely to be perceivable at this distance (approximately 2km).	Highway Section 9

Visual rec	eptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Note: at the time of writing (20 May 2022) Coalhouse Fort is only open to visitors every last Sunday between March and September and most bank holiday Mondays.						There would also be long-range views of the hilltop landform within Chalk Park to the south-west. The new landform would be just apparent, seen in the context of the wooded ridgeline backdrop in Shorne Woods Country Park, which forms part of the Kent Downs AONB. The upper chalk slopes of the South Portal cutting (approximately 4.6km) would also be just apparent. Overall, the Project would be barely noticeable in views. <u>Design year (summer)</u> Views towards the Project would be as described above for the opening year, except existing trees in leaf in the foreground would provide some additional filtering of views. In southerly views, the establishment of the woodland copse on the hilltop landform within Chalk Park would help to integrate the new landform into the surrounding landscape. However, in the context of the wider view, this new woodland feature would not be readily apparent. Overall, the Project would remain barely noticeable in views. <u>Design year (winter)</u> The existing vegetation in the foreground would provide less filtering of views, and the sculptural landscape mounding at Tilbury Fields would be slightly more apparent. <u>Night-time environment</u> At night, there would be a potential perceivable increase in light levels along Station Road/Church Road within the Tilbury Marshes. However, this lighting would be viewed in the context of existing lighting at Tilbury Docks and Tilbury Sewage Treatment Works. New street lighting (LED luminaires) along the approach to the North Portal is unlikely to be perceivable, as this would be screened by the sculptural landscape mounding at Tilbury Locks and Tilbury Sewage Treatment works. New street lighting (LED luminaires) along the approach to the North Portal is unlikely to be perceivable, as this would be screened by the sculptural landscape mounding at Tilbury Fields. Night-time visual effects would be similar in opening year and design year.	
N-06	View from footpath 200 adjacent to Bowaters Farm (LLCA Tilbury Marshes). View centred south- south-east for recreational receptors.	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	 <u>Opening year (winter)</u> Generally, visibility along the PRoW is restricted due to intervening vegetation, which limits views beyond the immediate foreground. At this location, there would be close- to mid-range, partially filtered, elevated views of the eastern embankments of the new North Portal operational access bridge, a new roundabout and moving vehicles. There would also be views south-west towards the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal. The Project route and North Portal would largely be screened by a combination of the sculptural landscape mounding and the embankments associated with the North Portal operational access bridge. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Due to the presence of existing foreground vegetation in leaf, and established mitigation planting along the embankments of the North Portal operational access bridge and sculptural landscape mounding at Tilbury Fields would be perceptible in views. 	Highway Section 9

Visual rec	eptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		
							Design year (winter)The existing vegetation in the foreground would provide less filtering of views, and the sculptural landscape mounding at Tilbury Fields would be more apparent to the south- west.Night-time environmentAt night, there would only be a slight perceivable change to views, due to limited lighting associated with vehicle lights at the North Portal operational access bridge, although new lighting would be viewed in the context of existing lighting within Gravesend in the distant view. New street lighting (LED luminaires) along the approach to the North Portal is unlikely to be perceivable, as this would be screened by the sculptural landscape mounding at Tilbury Fields. By design year, established mitigation planting would provide some filtering of lighting in night-time views.	
N-07	View from bridleway 58 (off Love Lane) (LLCA West Tilbury Urban Fringe). View centred west-south- west for recreational receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) A wide view along a broad extent of the Project. Beyond the foreground arable fields, reinstated to agriculture, the Tilbury Viaduct and associated traffic would be visible to the west as it spans the Tilbury Loop railway line, partially screened by existing vegetation and buildings in Readmans Industrial Estate. A reduction in mature vegetation at the viaduct would also be apparent. North of Tilbury Viaduct, the false cutting earthwork would obscure the Project carriageway from view. The grassed slopes of the false cutting would be visible, along with the upper parts of high-sided vehicles and gantries. In distant views north-west, the new Muckingford Road green bridge would also be apparent (approximately 1.1km) across the flat, open arable landscape. The diverted OHL and changes in pylon locations would appear similar to the existing OHL, however, the line of pylons closest to the viewpoint would have been removed, resulting in some reduction in visual clutter. Distant views southwards towards the North Portal and its approach would be mid-range views of the embanked approach to Tilbury Viaduct and associated highway infrastructure and vehicles to the south-west. Overall, the Project would be noticeable in views. Design year (summer) Establishment of mitigation planting adjoining Station Road and along the new road embankment, the Tilbury Viaduct and associated traffic would remain. In the ontherly view, established mitigation planting at the southern end of the false cutting slopes would help to soften their appearance, although gantries and high-sided vehicle movements would remain apparent, as would Muckingford Road green bridge. Overall, the	

Visual receptor		Sensitivity	Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							Night-time environmentAt night, there would be a perceivable change in light levels in south-westerly viewsfrom this location as a result of new street lighting (LED luminaires) along Station Road,although this would be viewed in the context of existing lighting at Readmans IndustrialEstate. Night-time visual effects would be similar in opening year and design year.	
N-08	View from Low Street Lane adjacent to cluster of rural residential properties (LLCA West Tilbury Urban Fringe). View centred east for residential receptors. <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i>	Moderate	Major	Major	Large adverse effect	Large adverse effect	Opening year (winter) There would be mid-range visibility of the Project across a broad extent of this wide view. Beyond the foreground arable fields, reinstated to agriculture, the loss of existing trees would allow open views of Tilbury Viaduct, which would be seen as a prominent feature crossing the landscape above the skyline, together with associated traffic. A modified field pond would also be apparent in front of and beneath the viaduct. The existing view towards Readmans Industrial Estate would be mostly screened by the viaduct. Further north, there would be filtered views of the false cutting earthwork along the Project route in the midground (approximately 0.4km), with the upper parts of high-sided vehicles and gantries visible above the false cutting. In the wider view north, the new Muckingford Road green bridge would be apparent, although partially screened by the woodland copse on Low Street Lane. The diverted OHL and new pylons would appear similar to the existing OHL. Overall, the Project would be dominant in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as large rather than moderate due to the proximity of the Project to the viewpoint. Design year (summer) Established mitigation planting along the nearby field boundary, around the modified field pond and along the Tilbury Loop railway line beyond Tilbury Viaduct would soften the appearance of the viaduct. However, the viaduct and associated vehicle movements would remain a prominent feature above the skyline, visible across a large proportion of the view. Design year (summer) <	
							At night, there would be a perceivable change in light levels in the midground due to vehicle lights along Tilbury Viaduct, which would in part be restricted by the structure's solid parapet/acoustic barrier. The vehicle lights would be viewed in the context of	

Visual re	ceptor	Sensitivity	Magnitude effect	of visual	Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							existing lighting in the wider view, including along the urban edge of East Tilbury and at Readmans Industrial Estate. Night-time visual effects would be similar in opening year and design year.	
N-09	View from footpath 67 (off Blue Anchor Lane) adjacent to Holford Farm (LLCA West Tilbury Urban Fringe). View centred east- north-east for recreational receptors. <i>Night-time photograph</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.18</i> (<i>Application</i> <i>Document 6.2)</i>).	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Opening year. Opening year. Opening year. There would be mid-range views of the Project across a broad extent of this wide view. Beyond arable fields reinstated to agriculture, there would be views of the false cutting earthwork along the Project route, where the carriageway would be obscured from view. The slopes would appear out of character in the midground (approximately 0.7km) of this relatively flat landscape. The upper parts of high-sided vehicles and a number of gantries would be visible above the false cutting. The new Muckingford Road green bridge would also be apparent (approximately 0.8km), although the slackened south-western slope, reinstated to agriculture, would aid integration of the bridge into the wider landscape. The diverted OHL and new pylons would appear similar to the existing OHL. Due to vegetation loss, the new Tilbury Viaduct would be clearly visible crossing the Tilbury Loop railway line. Visibility of the Project beyond this viaduct structure towards the North Portal (approximately 2km) would be restricted by intervening landform, vegetation and buildings, although there could be glimpses of the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal. Overall, the Project would be a noticeable feature crossing the flat landscape. Design year (summer) Established mitigation planting in front of Tilbury Viaduct to the south-east and at the southern end of the false cutting to the east, in combination with hedgerow field boundary planting, would soften the appearance of earthworks and the viaduct structure. However, vehicle movements and gantries would remain apparent, as would Muckingford Road green	Highway Sections 9 and 10
							Viaduct, which would in part be restricted by the structure's solid parapet/acoustic barrier. This lighting would be viewed in the context of existing lighting at Readmans Industrial Estate and more distant lighting at London Gateway Port. Night-time visual effects would be similar in opening year and design year.	
N-10	View from Sandy Lane adjacent to residential properties located in Chadwell St	High	No change	No change	Neutral effect	Neutral effect	The dense vegetation present along the south-eastern urban fringe of Chadwell St Mary, together with the rolling landform and the distance between the viewpoint and the Project (approximately 3km), would result in the Project not being discernible from this location.	Highway Section 9

Visual re	eceptor	Sensitivity	Magnitude of visual effect		Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Mary urban fringe (LLCA Grays/Chadwell St Mary Urban Area). View centred south- east for residential receptors.							
N-11	View from junction of	Moderate	Moderate	Moderate	Moderate	Moderate	Opening year (winter)	Highway Sections 9
	bridleway 63 and footpath 66 (off				adverse effect	adverse effect	There would be mid- to long-range views of the Project across this view. Muckingford Road green bridge would be screened by the dense hedgerow along the PRoW.	and 10
	Muckingford Road) (LLCA West Tilbury Urban Fringe). View centred south-east for recreational receptors.						Beyond the arable fields, reinstated to agriculture, there would be views of the false cutting earthwork along the Project route, where the carriageway would be obscured from view. The slopes would appear out of character in the midground (approximately 0.65m) of this relatively flat landscape. The upper parts of high-sided vehicles and gantries would also be visible above the false cutting.	
							The diverted OHL and new pylons would appear similar to the existing OHL.	
							Due to vegetation loss, the new Tilbury Viaduct would be visible crossing the Tilbury Loop railway line. Visibility of the Project beyond the viaduct towards the North Portal (approximately 2.5km) would be restricted by intervening vegetation and landform, and buildings along Station Road, although there could be glimpses of the sculptural landscape mounding at Tilbury Fields (up to 17m above existing ground level) around the North Portal.	
							Overall, the Project would be noticeable in views.	
							Design year (summer)	
							Established mitigation planting in front of Tilbury Viaduct and along the southern end of the false cutting, in combination with hedgerow field boundary planting, would soften the appearance of earthworks and the viaduct structure. However, much of the false cutting earthworks, gantries, vehicle movements and Tilbury Viaduct structure would remain apparent in views.	
							Overall, the Project would remain noticeable in views.	
							Design year (winter)	
							The visual effect in winter would not be notably different from that in summer, given the year-round visual screening provided by the false cutting and the relatively limited nature of proposed mitigation planting around Tilbury Viaduct due to the constraints of the surrounding flood compensation area.	
							Night-time environment	
							At night, there would be a perceivable change in light levels in mid- to long-range views due to lighting associated with gantries along the Project route and vehicle lights along Tilbury Viaduct, which would in part be restricted by the structure's solid parapet/acoustic barrier. This lighting would be viewed in the context of existing lighting at Thames Industrial Park and Readmans Industrial Estate. Night-time visual effects would be similar in opening year and design year.	

Visual re	ceptor	Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
N-12	 View from residential properties in East Tilbury (off Beechcroft Avenue) (LLCA West Tilbury Urban Fringe). View centred southwest for residential receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)). Night-time photograph available from this location (refer to Figure 7.18 (Application Document 6.2)). 	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Opening year (winter) There would be mid-range visibility of the Project across a broad extent of this wide view. Beyond the foreground arable fields, reinstated to agriculture, there would be views of the false cutting earthwork along the Project route, where the carriageway would be obscured from view. The slopes would appear out of character in the midground (approximately 0.5km), with the upper parts of high-sided vehicles and gantries visible above the false cutting. In the wider view, the new Muckingford Road green bridge would also be prominent above the skyline (approximately 0.5km), although the slackened south-eastern slope, reinstated to agriculture, would ald integration of the bridge into the wider landscape. Modifications to the OHL would appear similar to the existing OHL, however, the line of pylons closest to the viewpoint would have been removed, resulting in the reduction of some visual clutter. Vegetation loss would allow a clear view of the northern part of Tilbury Viaduct. Visibility further south towards the North Portal would be restricted by intervening vegetation and buildings. Overall, the Project would be seen as a noticeable feature crossing the flat, relatively open landscape. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of the OHL. Design year (summer) Established mitigation planting along the southern end of the false cutting, and established hedgerows along field edges adjacent to the false cutting and along Muckingford Road, would help to soften the appearance of earthworks and structures. However, much of t	

Visual ree	Visual receptor		Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
N-13	View from edge of	Moderate	Moderate	Moderate	Moderate	Moderate	Opening year (winter)	Highway Section 10
	public open space between Linford and East Tilbury (off Muckingford Road) (LLCA Linford/Buckingham Hill Urban Fringe). View centred south- west for users of the public open space.	Moderate		Moderate	adverse effect	adverse effect	There would be mid-range visibility of the Project across a broad extent of this wide view. Beyond the open mosaic habitat in the foreground and arable fields reinstated to agriculture beyond, there would be south-westerly views of the realigned Muckingford Road and the prominent Muckingford Road green bridge (approximately 0.65km), which would be visible above the skyline. The slackened earthwork slopes would help to integrate the new bridge into the surrounding landscape. The bridge earthworks would also partially screen further visibility of the Project to the south-west from this location. In westerly views, the new false cutting earthwork along the Project route would obstruct existing views beyond the midground (approximately 0.5km), with the upper parts of high-sided vehicles and gantries visible above the false cutting. However, some views towards vehicles and a gantry would be partially restricted by buildings at Ashlea Farm. A new large-scale attenuation basin would also be apparent in views west. Modifications to the OHL would appear similar to the existing OHL, however, the OHL closest to the viewpoint would have been partially removed, resulting in the reduction of some visual clutter. Overall, the Project would be a noticeable feature crossing the landscape. Design year (summer) Established hedgerows along the edge of the attenuation basin and along Muckingford Road green bridge would soften the appearance of earthworks and filter views of yehicle movements on the green bridge. However, earthworks and the green bridge structure would remain apparent above intervening vegetation, and the upper parts of gantries and high-sided vehicles would be visible along the Project route. Overall, the Project would not be notably different from that in summer, given the year-round visual screening provided by the false cutting and the open nature of the landscape treatment along the Project route (intentionally limited to integrate with the existing landscape character). Night-time environment At night, there w	
N-14	View from Hoford Road Protected Lane (LLCA West Tilbury Urban Fringe). View	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	bridge would be viewed in the context of several existing light sources, including skyglow from the urban areas of Grays and Chadwell St Mary. Hedgerow planting along Muckingford Road green bridge would screen views of vehicle lights by the design year. <u>Opening year (winter)</u> There would be mid-range visibility of the Project across this wide view, including the upper sections of new false cutting earthworks along the Project route to the east (approximately 0.8km). The upper parts of high-sided vehicles and gaptries would be	Highway Section 10

Visual re	Visual receptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							To the north-east, intervening field boundary vegetation would provide a degree of visual screening to the new Hoford Road green bridge (approximately 0.9km). The upper part of the cutting slopes along the Project route would be visible, as well as the tops of high-sided vehicles, signage and gantries to the north-west and south-east of the green bridge. To the south-east, the realigned Muckingford Road and new Muckingford Road green bridge approaches would help to integrate the new structure into the surrounding landscape. Existing buildings and vegetation along Muckingford Road and the green bridge earthworks would largely screen views of the Project further to the south. Overall, the Project would be noticeable in views. Design year (summer) Established hedgerows along the base of the false cutting to the east and along Muckingford Road green bridge to the south-east would soften the appearance of earthworks and partially screen views of vehicles on the green bridge. However, gantries and high-sided vehicles would remain visible above the false cutting along the Project route. Established mitigation planting along the existing watercourse to the north-east and established hedgerows along Hoford Road green bridge would help to replace lost vegetation along Hoford Road and largely screen views of Hoford Road green bridge and the Project route. Overall, the Project would be perceptible in views, but would not alter the overall balance of features and elements that constitute the existing view. Design year (winter) The visual effect in winter would not be notably different from that in summer, given the presence of the proposed false cutting to the east and the substantial nature of planting along the existing watercourse, both of which would continue to provide effective mitigation in winter. Night-time environment At night, there would not be a perceivable change to views, due to the limited nature of	
							new lighting associated with gantries along the Project route and vehicle lights along the Muckingford Road and Hoford Road green bridges. In addition, new lighting would be viewed in the context of existing lighting at Linford Tarmac Building Products and London Gateway Port. By design year, established mitigation planting would provide some filtering of lighting in night-time views.	
N-15	View from Hoford Road Protected Lane. Also represents views from footpath FP64 (LLCA West Tilbury Urban Fringe). View centred north-north- east for recreational receptors.	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) There would be mid-range visibility of the Project across this wide view, from a break in the vegetation flanking Hoford Road. The upper part of the cutting slopes along the Project route would be visible to the north-east, along with the tops of high-sided vehicles, signage and gantries. The new Hoford Road green bridge would also be apparent above the Project route. Retained vegetation along Hoford Road in the foreground would screen some views to the north-east. To the east, the tops of high-sided vehicles and gantries would be visible above the new false cutting earthwork, although the false cutting slopes would be partially	Highway Section 10

Visual re	ceptor	Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
							obscured within the valley landform. Modifications to the OHL and ne appear similar to the existing OHL. To the north-west, due to the intervening undulating landform and loc Project at a relatively low elevation, there would be only limited visibi cutting in the midground to the west of Hoford Road. This would inclu- upper parts of high-sided vehicles and gantries. There would also be Brentwood Road overbridge (approximately 1km) and the FP79 WCH (approximately 1.3km) in the distance. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Established mitigation planting along the existing watercourse to the help to replace lost vegetation along Hoford Road and filter views of bridge and the cutting along the Project route. Glimpses of the tops of
							 vehicles, signage and gantries are likely to remain visible, as well as Road green bridge. Established hedgerows along the edge of the false cutting slopes to south-east would soften the appearance of earthworks, although the vehicles and gantries would be visible. Established planting around the Brentwood Road overbridge and FP would soften the appearance of these structures to the north-west.
							Overall, the Project would be perceptible in views, but would not alter balance of features and elements that constitute the existing view. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in depth of proposed planting along the existing watercourse and the yes screening provided by the false cuttings.
							<u>Night-time environment</u> At night, there would not be a perceivable change to views, due to th new lighting associated with gantries along the Project route and veh not screened within cutting or false cutting. In addition, new lighting v the context of existing lighting at Linford Tarmac Building Products and Mary. By design year, established mitigation planting would provide s lighting in night-time views.
N-16	View from footpath 41/access track near Butts Lane (LLCA Linford/Buckingham Hill Urban Fringe). View centred south- south-west for recreational receptors.	Moderate	No change	No change	Neutral effect	Neutral effect	Due to distance, landform and intervening features between the Proj viewpoint (approximately 3.1km), the Project would not be discernible
N-17	View from footpath 45 located within Orsett Golf Club (LLCA	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate beneficial effect	Opening year (winter) There would be mid-range visibility of the Project across a localised view. Beyond the newly planted nitrogen deposition compensation si

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
d new pylons would	
d location of the visibility of the new false include glimpses of the o be views towards the WCH bridge	
the north-east would s of Hoford Road green ops of high-sided Il as parts of Hoford	
s to the north, east and the tops of high-sided	
d FP79 WCH bridge st. alter the overall w.	
at in summer, given the ne year-round	
to the limited nature of I vehicle lights, where ing would be viewed in its and Chadwell St ide some filtering of	
Project and the rnible in views.	Highway Section 10
sed part of this wide on site in the	Highway Section 10

Visual receptor		Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Linford/Buckingham Hill Urban Fringe). View centred south- south-east for recreational receptors. <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i>						foreground, there would be views of the new Project road on low embankment and associated vehicle movements. The new Hoford Road green bridge (approximately 0.6km) would not be visible, as a result of intervening retained vegetation and the landform associated with the quarry. Modifications to the OHL would appear similar to the existing OHL. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Established trees and shrubs within the nitrogen deposition compensation site adjacent to the PRoW would effectively extend the existing woodland at Rainbow Wood north- eastwards and screen views towards the Project, nearby mineral workings and existing OHL. A vista would be incorporated within the planting to the south-west to maintain a framed long-range view of the existing undulating landscape. The vista would exclude existing detracting features such as pylons, where practicable. In addition, planting would be set back from the PRoW edge to maintain a sense of openness. Overall, mitigation planting would result in a noticeable benefit to views from the PRoW by removing views of existing visual detractors, such as OHL and the nearby mineral workings. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in summer, given the proximity of mitigation planting. <u>Night-time environment</u> At night, there would be a perceivable change in mid-range views due to vehicle lights along the Project route. However, this would be viewed in the context of existing lighting in the background at Grays and Chadwell St Mary. By design year, lighting would be fully screened by established mitigation planting.	
N-18	View from footpath 78 on the north-east edge of Chadwell St Mary (LLCA White Croft/Orsett Heath Urban Fringe). View centred north-north- east for recreational receptors.	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Opening year (winter) Footpath 78 would be slightly realigned to form a WCH route along the realigned High House Lane. Beyond the foreground arable fields, reinstated to agriculture, and the realigned High House Lane, there would be mid-range views north-east towards the top of the new false cutting earthwork along the Project route. The carriageway (approximately 0.3km) would be screened by a combination of existing landform and false cutting, although the tops of high-sided vehicles and gantries are likely to be visible above the false cutting. There could also be glimpses of the acoustic barrier adjacent to Brook Farm. The lower parts of the false cutting would be screened within the shallow valley landform. There would also be close- to mid-range views towards the new Brentwood Road overbridge, which would form a prominent visual focus due to its raised position in the landscape. In long-range easterly views, the new Hoford Road green bridge would not be visible due to a combination of distance, intervening landform and retained vegetation. Views north-west towards the Project would be limited by earthworks at Brentwood Road overbridge, although there would be narrow, glimpsed views towards features such as the upper parts of high-sided vehicles.	

Visual receptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							In the long-range view to the north, there could also be views of highway infrastructure associated with improvements to the A13 and A1013 Stanford Road along the skyline, due to vegetation loss. Modifications to the OHL would appear similar to the existing OHL. Overall, the Project would be noticeable in views. <u>Design vear (summer)</u> Established hedgerows along the base of false cuttings and the Brentwood Road overbridge embankment would soften the appearance of earthworks, although the tops of high-sided vehicles and gantries would remain visible along the Project route, with vehicle movements apparent on the overbridge. Brentwood Road overbridge would remain a prominent feature due to its height within the landscape. Established mitigation planting would also help to soften views towards the A13 and A1013 Stanford Road corridors. Overall, the Project, in particular Brentwood Road overbridge, would remain noticeable in views. <u>Design vear (winter)</u> The visual effect in winter would not be notably different from that in summer, given the year-round screening provided by the false cuttings. <u>Night-time environment</u> At night, there would only be a slight perceivable change to views, due to the limited nature of new lighting associated with gantries along the Project route and vehicle lights on Brentwood Road overbridge. However, new lighting would be viewed in the context of existing lighting at Chadwell St Mary and along the A13. Night-time visual effects would be similar in opening year and design year.	
N-19	View from residential properties at Orsett Heath/Chadwell St Mary (LLCA White Croft/Orsett Heath Urban Fringe). Viewpoint centred north-north-east for residential receptors. <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> <i>(Application</i> <i>Document 6.2)).</i> <i>Night-time photograph</i> <i>available from this</i> <i>location (refer to</i>	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) There would be mid-range visibility of the Project across this wide view, beyond the reinstated agricultural fields to the east and west of Hornsby Lane. The carriageway along the Project route (approximately 0.5km) would be largely screened in cutting or by the false cuttings, although the tops of high-sided vehicles and gantries would be visible. The FP79 WCH bridge (approximately 0.75km) and the northern end of Brentwood Road overbridge (approximately 1km) and the false cuttings along the Project route would appear visually prominent in the flat landscape to the north and north-east. The new link road between the Orsett Cock roundabout and the A1089 Dock Approach Road and the associated embankment and reinforced earth structure (approximately 1km) would be visible in front of the existing A13 embankment to the north, in conjunction with new street lighting (LED luminaires), vehicle movements and highway infrastructure. The embankment and reinforced earth structure with grass surfacing would largely screen views of the A13 corridor and new A13/A1089/A122 Lower Thames Crossing junction beyond, apart from new and replacement lighting columns. Landscape mounds up to 11m above the existing ground and one landscape mound up to 9m above the existing A13 within the junction area would also be visible and provide some screening of the new junction. The new Rectory Road overbridge over the A13 corridor would be apparent beyond Heath Place to the north-east.	Highway Sections 10 and 11

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Figure 7.18 (Application Document 6.2)).						The diverted OHL and new pylons would appear similar to the existing OHL. Overall, the Project would be dominant in views. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of the OHL. <u>Design year (summer)</u> Established hedgerows along the base of the false cutting slopes would soften the appearance of earthworks, although the tops of high-sided vehicles and gantries would be visible. Established mitigation planting at the FP79 WCH bridge and Brentwood Road overbridge would soften views of the associated embankments and vehicle movements. Established mitigation planting would substantially screen views of the A13/A1089/A122 Lower Thames Crossing junction except for part of the new link road between the Orsett Cock roundabout and the A1089 Dock Approach Road and associated reinforced earth structure, vehicle movements and highway infrastructure. The tops of some lighting columns would also remain visible within the wider junction. Overall, the Project would be noticeable in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in summer, given the substantial nature of mitigation planting at the A13/A1089/A122 Lower Thames Crossing junction and the year-round screening provided by the false cutting along the Project route, to the east and west of the FP79 WCH bridge. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the Project route, to the east and west of the CP19 WCH bridge. <i>Justification for significance level</i> where two significance categories are given in LA 104 The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of the OHL. <u>Night-time environment</u> At night, there would be a perceivable increase in light	
N-20	View from Hornsby Lane adjacent to Heath Place (Grade II listed building) (LLCA White Croft/Orsett Heath Urban Fringe). View centred west- south-west for users of the local road.	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	 <u>Opening year (winter)</u> Views south-east would be largely screened by existing vegetation in the grounds of Heath Place. To the south and south-west, there would be views towards the Project route where it transitions from cutting to false cutting, as well as the A13 westbound to Project southbound slip road in cutting, with mid-range (approximately 0.15km) views of vehicle movements, gantries, signage and street lighting columns across a broad extent of the view. 	Highway Sections 10 and 11

Visual receptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
						To the south-west, the diverted OHL and new pylons (approximately 0.3km) would appear similar to the existing OHL and would be seen beyond the Project route. In westerly, mid-range views, a series of elevated bridge and viaduct structures within the A13/A1089/A122 Lower Thames Crossing junction would be visible above an intervening belt of vegetation, including two new A1013 Stanford Road overbridges (approximately 0.5km and 0.7km). Highway infrastructure and moving vehicles would also be apparent. A landscape mound near The Whitecroft (care home on A1013 Stanford Road) up to 9m above existing ground would screen some elements of the junction to the west. To the north, vegetation loss along the A13 and A1013 Stanford Road would be apparent, with largely open views of the new link road between the Orsett Cock roundabout and the A1089 Dock Approach Road and the associated embankment and reinforced earth structure in front of the existing A13 embankment, in conjunction with new street lighting (LED luminaires), vehicle movements and highway infrastructure. The embankment and reinforced earth structure with grass surfacing would largely screen views of the A13 coridor and new A13/A1089/A122 Lower Thames Crossing junction beyond, apart from new and replacement lighting columns. Overall, the Project would be dominant in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as large rather than moderate due to the Project appearing across a large proportion of the view. Design year (summer) Established hedgerows along the edge of the false cutting and cutting slopes to the south and south-west would soften the appearance of earthworks, although the tops of high-sided vehicles, signage and gantries would be visible along the Project route. Established mitigation planting at the A13/A1089/A122 Lower Thames Crossing junction would filter views of earthworks, structures, vehicle movements and highway infrastructure. However, part of t	

Visual receptor		ivity Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
						of lighting in night-time views, however, street lighting along the A13 and at the A13/A1089/A122 Lower Thames Crossing junction would remain evident.	
View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) To the north and west, there would be open, close-range to mid-range views, due to vegetation loss along the A1013 Stanford Road, towards the new link road between the Orsett Cock roundabout and the A1089 Dock Approach Road and the associated embankment and reinforced earth structure (approximately 30m) in front of the existing A13 embankment, in conjunction with new street lighting (LED luminaires), vehicle movements and highway infrastructure. The embankment and reinforced earth structure with grass surfacing would largely screen views of the A13 corridor and new A13/A1089/A122 Lower Thames Crossing junction beyond, apart from new and replacement lighting columns. To the south-west, replacement street lighting would be visible in close-range views along the A1013 Stanford Road. The new carriageway and earthworks along the Project route and A13 westbound to Project road southbound slip road would not be visible south of the A1013 Stanford Road due to screening provided by retained vegetation at The Whitecroft and a landscape mound of up to 9m above existing ground, and due to the roads being in cutting. However, there would be glimpsed, filtered views of high-sided vehicles, gantries and street lighting in the midground (approximately 0.5km). Views to the south and south-east would be partially restricted by buildings and vegetation at Heath Place, although there would be views towards the false cutting along the Project corriageway would be obscured by the false cutting, although the upper parts of high-sided vehicles, signage and gantries could potentially be apparent above the earthworks. In south and south-westry views, the diverted OHL with new pylons would appear similar to existing, given the distance (approximately 0.6km) and intervening features. Overall, the Project would be dominant in views. <t< td=""><td></td></t<>	
	View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road. Photomontage available from this location (refer to Figure 7.19 (Application	View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road. Photomontage available from this location (refer to Figure 7.19 (Application	effectOpening year (winter)View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road.ModerateMajorPhotomontage available from this location (refer to Figure 7.19 (ApplicationModerateImage: Construction of the state of	effectOpening year (winter)Design year (summer)View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road.ModerateMajorModeratePhotomontage available from this location (refer to Figure 7.19 (ApplicationModerateImage and the second se	effectOpening year (winter)Design year (summer)Opening year (winter)View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road.ModerateMajorModerateLarge adverse effectPhotomontage available from this location (refer to Figure 7.19 (ApplicationModerateImage and the second	effectOpening year (winter)Design year (winter)Design year (summer)View from the junction of Hornsby Lane/A1013 Stanford Road (LLCA White Croft/Orsett Heath Urban Fringe). View centred south-south- west for users of the local road.ModerateMajorModerate adverse effectModerate 	Image: Control of the second

Visual ree	Visual receptor Sensitivity		Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
N-22	View from A1013 Stanford Road on the A1089 overbridge (northern side) (LLCA White Croft/Orsett Heath Urban Fringe). View centred north- east for users of the main road.	Low	Major	Moderate	Moderate adverse effect	Slight adverse effect	overbridge would soften views of the associated embankments and vehicle movements. Overall, the Project would be noticeable in views. Design vear (winter) The visual effects in winter would not be notably different from that in summer, given the substantial nature of proposed woodland planting along the A13 corridor and at the A13/A1089/A122 Lower Thames Crossing junction to the north and west, and the year- round mitigation provided by the landscape mounds to the west and south-west, and false cutting to the south and south-east. Night-time environment At night, there would be a perceivable increase in light levels as a result of additional street lighting and vehicle lights along new slip roads, and lighting associated with new gantries. However, additional lighting would be viewed in the context of existing lighting along the prominently lit A13 corridor. By design year, established mitigation planting would provide some filtering of lighting in night-time views. The existing A1013 Stanford Road bridge over the A1089 Dock Approach Road would be replaced with a new overbridge approximately 30m north of the existing location. This viewpoint is therefore considered to be representative of views from the new overbridge location. However, the commentary below has been based on a slightly adjusted viewpoint location from the new bridge since the existing location would no longer exist. From this new structure, there would be close- to mid-range views of the Project, including a series of structures associated with the A13/A1089/A122 Lower Thames Crossing junction in views north-west to south-east. There would also be distant views in an east-south-east direction. Opening year (winter) To the north, the elevated link road between Orsett Cock roundabout and the A1089 Dock Approach Road and the associated overbridge above the Project (approximately 0.25km)). To the north-west, the A13 westbound to Project road northbound slip road viaduct would also project road northbound slip road northbound slip road wou	Highway Section 11

Visual receptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
						movements and signage associated with the A13 westbound slip roads, the link road between Orsett Cock roundabout and the A1089 Dock Approach Road and the A13. Landscape mounds of up to 11m above the existing ground and one landscape mound up to 9m above the existing A13 would provide screening of some elements within this part of the A13/A1089/A122 Lower Thames Crossing junction.	
						In south-easterly views, there would be mid- to long-range visibility along the Project route as it transitions from within cutting to false cutting, and associated vehicle movements, gantries and signage. The FP79 WCH bridge structure would also be visible in the distance (approximately 1.2km).	
						In views south, vegetation loss along the A1089 Dock Approach Road would be apparent, allowing for increased visibility into the urban area. A new gantry would be a prominent foreground feature spanning the A1089. The diverted OHL and new pylons would be located approximately 0.2km further away from this viewpoint, but would remain prominent features in the view.	
						Overall, the Project would be dominant in views. Several additional slip roads and structures would be visible at the large-scale A13/A1089/A122 Lower Thames Crossing junction across a large proportion of views from the new overbridge.	
						<i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than slight due to the	
						Project appearing across a large proportion of the view.	
						<u>Design year (summer)</u> Following establishment of mitigation planting, in particular within and surrounding the A13/A1089/A122 Lower Thames Crossing junction, the visual impact of the Project would be reduced.	
						Established mitigation planting to the north would soften the appearance of earthworks and reduce the extent of bridge and viaduct structures visible. However, the widened highway corridor along the A1089 Dock Approach Road, with vehicle movements and highway infrastructure, would remain apparent in close- to mid-range views.	
						The increased intensity of slip roads and structures would also remain apparent to the north-east, with taller elements such as the tops of high-sided vehicles, gantries and lighting columns remaining visible above and through gaps in woodland. These elements would be more prominent across open bridge and viaduct structures.	
						To the east and south-east, established mitigation planting along the A1013 Stanford Road and the realigned Heath Road would restrict views of the Project route beyond, as well as restoring a similar level of containment to views compared to the existing situation. Similarly, established mitigation planting along the A1089 Dock Approach Road to the south would reinstate some loss of vegetation, although the gantry would remain apparent.	
						Overall, the Project would be noticeable in views, with prominent elements such as gantries, street lighting and bridge and viaduct structures remaining visible. Design year (winter)	
						The visual effects in winter would not be notably different from that in summer, given the substantial nature of proposed woodland planting at the A13/A1089/A122 Lower Thames Crossing junction.	

Visual re	ceptor	Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
N-23	View from Grays urban edge (off Long Lane) (LLCA White Croft/Orsett Heath Urban Fringe). View centred east-north- east for residential receptors. Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Night-time environment At night, there would be a notable increase in light levels as a result lighting and vehicle lights along new slip roads, and lighting associal gantries. In addition, vegetation loss around the existing highway ne in increased visibility of lighting, including vehicle lights in the openir additional lighting would be viewed in the context of existing lighting prominently lit A13 corridor, the A1013 Stanford Road and the A108 Road. By design year, established mitigation planting would provide lighting in night-time views. Opening year (winter) There would be widewas of the Project at its intersection wit A1089 Dock Approach Road. There would be views towards the A13 westbound to Project road n viaduct to the north-east and the new A1013 Stanford Road overbrid A1089 Dock Approach Road to the east, with visibility of vehicle more lighting and highway infrastructure. The A13 westbound to Project more ad would be screened by a false cutting once it transitions off the the tops of high-sided vehicles, a gantry and street lighting could po above the false cutting slopes. The A1089 Dock Approach Road to go above the false cutting slopes. The A1089 Dock Approach Road to us screening of the viaduct of up to 11m above existing ground. A s mound beyond the slip roads of up to 10m above existing ground. A s mound beyond the slip roads of up to 10m above existing ground. A s mound beyond the slip roads of up to 10m above existing from the existi Overall, the Project would be noticeable in views. Justification for significance level where two significance categories The significance of effect has been assessed as moderate rather the Project being viewed in the context of the OHL. Design year (summer) Following establishment of mitigation p
							Night-time environment At night, there would be a perceivable increase in light levels as a restreet lighting and vehicle lights along new slip roads. In addition, ve

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
sult of additional street ciated with new network would result ening year. However, ing along the 1089 Dock Approach ide some filtering of	
with the A13 and d northbound slip road bridge above the movements, street ct road northbound slip he viaduct, although potentially be visible to Project road and a landscape A second landscape would provide some tisting OHL. ies are given in LA 104 than large due to the rn edge of the e Project would be s of the viaduct and g visible above would not alter the t in summer, given the ies are given in LA 104 n moderate due to the	Highway Section 11
a result of additional , vegetation loss	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)						
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)								
													around the existing highway network would result in increased visibility of lighting, including vehicle lights. However, additional lighting would be viewed in the context of existing lighting along the prominently lit A13 corridor, the A1013 Stanford Road and the A1089 Dock Approach Road. By design year, established mitigation planting would provide some filtering of lighting in night-time views.	
N-24	View from residential properties on B188 Baker Street (LLCA Orsett Lowland Farmland). View looking south-south- east for residential receptors.	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) There would be a close- to mid-range framed view of the new overbridge carrying the elevated Project road southbound to A13 eastbound slip road (approximately 0.16km), part of the road embankment approach (approximately 70m) and supporting retaining walls (approximately 0.14km). Elevated street lighting and vehicle movements on the bridge would also be readily apparent. Vegetation loss along Baker Street would allow increased visibility of the highway corridor. Views further south to the A13 and wider A13/A1089/A122 Lower Thames Crossing junction would be largely obscured by the new slip road overbridge. Overall, the Project would be dominant in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of the existing highway corridor. Design year (summer) Established mitigation planting along the embankment of the Project road southbound to A13 eastbound slip road, and in front of the retaining walls flanking both ends of the overbridge, would restore a similar level of vegetation cover along Baker Street, as well as softening the appearance of earthworks and structures and filtering views of vehicle movements and highway infrastructure. However, the overbridge structure and elevated vehicles on the overbridge would networks and structures and filtering views of vehicle movements and highway infrastructure. However, the overbridge structure and elevated vehicles on the overbridge would not be notably different from that in summer, given the substantial nature of proposed planting and the open, framed view of the proposed bridge structure cossing Baker Street. Design year (wint							
N-25	View from the intersection of	Moderate	Moderate	Minor	Moderate adverse	Slight	Street and the A13. By design year, established mitigation planting would provide some filtering of lighting in night-time views. Opening year (winter) There would be mid represented on the new Design represented on the bound to A12 cost bound	Highway Section 11						
	footpath 93, footpath 96 and bridleway 206, off Mill Lane, on southern urban edge				effect	effect	There would be mid-range views of the new Project road southbound to A13 eastbound slip road in front of the existing A13 (approximately 0.4km), including the new overbridge structure where the slip road crosses Baker Street and the associated retaining walls and embankment. Extensive vegetation loss would be readily apparent							

Visual rec	ceptor	Sensitivity	Magnitude of visual effect		Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	of Orsett. Also represents views from footpaths 82 and 94 (LLCA Orsett Lowland Farmland). View centred south-west for recreational receptors. <i>Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).</i>						along the A13, resulting in more open views of vehicle movements and highway infrastructure on the A13. Replacement street lighting along the A13 and additional street lighting along the slip road would be visible above the skyline, together with new signage and vehicle movements across a broad extent of the view. New street lighting and gantries would also be apparent in views towards the A13/A1089/A122 Lower Thames Crossing junction, as well as the tops of landscape mounds of up to 11m above the existing ground and one landscape mound up to 9m above the existing A13 to the south-west. The diverted OHL and new pylons would appear similar to the existing OHL at this distance (approximately 1.2km). Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Following establishment of mitigation planting on the embankment slopes along the Project road southbound to A13 eastbound slip road, visibility of the Project would be substantially reduced. Established mitigation planting would soften the appearance of the embankments and largely screen views of vehicle movements and highway infrastructure along both the A13 and the slip road. However, the tops of taller features such as street lighting and gantries are likely to remain apparent. Further mitigation planting within the A13/A1089/A122 Lower Thames Crossing junction would provide a backdrop to glimpses of moving vehicles and help to reduce their prominence in views. Overall, the Project would be perceptible in views, but would not alter the overall balance of features that constitute the existing view. <u>Design vear (winter)</u> The visual effect in winter would not be notably different from that in summer, given the substantial nature of proposed planting at the A13/A1089/A122 Lower Thames Crossing junction. <u>Night-time environment</u> At night, there would be a perceivable increase in light levels due to new street lighting introduced along the Project road southbound to A13 eastbound slip road, which would be closer to the viewpoint, and within the w	
N-26	View from Stifford Clays Road (LLCA Orsett Lowland Farmland). View centred north-west for users of the local road.	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	<u>Opening year (winter)</u> There would be close-range views of the slightly realigned Stifford Clays Road and the cycle route on the southern side of the road. Vegetation loss on both sides of Stifford Clays Road would open up views of the Project. There would be close- to mid-range views west towards the Stifford Clays Road overbridge and associated embankments, which would largely obscure views of the Project further west. There would also be mid-range views north-west over fields reinstated to agriculture towards glimpses of high-sided vehicles, signage and gantries above the cutting slopes of the Project route. In addition, the elevated Green Lane green bridge and associated embankments are likely to be visible. Views would be	Highway Section 11

Visual receptor		Sensitivity	Magnitude effect	of visual	Significance of effect		Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
161 adj junction Lane/S Road (I Lowland View ce north-e recreati <i>Photom</i> <i>availab</i> <i>location</i> <i>Figure</i> (<i>Applica</i> <i>Docum</i> <i>Night-ti</i> <i>availab</i> <i>location</i> <i>Figure</i> (<i>Applica</i>)	tional receptors. montage ble from this n (refer to 7.19 cation hent 6.2)). time photograph ble from this n (refer to 7.18	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	glimpsed through gaps between existing houses along Stifford Clays Road. A landscape mound along the Project route of up to approximately 15m above the Project road (2m above Stifford Clays Road) would provide some screening of the Project road northbound slip roads and associated traffic and highway infrastructure. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Established mitigation planting along the embankment of the Stifford Clays Road overbridge and north of Stifford Clays Road would soften the appearance of the earthworks and overbridge structure and largely screen views of the Project route to the north-west. Overall, the Stifford Clays Road overbridge would be perceptible in views. <u>Design year (winter)</u> The visual effects in winter would not be notably different from that in summer, given the proximity of, and open nature of the view towards, Stifford Clays Road overbridge. <u>Night-time environment</u> At night, there would be a limited perceivable change in views north-west as a result of lighting associated with gantries, which would be within an area that is largely dark in character. No street lighting is proposed, and vehicle lights would be screened within the cutting. By design year, established mitigation planting would largely screen views of gantry lighting. <u>Opening vear (winter)</u> There would be mid- to long-range views of the Project route between Green Lane green bridge and Mardyke Viaduct across a road extent of this wide view. There would be views north-east across arable fields, some of which would have been reinstated to agriculture, towards two gantries along the Project route between Green Lane green bridge vould be partially screened by a combination of false cutting and cutting. Views of the Project route further south would be restricted by intervening landform, although the top of a landscape mound of up to approximately 15m above the Project road is likely to be visible. The new Green Lane green bridge would be prominent in views due to its elevation abov	Highway Sections 11 and 12

Visual rec	Visual receptor		Magnitude effect	e of visual	Significan	nce of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
							Established hedgerows across Green Lane green bridge and at the associated embankments, as well as established mitigation planting embankments, would soften the appearance of earthworks and the Blocks of woodland planting around the embankments of the Orsett screen some views towards the earthworks and the viaduct. Existing and some established hedgerow planting along field boundaries wo towards false cutting slopes along the Project route. However, vehic gantries and parts of the bridge and viaduct structures would remain elevated nature. Overall, the Project would be perceptible in views.		
							<u>Design year (winter)</u> The visual effects in winter would not be notably different from that i the relatively limited proposed screen planting (intentionally limited t existing landscape character) and the open, elevated aspect of the l structures.		
							Night-time environment At night, there would be a limited perceivable change in views as a rassociated with gantries and vehicle lights, where not screened by the Vehicle lights would be most prominent on the Orsett Fen and Mard the embanked approaches. New lighting would be viewed in a lands dark in character. By design year, established mitigation planting wor filtering of lighting in night-time views.		
N-28	View from footpath 90 at the junction of Green Lane/Fen Lane (LLCA Thurrock Reclaimed Fen (sub	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Opening year (winter) The field in the foreground would have been reinstated to agriculture mid-range views west across the arable landscape towards the new bridge and associated embankments, which would be prominent an above the skyline.		
	area Mardyke)). View centred south-west for recreational receptors.						The Project route to the south-west would be in cutting, with the carr traffic largely obscured from view as a result. However, high-sided v and gantries would be visible above the cutting. There would also be south-west towards one of the Stifford Clays Road overbridges, alth vegetation would limit visibility and the bridge would not be much tal road. The second Stifford Clays Road bridge and the Project road ne roads would be largely screened by a landscape mound of up to app above the Project road (2m above Stifford Clays Road).		
							A reduction in mature vegetation would also be apparent along Gree Clays Road.		
							Modifications to the OHL would appear similar to the existing OHL. Overall, the Project, in particular Green Lane green bridge, would be views.		
							Design year (summer) Established hedgerows across Green Lane green bridge and establ planting on the embankments would soften the appearance of earth bridge structure. An established hedgerow at the edge of the cutting route would filter views of vehicle movements and highway infrastru high-sided vehicles, signage and gantries would remain visible above		

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
e base of the ng on the e bridge structure. tt Fen Viaduct would ng hedgerows in leaf ould filter views icle movements, in visible due to their	
t in summer, given I to integrate with the e bridge and viaduct	
a result of lighting the false cutting. dyke Viaducts and dscape that is largely vould provide some	
ire. There would be w Green Lane green ind clearly visible	Highway Section 11
arriageway and car vehicles, signage be filtered views though intervening aller than the existing northbound slip pproximately 15m	
een Lane and Stifford	
be noticeable in	
blished mitigation thworks and the ng along the Project ructure. However, ove the cutting slope	

Visual receptor		Sensitivity	Magnitude effect	e of visual	Significan	ice of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
N-29	View from bridleway	High	Minor	Minor	Slight	Slight	 and the Green Lane green bridge would remain prominent due to its the relatively open landscape. Overall, the Project would remain not <u>Design year (winter)</u> The visual effects in winter would not be notably different from that in the proximity and prominence of the Green Lane green bridge and the proposed planting along the Project route (intentionally limited to interexisting landscape character). <u>Night-time environment</u> At night, there would be a limited perceivable change in views as a rassociated with gantries along the Project route and vehicle lights al Clays Road overbridge, which would be more visible due to vegetati this lighting would be very localised in night-time views. By design ye mitigation planting would provide some filtering of lighting in night-time
	219 located on the Mardyke Way, east of Grangewaters Outdoor Education Centre (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred east-north- east for recreational receptors.				adverse effect	adverse effect	There would be long-range views north-east across arable fields tow (approximately 1.6km). The new carriageway would be elevated on on the Orsett Fen Viaduct structure. Due to the elevated nature of th there would be views of vehicle movements, signage and two gantric partially filtered by intervening vegetation along field boundaries. Further south, the Project route would be largely obscured from view intervening tree belt and rising landform. Glimpses of false cutting sl signage and high-sided vehicles could be just apparent, as well as th the new Green Lane green bridge and associated earthworks. Modifications to the existing OHL would not result in any discernible this distance. Overall, the Project would be perceptible in views, given the distance and existing vegetation limiting visibility. <i>Justification for significance level where two significance categories</i> The significance of effect has been assessed as slight rather than m existing vegetation limiting the overall effect on the view. <u>Design year (summer)</u> Blocks of woodland planting around the embankments of the Orsett screen views of the earthworks adjoining the viaduct. Existing hedge some established hedgerow planting along field boundaries would fi false cutting slopes along the Project route. Established hedgerows green bridge and established mitigation planting on the embankmen appearance of earthworks and the bridge structure. However, vehicl gantries and parts of the bridge and viaduct structures would remain views. Overall, the Project would remain perceptible in views. <u>Design year (winter)</u> The visual effects in winter would not be notably different from that in the elevated nature of the Project route and Orsett Fen Viaduct and limited extent of proposed planting (intentionally limited to integrate of landscape character).

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
o its elevated nature in noticeable in views.	
at in summer, given Id the limited extent of integrate with the	
a result of lighting s along the Stifford tation loss. However, n year, established t-time views.	
towards the Project on embankment and of the carriageway, ntries. Views would be	Highway Sections 11 and 12
view due to an g slopes, two gantries, as the upper parts of	
ble change in views at	
ance from the viewer	
<i>ies are given in LA 104</i> n moderate due to	
ett Fen Viaduct would dgerows in leaf and d filter views towards ws across Green Lane nents would soften the hicle movements, nain visible in distant	
at in summer, given ind the relatively ite with the existing	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than moderate due to existing vegetation limiting the overall effect on the view.Night-time environmentAt night, there would be a limited perceivable change in views as a result of lighting associated with gantries and vehicle lights, where not screened by the false cutting. Vehicle lights would be most prominent on Orsett Fen Viaduct and on the embanked approaches. New lighting would be viewed in a landscape that is largely dark in character. By design year, established mitigation planting would provide some filtering of lighting in night-time views.	
N-29a	View from bridleway 219 located on the Mardyke Way on Orsett Fen, open access land (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred east-north- east for recreational receptors. <i>Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).</i>	High	Major	Major	Very large adverse effect	Very large adverse effect	Opening year (winter) Wet grassland, ditches and ponds within the flood compensation and ecological mitigation area would comprise the main features visible in the foreground. Beyond, the Project route would be visible across a broad extent of this wide view in the midground (approximately 0.3km). The carriageway would be elevated on embankment and the Orsett Fen Viaduct, which would result in a prominent change in view within the flat fen landscape. The view across the wider landscape would be foreshortened, although some visibility beyond the Project would be retained beneath the viaduct. An acoustic barrier/solid parapet would also be apparent along Orsett Fen Viaduct and the adjacent embankment, as well as vehicle movements and gantries along the Project route. To the south-east, there would be views towards the false cutting north of Green Lane, which would screen views of the carriageway and most cars. However, high-sided vehicles would be visible. The Green Lane green bridge would also be visible in the distance (approximately 1.2km) due to its raised elevation in the landscape, although views would be filtered by intervening vegetation. Views further south would be largely obscured by this structure, except for potentially distant glimpses of one of the Stifford Clays Road. To the north, the southern end of the large-scale Mardyke Viaduct would be apparent. However, it would be largely obscured by existing vegetation along the Mardyke. Modifications to the OHL would appear similar to the existing OHL. Overall, the Project would be dominant in views. Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as very large rather than large due to the Project being apparent across a large proportion of the view. <u>Design year (summer)</u> Blocks of woodland planting on the approach embankments of the Orsett Fen Viaduct would screen views of the earthworks and help soften views of the viaduct. The woodland w	

Visual re	ceptor	Sensitivity	Magnitude of visual effect		Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
N-30	View from footpath 132 near South Ockendon urban	Moderate	No change	No change	Neutral effect	Neutral effect	 movements and gantries, and there would be a permanent foreshortening of eastward views. Overall, due to the proximity of the embankments and the Orsett Fen Viaduct structure, and due to the contrast with the flat, open landscape, the Project would remain dominant in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in summer, given the elevated nature of the Project route on embankment and on Orsett Fen Viaduct, and the relatively limited extent of proposed planting (intentionally limited to integrate with the existing landscape character). <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as very large rather than large due to the Project being apparent across a large proportion of the view. <u>Night-time environment</u> At night, there would be a perceivable change in views due to the lighting associated with gantries and vehicle lights on the embankment would screen some views of vehicle lights. Night-time effects are likely to be similar in both the opening year and design year, with some filtering of views to the south-east provided by established mitigation planting. Due to intervening field-bounding vegetation and buildings and vegetation along Hall Lane to the north, the intervening woodland belt to the east (approximately 0.2km) and the distance between the Project and the viewpoint (approximately 1.5km), no element 	Highway Section 12
	fringe (off Mollands Lane) (LLCA Belhus Lowland Quarry Farmland). View centred north-north- east for recreational receptors.						of the Project would be discernible in views in either the opening year or design year.	
N-31	View from footpath 90 from Orsett Fen (north-east of Hobletts residential property) (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred west for recreational receptors.	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	<u>Opening year (winter)</u> The Project would be visible in the midground of this wide view (approximately 0.6km), in front of the woodland belt along the Mardyke. The Project route would be elevated on embankment and viaduct structures, crossing the flat, open fen landscape. Orsett Fen Viaduct, Mardyke Viaduct and the embankment between the two viaducts would be prominent, although the Mardyke Viaduct would be viewed at an oblique angle. The piers and abutments of the viaducts would also be evident at this distance, together with vehicle movements and an acoustic barrier/solid parapet along the viaducts and intermediate embankment. The new embankment would form a continuous linear feature across the flat, open landscape, which would limit visibility of the woodland belt along the Mardyke. Beyond the Mardyke along the Project route, there would be visibility of an elevated gantry in	Highway Section 12

Visual re	ceptor	Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							the distance, through gaps in the woodland. A reduction in mature vegetation would also be apparent where the Project route crosses the Mardyke. At ground level, a new flood compensation area would be visible. Occasional vehicles using a new maintenance access track could also be just apparent parallel to the Project route at the base of the embankment and viaducts. Modifications to the OHL would appear similar to the existing OHL. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Established woodland along parts of the embankments adjacent to Orsett Fen Viaduct would help to soften the appearance of earthworks, filter views of vehicles and visually break up the line of the Project route. However, much of the embankments would remain visible, and vehicle movements would remain evident. There would also be remaining views of the Orsett Fen and Mardyke Viaducts. Overall, due to the foreshortening of views by the embankment and the visibility of vehicle movements, the Project route on embankment and the visibility of vehicle movements, the Project route on embankment and viaduct and the relatively limited extent of proposed planting (intentionally limited to integrate with the existing landscape character). <u>Night-time environment</u> At night, there would be a perceivable change in views due to lighting associated with a gantry and vehicle lights along the Project route, which would be within an area that is largely dark in character, although the acoustic barrier/solid parapet along the Orsett Fen and Mardyke Viaducts and the intermediate embankment would screen some views of vehicle lights. Night-time visual effects are likely to be similar in both the opening year and design year.	
N-32	View from bridleway 219 located on the Mardyke Way on Orsett Fen (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred north-east for recreational receptors.	High	Major	Major	Very large adverse effect	Very large adverse effect	Opening year (winter)The Project would be the prominent focus of views due to the proximity of the Mardyke Viaduct structure adjacent to the Mardyke Way, which would encompass the full vertical and horizontal field of view. This would result in a substantial change, but would be localised to this section of the Mardyke Way and its approach from the south. (More distant views of the Project from Mardyke Way are considered in the assessment from Representative Viewpoints N-29 and N-29a.)In views north when travelling from the south, the new substructure, structural deck and piers beneath Mardyke Viaduct would be prominent features. Due to the proximity of these elements, the carriageway and vehicle movements above would tend to be obscured, unless viewed from further south along the Mardyke Way. Some visibility towards the wider landscape would be partially retained beneath the viaduct.In views south when travelling from the north, there would be visibility of the embankment slopes along the Project route, which would appear out of character in the flat fen landscape and would foreshorten views. Vehicle movements, an acoustic barrier/solid parapet and signage would be apparent along the embankment. Wet	

Visual receptor Se	ensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan	
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)	
of footpaths 89 and 90 in Bulphan Fen (off Harrow Lane). Also represents views from footpath 159 (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred south-west for	loderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	grassland, ponds and ditches within the flood compensation and ecological mitigation area would also be visible in the foreground to the south-east. Although mature vegetation would have been removed along the Mardyke, views northwest would be restricted by the new Mardyke Viaduct structure. However, there would be views towards the embankment slopes and associated acoustic barrier beyond Mardyke Viaduct. Overall, the Mardyke Viaduct would dominate the view. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as very large rather than large due to the Project being apparent across a large proportion of the view and in close proximity. <u>Design vear (summer)</u> Due to the proximity of Mardyke Viaduct and the embankments along the Project route to the north and south, and due to there being limited scope for screen planting within the flood compensation and ecological mitigation area, effects on views in the design year would be as described for the opening year. In the wider view to the south-east, established woodland would soften the appearance of earthworks in the midground, although this would not reduce the overall effect on views. The Project route, and the imited scope for screen planting within the flood compensation and ecological mitigation area. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as very large rather than large due to the Project being apparent across a large proportion of the view and in close proximity. <u>Night-time environment</u> At night, there would be a limited perceivable change in views from vehicle lights along the embankment to the south-east in a landscape that is largely dark in character, although the acoustic barrier/solid parapet along the embankment would screen some views of vehicle lights. Night-time visual effects are likely to be similar in both the opening year and design year. <u>Doening vear (winter)</u>	Highway Section 12	
recreational receptors.					1	Overall, the Project would be perceptible in views.		

Visual receptor		Sensitivity	Magnitude effect	e of visual	Significan	ice of effect	Commentary	
		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
	Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).						Design year (summer) In the summer view, existing vegetation in leaf would filter views toward Furthermore, establishment of mitigation planting on some of the emit the Project route, and on the FP136 bridge embankments and adjoin further restrict views of earthworks and structures. However, some glivehicle movements and gantries would remain. Overall, the Project would be barely noticeable in views. Design year (winter) In winter, views towards Orsett Fen Viaduct, Mardyke Viaduct and as traffic would be slightly less filtered by existing field boundary vegetation galong the Project route. Justification for significance level where two significance categories at The significance of effect has been assessed as slight rather than ne Project being perceivable in part of the view. Night-time environment At night, there would be a limited perceivable change in views due to associated with gantries and vehicle lights along the Project route, wingely dark in character. By design year, existing vegetation in leaf a mitigation planting would provide some filtering of lighting in night-time	
N-34	View from footpath 160 on the western edge of Bulphan (LLCA Thurrock Reclaimed Fen (sub area Mardyke)). View centred south-west for recreational receptors.	Moderate	No change	No change	Neutral effect	Neutral effect	No element of the Project would be discernible from this location in s views, due to the intervening field boundary vegetation including lines the Orsett Fen landscape, and the distance between the Project and (approximately 2.5km).	
N-35	View from footpath 136 located on Hall Lane, west of South Ockendon Hall (LLCA Belhus Lowland Quarry Farmland). View centred north- north-east for recreational receptors.	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Opening year (winter) The Project would be visible in the midground to the north, where the bridge and associated vehicle movements and street lighting would be above the adjacent landscape. Occasional vehicles using a new main track could also be just apparent at the base of the North Road green embankment. The carriageway of the Project route, together with most associated I infrastructure and vehicle movements, would be obscured in deep cut there could be glimpses of the top of a gantry along the Project route southern edge of The Wilderness woodland block (approximately 0.7 apparent in the view. There would be no visibility of the Project to the east from this PRoW intervening vegetation at South Ockendon Hall and surrounding the I Overall, the Project would be perceptible in views, with much of the viargely similar in nature to the existing situation.	

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
towards the Project. embankments along djoining land, would ne glimpsed views of	
d associated moving getation and proposed	
<i>ies are given in LA 104</i> n neutral due to the	
e to lighting e, within an area that is eaf and established t-time views.	
in south-westerly linear tree belts within and the viewpoint	Highway Section 12
e the North Road green uld be elevated slightly maintenance access preen bridge	Highway Section 12
ted highway p cutting, although oute. The loss of the / 0.75km) would be	
RoW, due to the landfill site. he view remaining	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
							Design year (summer)Established mitigation planting along the embankments of North Road green bridge, aswell as established hedgerows along North Road and the green bridge, would filterviews of vehicles and soften the appearance of earthworks and the bridge structure.Established woodland along the edge of the southern cutting slope, and woodland edgeadjacent to The Wilderness, would screen views of the gantry and restore a similarlevel of woodland backdrop in views north.Overall, the Project would be barely noticeable in views.Design year (winter)The visual effect in winter would not be notably different from that in summer, given thedeep cutting enclosing the Project route.Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than neutral due to theProject being perceivable in part of the view.Night-time environmentAt night, there would be a limited perceivable change in views due to vehicle lights andstreet lighting on the North Lane green bridge, and potential glimpses of lightingassociated with the gantry along the Project route.Would be screened within the cutting. Lighting would be viewed in the context ofexisting street lighting along North Road and within South Ockendon. By design year,the gantry lighting is likely to be screened by established mitigation planting, and mostvehicle headlights would be screened by the established hedgerow along North Road	
N-36	View from footpath 135 off B186 North Road (LLCA Belhus Lowland Quarry Farmland). View centred south-south- east for recreational receptors.	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter)The North Road green bridge and associated vehicle movements and street lighting would be prominent in close- to mid-range views, slightly elevated above the adjacent landscape. The Project route would be obscured in deep cutting, with associated highway infrastructure and high-sided vehicles also largely screened, apart from potential glimpses of a gantry. In addition, the loss of the southern edge of The Wilderness woodland block (approximately 0.3km) would be perceivable, with the upper extent of a retaining wall on the south side of the new road also potentially visible. The remaining woodland in The Wilderness would obscure other views of the Project to the east.Overall, the North Road green bridge would be a noticeable feature in the view. Design year (summer)Following establishment of the hedgerow at the top of the northern cutting slope along the Project route, any views of vehicle movements would be screened, with potential filtered glimpses remaining towards the gantry. Established mitigation planting along the embankments of North Road green bridge, as well as established hedgerows along North Road and the green bridge, would soften the appearance of earthworks and the bridge structure and filter views of vehicles. In addition, established woodland edge adjacent to The Wilderness would restore a similar level of woodland cover in views south-east, and screen views of the retaining wall. Overall, the Project would be perceptible in views.	Highway Section 12

Visual ree	Visual receptor		Magnitude effect	e of visual	Significan	ce of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
							Design year (winter) The visual effect in winter would not be notably different from that in deep cutting enclosing the Project route. Night-time environment At night, there would be a limited perceivable change in views due to street lighting along North Lane green bridge, and potential glimpses associated with the gantry along the Project route. Vehicle lights along would be screened within the cutting. Lighting would be viewed in the existing street lighting along North Road and within South Ockendom established hedgerow planting would provide some filtering of gantry
							vehicle headlights would be screened by the established hedgerow a green bridge.
N-37	View from South Ockendon (West Road) (LLCA Belhus Lowland Quarry Farmland). View centred north for users of main road.	Low	Negligible	No change	Slight adverse effect	Neutral effect	Opening year (winter) There could be partial views of a new gantry and replacement street M25 corridor and the FP252 WCH bridge west crossing the Upminst line (approximately 1.3km). However, these elements would be view existing vehicle movements and highway infrastructure along the M2 Project road would not be evident from this location, apart from pote glimpses of the upper parts of high-sided vehicles, signage and gant in vegetation.
							Overall, due to distance and intervening vegetation, the Project woul noticeable in views.
							Justification for significance level where two significance categories
							The significance of effect has been assessed as slight rather than ne Project being perceivable in part of the view.
							<u>Design year (summer)</u>
							Existing vegetation in leaf, in conjunction with established mitigation embankments of the FP252 WCH bridge west and the edge of the P effectively screen views of the Project, with no discernible change in
							Design year (winter)
							The visual effect in winter would not be notably different from that in effectiveness of winter screening provided by vegetation along existing and established mitigation planting.
							Night-time environment
							At night, there would not be a perceivable change in views due to the existing lighting along the M25 to the north. In addition, gantry lighting associated with the Project route to the north-east would be largely or intervening vegetation. At design year, existing vegetation in leaf and mitigation planting along the embankments of the FP252 WCH bridg provide some filtering of lighting in night-time views.
N-38	View from intersection of footpaths 253 and 254 in North Ockendon	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) There would be mid-range views of the Project across a broad exten Beyond the arable fields in the foreground, reinstated to agriculture, partial views south-west and west towards the false cuttings along the

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
t in summer, given the	
e to vehicle lights and uses of lighting along the Project route in the context of don. By design year, ntry lighting, and most ow along North Road	
eet lighting along the inster to Grays railway iewed in the context of M25. Views of the otential filtered pantries through gaps	Highway Section 13
ould be barely	
ies are given in LA 104 n neutral due to the	
ion planting along the e Project route, would e in views.	
t in summer, given the kisting field boundaries	
o the presence of hting and vehicle lights ely obscured by and established ridge west would	
ttent of this wide view. re, there would be g the Project route	Highway Section 13

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening year (winter)	year year		Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)
	Conservation Area. Also represents views from footpath 252 (LLCA Belhus Lowland Quarry Farmland). View centred south-south- west for recreational receptors.						 (approximately 0.45km) and the M25 to Project road southbound slip road (approximately 0.4km), which would obscure views of the carriageways and car traffic. However, there would be views towards the upper parts of high-sided vehicles and gantries above the false cutting slopes. To the south-west, the lower parts of the false cutting would be largely screened by intervening landform. The new FP252 WCH bridges east and west would be visible in this direction. To the west, the false cutting would largely screen views beyond of the new underpass beneath the M25, the Project road northbound to M25 slip road passing through the underpass, and associated vehicle movements. Glimpses of the tops of gantries and street lighting along the Project road northbound to M25 slip road could potentially be visible above the false cutting slopes. Replacement street lighting and new gantries along the M25 would also be evident, although filtered by retained vegetation along the Upminster to Grays railway line. Overail, the Project road southbound slip road, as well as established metry along the M25 to Project road southbound slip road, as well as established hedgerows at the base of the false cuttings, would reduce visibility of the Project and the existing M25 corridor. The FP252 WCH bridge east is likely to remain apparent, as well as the tops of high-sided vehicles, a gantry and lighting columns above the false cutting slopes along the M25 to Project road southbound slip road. Overall, the Project would be perceptible in views, but would not alter the overall balance of features that constitute the existing view. Design year (winter) The visual effect in winter would not be notably different from that in summer, given the year-round mitigation provided by the proposed false cutting, supplemented by wide belts of woodland planting. Night-time environment At night, the change in street lighting (LED	
N-39	View from footpath 231 near St Mary Magdalene Church, in North Ockendon Conservation Area	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Opening year (winter) There would be mid-range views towards the Project beyond the foreground arable field, which would have been reinstated to agriculture. Extensive vegetation loss along the M25 corridor would be apparent, including existing screen planting along the boundary of the M25 corridor, resulting in open views towards the top of a new gantry,	Highway Section 13

Visual receptor	Sensitivity	Magnitude effect	e of visual	Significan	ice of effect	Commentary		
			Design year (summer)	Opening year (winter)	Design year (summer and winter)			
(LLCA Belhus Lowland Quarry Farmland). View centred west for recreational recep <i>Photomontage</i> <i>available from this</i> <i>location (refer to</i> <i>Figure 7.19</i> (<i>Application</i> <i>Document 6.2</i>)).						replacement street lighting and the existing Ockendon Road overbride movements along the M25 and M25 to Project road southbound slip be obscured from view due to the deep cutting, except to the south- and slip road transition out of cutting. In addition, new street lighting along the M25 to Project road southbound slip road. Views beyond the would be screened by a landscape mound of up to approximately 10 of the existing M25 carriageway. Overall, the Project would be noticeable in views. <u>Design year (summer)</u> Following the establishment of mitigation planting adjacent to the gla Hall Farm and south-east of Ockendon Road overbridge, and hedge the eastern boundary of the M25 to Project road southbound slip road lighting and the gantry would be softened, and visibility of the Ocken overbridge would reduce. Filtered views would remain towards movin the M25 to Project road southbound slip road to the south-west. Stree the slip road and the M25 would also remain apparent above vegeta would be similar to the existing view. Established woodland on the landscape mound beyond the M25 would vegetated backdrop to views. Overall, the Project would be perceptible in views. <u>Design year (winter)</u> The visual effect in winter would not be notably different from that in moving traffic along the M25 to Project road southbound slip road wo filtered by hedgerow planting. <u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would result in due to a reduction of light spill and skyglow. Night-time visual effects opening year and design year.		
N-40 View from interset of B186 Ockendor Road and B1421 Ockendon Road, of North Ockendo (LLCA Belhus Lowland Quarry Farmland). View centred south-wes users of local road	n east n st for d. <i>raph</i>	No change	No change	Neutral effect	Neutral effect	As a result of the intervening field-bounding vegetation and the dista viewpoint and the Project (approximately 0.85km), no element of the discernible from this location.		
available from this location (refer to Figure 7.18 (Application Document 6.2)).	3							

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
rbridge. Vehicle slip road are likely to uth-west where the M25 ing would be evident nd the M25 corridor y 10m above the level	
e glasshouses within dgerow planting along road, views of street kendon Road noving vehicles along Street lighting along getation, although this would restore the	
t in summer, although d would be slightly less	
ult in a positive impact ects would be similar in	
istance between the the Project would be	Highway Section 13

Visual re	eceptor	Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary		
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)			
N-41	View from adjacent to	Moderate	Moderate	Minor	Moderate	Slight	<u>Opening year (winter)</u>		
	residential properties, including Cranham Place on B1421, Ockendon Road (LLCA Belhus Lowland Quarry Farmland). View centred south for residential receptors.				adverse effect	adverse effect	There would be close- to mid-range views towards the Project to the arable fields reinstated to agriculture. Extensive vegetation loss alor be apparent, resulting in open views of replacement street lighting a gantry. The widened M25 and M25 to Project road southbound slip road we obscured in deep cutting to the west and south-west of this location M25 and slip road transition out of cutting further to the south, there visibility of the carriageways and vehicle movements due to vegetat Hall Farm (approximately 0.35km). In addition, new street lighting w along the M25 to Project road southbound slip road. Views beyond the would be screened by a landscape mound of up to approximately 10 of the existing M25 carriageway. In westerly views, the loss of vegetation along Ockendon Road wou increased visibility of the Ockendon Road overbridge. Overall, the Project would be noticeable in views. Design year (summer) Established mitigation planting adjacent to the glasshouses within H landscape mound beyond the M25 and south-east of Ockendon Road overbridge. Overall, and along Ockendon Lane, would restore a similar level of veg screening of the M25 corridor to that of existing views. This planting reduce the prominence of the gantry and street lighting along the ro However, filtered views would remain towards moving vehicles alon road southbound slip road to the south. Overall, the Project would be perceptible in views. Design year (winter) The visual effect in winter would not be notably different from that in moving traffic along the M25 to Project road southbound slip road to the south. Overall, the change in street lighting (LED luminaires) would result due to a reduction of light spill and skyglow. Night-time visual effect: opening year and design year.		
N-42	View from permissive path within Thames Chase Forest Centre (LLCA Thurrock Reclaimed Fen (sub area Thames Chase)). View centred south- east for recreational receptors.	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Opening year (winter) There would be close- to mid-range views south-east towards the P (approximately 0.1km). Extensive vegetation loss would be apparen side of the M25 across a broad extent of the view. This would open the widened road corridor and the embankment supporting the Low J29 link road, with associated vehicle movements and new street lig M25 carriageway and two further slip roads would be largely obscur embankment along the Lower Thames Crossing J29 link road.		

Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
Highway Section 13
Highway Section 13

Visual receptor		Sensitivity	Magnitude effect	e of visual	Significan	ce of effect	Commentary	Environmental Masterplan
			Opening Design year year (winter) (summe		Opening yearDesign year (summer and winter)			references: Figure 2.4 (Application Document 6.2)
	Photomontage available from this location (refer to Figure 7.19 (Application Document 6.2)).						The new Thames Chase WCH bridge would be prominent to the south-east, partially visible above the skyline, and there would be views towards a realigned WCH route linking the open space to the bridge. The diverted OHL to the south-east would appear similar to the existing OHL. Overall, the Project would be dominant in views. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as large rather than very large due to the Project being viewed in the context of highway infrastructure along the existing M25 corridor. <u>Design year (summer)</u> Following the establishment of mitigation planting within the Thames Chase Forest Centre open space near the Thames Chase WCH bridge, and along the new embankment of the Lower Thames Crossing J29 link road, views of the Project would be substantially reduced. However, the tops of lighting columns and vehicle movements would remain visible to the south-east along the embankment of the Lower Thames Crossing J29 link road. In addition, the Thames Chase WCH bridge would remain partially visible in the background. Overall, the Project would be noticeable in views. <u>Design year (winter)</u> In winter, the Thames Chase WCH bridge and vehicle movements on the Lower Thames Crossing J29 link road would be slightly more visible, filtered by established mitigation planting. <i>Justification for significance level where two significance categories are given in LA 104</i> The significance of effect has been assessed as moderate rather than large due to the Project being viewed in the context of highway infrastructure along the existing M25 corridor. <u>Night-time environment</u> At night, there would be a perceivable change in views due to the introduction of new lighting along the M25. Vehicle lights would also be apparent along the Lower Thames Crossing J29 link road. However, the new LED luminaires would limit light spill and skyglow to a level required for safe operation of the new road layout. In addition, lighting woul	
N-43	View from Cranham Brickfields public open space and footpath 193 on the eastern edge of Upminster (LLCA Thurrock Reclaimed Fen (sub area Thames Chase)). View centred east for recreational receptors.		No change	No change	Neutral effect	Neutral effect	Due to the intervening vegetation, and the distance between the viewpoint and the Project (approximately 0.7km), the changes introduced by the Project would not be discernible when considered in conjunction with elements along the existing M25 corridor, which are partially visible from this location.	Highway Section 14

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary	Environmental Masterplan
		Opening Design year year (winter) (summer)		year	Opening year (winter)Design year (summer and winter)			references: Figure 2.4 (Application Document 6.2)
N-44	View from PRoW	Moderate	Negligible	Minor	Slight adverse	Slight adverse	Opening year (winter)	Highway Section 14
(Brentwood) (I Brentwood Wo Hills). View ce south-east for	Thames Chase (Brentwood) (LLCA Brentwood Wooded Hills). View centred south-east for recreational receptors.				effect	effect	There would be mid-range views across the newly planted ancient woodland compensation area in the foreground towards replacement street lighting, new gantries and vehicle movements along the M25 corridor. Views would be slightly more open due to vegetation loss along the carriageway edge, although the intervening landform would continue to screen close-range views of the motorway. New and replacement highway infrastructure along the M25 is unlikely to appear notably different to the existing view. The attenuation basin would be just apparent in long-range views, seen in front of Codham Hall Wood (approximately 1km).	
							Overall, the Project would be barely noticeable in views.	
							Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as slight rather than neutral due to the	
							Project being perceivable in part of the view. Design year (summer)	
								Following establishment of woodland in the ancient woodland compensation area, views south towards the M25 corridor would be screened, although existing views across the surrounding landscape would also be foreshortened. A vista would be incorporated within the planting to maintain a partial view across the attractive landscape, in the direction of Langdon Hills Country Park to the south-east. The vista would exclude existing detracting features such as pylons, where practicable. In addition, planting would be set back from the PRoW edge to maintain a sense of openness.
							Overall, the proposed woodland planting would result in a perceptible adverse change in views. The foreshortening of views due to woodland planting would be reduced through the provision of a vista.	
							Design year (winter)	
							The visual effects in winter would not be notably different from that in summer, due to the substantial nature of proposed woodland planting.	
							<u>Night-time environment</u> At night, the change in street lighting (LED luminaires) would result in a positive impact due to a reduction of light spill and skyglow. Vegetation loss would not notably open up views towards existing lighting. By design year, established mitigation planting would largely screen lighting, resulting in an improvement in night-time views.	
N-45	View from Bird Lane to the west of Little Warley (LLCA Brentwood Wooded Hills). View centred south-west for users of the local road.	Moderate	No change	No change	Neutral effect	Neutral effect	Due to intervening vegetation, and the distance between the viewpoint and the Project (approximately 1.6km), no element of the Project would be discernible from this location.	Highway Section 14
N-46	View from southern edge of Thorndon Country Park (LLCA Brentwood Wooded Hills) and PRoW	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	This view represents a worst-case scenario on the southern edge of the elevated Thorndon Country Park, which is typically contained by dense boundary vegetation. The Project would be located within the flat, typically arable landscape in the distance (approximately 5.3km), in this very long-range and wide-angled southerly view, with visibility of the modified M25 at a distance of approximately 3.5km to the west.	Highway Sections 12 to 14

Visual receptor		Sensitivity	Sensitivity Magnitude of visual effect		Significance of effect		Commentary	Environmental Masterplan	
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)		references: Figure 2.4 (Application Document 6.2)	
	272_130. View looking south-west for recreational receptors.						Opening year (winter)Vehicle movements along the Project route, most notably through Orsett Fen on the Orsett Fen and Mardyke Viaducts and along the elevated embankment approaches, would be just apparent in views (approximately 5.6km to 6.6km). Given the distance of the Project and wide-angled nature of the view, these elements would only appear as minor additions and would not change the overall composition of the existing view. Overall, the Project would be barely noticeable in views. Design year (summer and winter) The visual effects in winter would not be notably different from that in summer, given the distance from the Project and the relatively limited nature of proposed mitigation planting along the Project route crossing Orsett Fen (intentionally limited to integrate with the existing landscape character).Night-time environment There is unlikely to be a perceivable change in night-time views at this distance. At night, vehicle lights and lighting associated with gantries would introduce additional lighting into the dark Orsett Fen landscape, that has few light sources. However, this would be perceived in the context of existing light sources visible in the broader view.		
N-47	View from South Hill, within the Langdon Hills Country Park (LLCA Langdon Hills and Farmland). View looking south-west for recreational receptors.	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Would be perceived in the context of existing light sources visible in the broader view.This view represents a worst-case scenario on the south-western edge of the elevatedLangdon Hills Country Park, with a gap in dense roadside mature vegetation allowingviews over the surrounding landscape. The Project would be just apparent in thedistance (approximately 6.5km to 9.5km), in this very long-range and extensive south-western view.Opening year (winter)Vehicle movements along the Project route, most notably through Orsett Fen on theOrsett Fen and Mardyke Viaducts and along the elevated embankment approaches,could be just apparent, viewed in front of the elevated landform at the landfill siteimmediately to the south-west of the Project route. Given the distance of the Projectand the wide-angled nature of the view, these elements would only appear as minoradditions and would not change the overall composition of the existing view.Overall, the Project would be barely noticeable in views.Design year (summer and winter)The visual effects in winter would not be notably different from that in summer, giventhe distance from the Project route crossing Orsett Fen (intentionally limited to integratewith the existing landscape character).Night-time environmentThe roject route crossing Orsett Fen (intentionally limited to integratewith the existing landscape character).Design year (Highway Sections 12 to 14	
N-Dep- RV-10	View from footpath PRoW 272_110 west of Great Warley Street (LLCA Brentwood Wooded Hills). View centred west-south-	Moderate	Negligible	Moderate	Neutral effect	Moderate beneficial effect	Opening year (winter) Changes along the M25 corridor would not be perceptible. Establishing small trees and shrubs would not appear out of character in the adjacent arable fields. The potential use of protective guards to establish woodland planting would result in a barely noticeable adverse change in views. <i>Justification for significance level where two significance categories are given in LA 104</i>	Highway Section 14	

Visual receptor		Sensitivity	Magnitude effect	of visual	Significan	ce of effect	Commentary
			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer and winter)	
N-Dep- RV-11	west for recreational receptors.	Moderate	Negligible	Minor	Neutral effect	Slight adverse effect	The significance of effect has been assessed as neutral rather than establishing small trees and shrubs would not be notably intrusive in Design year (summer) Established trees and shrubs within the nitrogen deposition compen enhance the appearance of the existing arable fields, as well as soft towards the M25 and industrial units at Codham Hall Farm. A vista a glades would be maintained in views south-east and south-west to r foreshortening effect introduced by the planting. Where practicable, exclude existing detracting features such as telegraph poles, the M2 units at Codham Hall Farm. In addition, planting would be set back fi the footpath to maintain variety and views south-west. Overall, compensation planting would result in a noticeable benefit to footpath. Design year (winter) The visual effect in winter would not be notably different from that in proximity and depth of compensation planting. Night-time environment At night, the change in street lighting (LED luminaires) along the M2 result in a positive impact due to a reduction of light spill and skyglov established compensation planting would largely screen lighting, resumovement in night-time views. Dening year (winter) Changes along the M25 corridor would not be perceptible. Establish shrubs would not appear out of character in the adjacent arable field use of protective guards to establish woodland planting would result noticeable adverse change in views. Justification for significance level where two significance categories. The significance of effect has been assessed as neutral rather than establishing small trees and shrubs would not be notably intrusive in Design year (summer) Established trees and shrubs within the nitrogen deposition compen enhance the appearance of the existing arable fields, as well as soft towards lighting columns and the tops of vehicles and gantries along would be incorporated in a north-west direction to maintain attractive patchwork of arable fields and woodland on rising ground. The vista existing detracting feature

	Environmental Masterplan references: Figure 2.4 (Application Document 6.2)
n slight, as the in views.	
ensation site would oftening some views a and/or grassland o reduce the e, the vista would /25 and the industrial & from the edges of	
t to views from the	
in summer, given the	
125 corridor would low. By design year, esulting in an	
shing small trees and elds. The potential ult in a barely	Highway Section 14
es are given in LA 104 n slight, as the in views.	
ensation site would oftening views ng the M25. A vista ve views towards a ta would exclude cable.	
se change in views ng would be reduced	
in summer, given the	
t in a positive impact lished compensation in night-time views.	

Visual receptor		Sensitivity Magnitud effect		Magnitude of visual Significance of effe		ce of effect	Commentary	Environmental Masterplan
		Opening Design year year (winter) (summer)		Opening year (summer (winter) and winter)			references: Figure 2.4 (Application Document 6.2)	
N-Dep- RV-12	View from footpath FP42 (LLCA Linford/Buckingham Hill Urban Fringe). View centred east- north-east for recreational receptors.	Moderate	No change	Negligible	Neutral effect	Slight beneficial effect	Opening year (winter)Isolated groups of establishing small trees and shrubs on the plateau of the raisedlandfill area would not be visible at this distance, including any protective guards thatcould potentially be used to establish planting.Design year (summer)Isolated groups of established trees and shrubs within the nitrogen depositioncompensation site on the plateau of the raised landfill area would add interest to theskyline. Overall, compensation planting would result in a barely noticeable benefit toviews from the footpath.Design year (winter)The visual effect in winter would not be notably different from that in summer, as theisolated groups of trees and shrubs would be visible above the skyline in winter.Justification for significance level where two significance categories are given in LA 104The significance of effect has been assessed as slight rather than neutral due to thebenefit provided by compensation planting compared to the existing skyline along theraised landfill area.Night-time environmentThere would be no change in the night-time environment.	Highway Section 10
N-Dep- RV-13	View from informal footpath within open space associated with the Maple Park housing development in Stanford-le-Hope. Also represents views from footpath FP41 (LLCA Linford/Buckingham Hill Urban Fringe). View centred west- south-west for recreational receptors.	Moderate	No change	Negligible	Neutral effect	Neutral effect	Opening year (winter)Isolated groups of establishing small trees and shrubs would not be visible at this distance, including any protective guards that could potentially be used to establish planting.Design year (summer)Groups of established trees and shrubs within the nitrogen deposition compensation site would strengthen the tree and scrub backdrop to the open space and further soften views towards existing OHL. Overall, compensation planting would result in a barely noticeable beneficial change in views.Design year (winter)Existing vegetation in the foreground would allow more open views in the direction of the raised landfill area and associated planting blocks in winter.Justification for significance level where two significance categories are given in LA 104 The significance of effect has been assessed as neutral rather than slight, as the established compensation planting would not notably alter the overall composition of the view, particularly as the raised landfill area would be viewed through existing vegetation in the foreground.Night-time environment There would be no change in the night-time environment.	Highway Section 10

Table 3.4 Schedule of visual effects for visual receptors north of the River Thames during operation

Visual receptor reference	Address (residential property)/PRoW/road/type of recentor	Sensitivity	Magnitude of v	visual effect	Significance of effect	Environmental Masterplan	
	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
Residential prope	erties 'R'						
N-02	Sandhurst Road	High	See N-02	See N-02	See N-02	See N-02	See N-02
VR-S09-R-001	Residential properties along the east side of Princess Margaret Road, south-east of East Tilbury	High	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-002	Residential properties along the west side of Princess Margaret Road, south-east of East Tilbury	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S09-R-003	Residential properties near the junction of Station Road and Princess Margaret Road, including Barvills Farm, south-east of East Tilbury	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-004	Orchard House and residential property at Orchard Stables, Love Lane, south of East Tilbury	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 9
VR-S09-R-005	Goshems Farm, Pleasant View and Willows, Station Road, south of East Tilbury	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 9
VR-S09-R-006	Buckland and Bowaters Farm, off Station Road, south-west of East Tilbury	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S09-R-007	1 and 2 Gravelpit Farm, Station Road, south- west of East Tilbury	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 9
VR-S09-R-008	Buxton, Princess Margaret Road, south-east of East Tilbury	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S09-R-009	Gun Hill Farm, Gun Hill, south-east of Chadwell St Mary	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-010	Biggin Farm, off Biggin Lane, south-east of Chadwell St Mary	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-011	Residential properties along the south of Rectory Road, west of Church Road, West Tilbury	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-012	Residential properties along Church Road and within the former St James's Church, West Tilbury	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S09-R-013	Properties opposite the end of Low Street Lane including Walnut Tree Farm	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 9
N-08	Residential properties at the southern end of Low Street Lane, south-east of West Tilbury	Moderate	See N-08	See N-08	See N-08	See N-08	See N-08
/R-S09-R-014	Residential properties along Dock Road and Hume Avenue, southern edge of Tilbury	High	No change	No change	Neutral effect	Neutral effect	Highway Section 9

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing wi	ith Representative Vie	ewpoint and Pho	tomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of v	isual effect	Significance of effect	Environmental Masterplan	
reference			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
/R-S09-R-015	Residential properties along Feenan Highway, north-eastern edge of Tilbury	High	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S10-R-001	Residential properties along Bata Avenue, Shearwater Avenue, Pipit Close, Pintail Close, Lapwing Close, Turnstone Close, Sanderling Close and Sandpiper Close, western edge of East Tilbury	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 9 and 10
N-12	Residential properties along Beechcroft Avenue, western edge of East Tilbury	High	See N-12	See N-12	See N-12	See N-12	See N-12
/R-S10-R-002	Residential properties along Muckingford Road in East Tilbury	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
/R-S10-R-003	Residential properties along Muckingford Road including Ash Lea Farm, west of East Tilbury	Moderate	Major	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
/R-S10-R-004	Residential properties along east side of Blue Anchor Lane including Holford House, Holford Farm Cottage and Blue Anchor Cottage	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
/R-S10-R-005	Residential properties along west side of Blue Anchor Lane including Marshalls Cottage and Holford Cottages	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10
/R-S10-R-006	Residential properties at the junction of Muckingford Road and Blue Anchor Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 9 and 10
/R-S10-R-007	Residential properties at the southern end of Hoford Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 10
/R-S10-R-008	Mill Cottage and Mill House, Muckingford Road	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
/R-S10-R-009	Juorei, Muckingford Road	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
/R-S10-R-010	Becksland, Muckingford Road	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
/R-S10-R-011	Residential properties along the northern side of Lower Crescent, western edge of Linford	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 10
/R-S10-R-012	Residential properties along the southern side of Lower Crescent, southern edge of Linford	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 10
/R-S10-R-013	Residential properties along the southern end of Somerset Road, western edge of Linford	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 10
VR-S10-R-014	Residential properties along Northumberland Road, East Tilbury Road, Essex Gardens, Dorset Gardens and the northern end of Somerset Road, northern edge of Linford	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing w	ith Representative Vie	ewpoint and Pho	otomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect	Environmental Masterplan	
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S10-R-015	Cranes House, Gun Hill, south-east of Chadwell St Mary	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Sections 9 and 10
VR-S10-R-016	The White House, Manor Farm and nearby residential properties along Blue Anchor Lane, eastern edge of West Tilbury	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
VR-S10-R-017	Residential properties along the northern side of Rectory Road, northern edge of West Tilbury	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-R-018	High House, High House Lane	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-R-019	Turnpike Cottages, Turnpike House, Turnpike Lane	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S10-R-020	Residential properties along Atherton Gardens and the east side of Cole Avenue and The Cherubs along Linford Road, eastern edge of Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S10-R-021	Residential properties along the west side of Cole Avenue and east side of St Francis Way, eastern margin of Chadwell St Mary	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-R-022	Residential properties along the northern end of Cole Avenue and St Francis Way, north- eastern edge of Chadwell St Mary	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-R-023	Residential properties along Ingleby Road	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-R-024	Residential properties along Halton Road, north-eastern edge of Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S10-R-025	Residential properties along south side of Wickham Road and southern end of Courtney Road, north-eastern edge of Chadwell St Mary	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 10
VR-S10-R-026	Residential properties along Haywood Place and Courtney Road, north-eastern edge of Chadwell St Mary	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
VR-S10-R-027	High rise flats on Godman Road, northern edge of Chadwell St Mary	High	Major	Major	Large adverse effect	Large adverse effect	Highway Sections 10 and 11
VR-S10-R-028	Residential properties along Alexandra Close, north-eastern edge of Chadwell St Mary	High	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 10
VR-S10-R-029	Brook Farm Cottages, High House Lane	Moderate	Major	Major	Large adverse effect	Moderate adverse effect	Highway Section 10
VR-S10-R-030	Residential properties along the north side of Godman Road, northern edge of Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Sections 10 and 11

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing w	ith Representative Vie	ewpoint and Pho	otomontage Locations (Applic	ation Document 6.2)		
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan	
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)	
VR-S10-R-031	131 to 157 Godman Road, northern edge of Chadwell St Mary	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 10 and 11	
VR-S10-R-032	95 to 129 Godman Road, northern edge of Chadwell St Mary	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 10 and 11	
VR-S10-R-033	Residential properties along Turnstone Close, Sanderling Close, Stenning Avenue and Sandpiper Close, western edge of East Tilbury	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10	
VR-S10-R-034	Residential properties along Godman Road, Northwood, Alexandra Close, Sleepers Farm Road, Wickham Road, Courtney Road and Semper Road, within Chadwell St Mary	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Sections 10 and 11	
VR-S10-R-035	64 to 104 Godman Road, 12 to 64 Morant Road and 2, 2A and 4 Nevell Road, within Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10	
VR-S10-R-036	13 to 21 Morant Road, St Joseph's Court, Heathlyn Close, 1 and 3 Nevell Road, 40 to 62 Godman Road and Kendale, within Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10	
VR-S10-R-037	Residential properties along Rigby Gardens, Felicia Way, Brentwood Road, Marisco Close, St Stephens Crescent, Chadwell Hill and Furness Close, within Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 10	
VR-S11-R-001	Orsett House, High Road, north-west of Orsett	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11	
VR-S11-R-002	Residential properties along Shelford Close, Cassell Close and Daltons Shaw, western edge of Orsett	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 11	
VR-S11-R-003	Baker Street Windmill, western edge of Baker Street	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11	
VR-S11-R-004	Residential properties at Rectory Fields	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11	
VR-S11-R-005	Residential properties along School Lane, southern edge of Orsett	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11	
VR-S11-R-006	Old Rectory, Fen Lane, north of Baker Street	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 11	
VR-S11-R-007	Residential properties along Godman Road, northern side of Cedar Road and eastern side of Barry Close, northern edge of Chadwell St Mary	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 10 and 11	
N-19	Residential properties along the north side of Greyhound Lane, northern edge of Chadwell St Mary	High	See N-19	See N-19	See N-19	See N-19	See N-19	

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing w	ith Representative Vi	ewpoint and Ph	otomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	visual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S11-R-008	Residential properties along the south side of Greyhound Lane, northern edge of Chadwell St Mary	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-009	Residential properties along the eastern end and southern side of Harding Road and 43 to 45 Heath Road, northern edge of Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-010	Residential properties along the western end of Harding Road (northern side), northern edge of Chadwell St Mary	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-011	130 to 168 Heath Road and residential properties along Foxes Green, the southern end of Squirrel's Chase and Hornsby Lane, Orsett Heath	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-012	Rose Cottage, Hornsby Lane	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-013	Residential properties along Gowers Lane, along the northern end of Squirrel's Chase and at the junction of Gowers Lane and Hornsby Lane, Orsett Heath	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-014	170 to 174 Heath Road, Orsett Heath	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-015	202 to 224 Heath Road, north of Orsett Heath	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-016	242, 246 and 246a Heath Road, north of Orsett Heath	Moderate	Major	Minor	Large adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-017	1 to 4 Badgers Mount, Orsett Heath	High	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-R-018	Residential properties along 5, 6, 8 and 9 Badgers Mount and adjoining 167, 175 and 179 Heath Road, Orsett Heath	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-019	Heath Place, Hornsby Lane	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 10 and 11
VR-S11-R-020	The Whitecroft (also White Crofts on OS mapping), Stanford Road	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-021	Bloomfields Farm, Blackshots Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-022	Grey Goose Farm, Grey Goose Farm Cottage and Little Wellhouse Farm, Blackshots Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
N-23	Residential properties along Kerry Road and Milford Road (including high rise flats), eastern edge of Grays	High	See N-23	See N-23	See N-23	See N-23	See N-23
VR-S11-R-023	Residential properties along Kerry Road, Long Lane, Foxhills Road, Rushley Close, Brookman's Avenue, south side of Fairfield	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11

Visual receptor	Address (residential	Sensitivity	Magnitude of v	visual effect	Significance of effect	Environmental Masterplan	
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
	Avenue and Ashley Gardens, eastern edge of Grays						
VR-S11-R-024	Residential properties along Milford Road, eastern edge of Grays	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-025	Residential properties along Stifford Clays Road (south of the A13), northern edge of Grays	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-026	24 to 44 Stanford Road and residential properties along Masefield Road and Buxton Road, eastern edge of Grays	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-027	66 to 84 Heath Road and residential properties along southern side of Cedar Road and western side of Barry Close, northern edge of Chadwell St Mary	High	No change	No change	Neutral effect	Neutral effect	Highway Sections 10 and 11
VR-S11-R-028	Residential properties along north side of Fairfield Avenue, north-eastern edge of Grays	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-029	Residential properties along Blackshots Lane, north-eastern edge of Grays	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-030	Residential properties along the south of Stifford Clays Road and western side of Baker Street	High	Moderate	Minor	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-031	Residential properties along the eastern side of Baker Street	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
N-24	Southern end of Baker Street	High	See N-24	See N-24	See N-24	See N-24	See N-24
VR-S11-R-032	Residential properties along the north of Stifford Clays Road and west of Fen Lane, northern edge of Baker Street	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-033	110 to 158 High Road (north side), northern edge of Baker Street	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-034	91 to 163 High Road (south side), northern edge of Baker Street	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-035	Hollycrest House and Mill House, Mill Lane, western edge of Orsett	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-R-036	Hill House, High Road, west of Orsett	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-R-037	Residential properties along High Road, Pound Lane and Malting Lane, north-western edge of Orsett	High	No change	No change	Neutral effect	Neutral effect	Highway Section 11

Visual receptor	sual receptors are shown on Figure 7.16: Visual I Address (residential	Sensitivity	Magnitude of v	•	Significance of effect	,	Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S11-R-038	Residential properties along Brentwood Road, Orsett, including Loft Hall Farm and Loft Hall Cottage	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-R-039	Springfield Farm, Stifford Clays Road, west of Baker Street	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-040	Cherry Orchard Farm, northern edge of Orsett	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Sections 11 and 12
/R-S11-R-041	Barrington's Farm and adjacent residential properties, south-east of Orsett	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
/R-S11-R-042	1 and 2 Potash Cottages	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-R-043	Five Chimney Cottages, A1013 Stanford Road	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S12-R-001	Home Farm Cottage on Ockendon Road and Redcrofts North Road, south-east of North Ockendon	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Sections 12 and 13
/R-S12-R-002	Residential properties along the northern side of Cheelson Road, northern edge of South Ockendon	High	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 12 and 13
VR-S12-R-003	Residential properties along the southern side of Cheelson Road, northern edge of South Ockendon	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 12 and 13
VR-S12-R-004	Home Farm, Corner Farm and Bolyngtons off Fen Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 12
/R-S12-R-005	Fen Farm and Fen Farm Cottages, Fen Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 12
/R-S12-R-006	Residential properties along Dunning's Lane	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 12
/R-S12-R-007	Castle Cottage, Judds Farm and Judds House, Harrow Road	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 12
/R-S12-R-008	The Downes, Elms Lane	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 12
VR-S12-R-009	Residential properties along Rosewood Close, Magnolia Close, Medlar Drive, Juniper Drive and Birch Crescent, eastern edge of South Ockendon	High	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 12
/R-S12-R-010	Hobletts	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 12
/R-S12-R-011	Parkers Farm and Parkers Farm Cottages along Parkers Farm Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 12
/R-S12-R-012	Fen Cottage, Fen Lane	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 12
/R-S12-R-013	Residential properties along the east side of North Road, northern edge of South Ockendon	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 12

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing w	ith Representative Vie	ewpoint and Pho	otomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S12-R-014	The Evergreens and nearby properties along North Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 12
VR-S12-R-015	South Ockendon Hall, Hall Lane	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 12
VR-S12-R-016	Residential properties along the northern side of West Rd, northern edge of South Ockendon	High	No change	No change	Neutral effect	Neutral effect	Highway Sections 12 and 13
VR-S13-R-001	Sab-Anthony and Clay Lodge along Clay Tye Road	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 13 and 14
VR-S13-R-002	Eastview, Brookside and Southside along Clay Tye Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Sections 13 and 14
VR-S13-R-003	Residential properties along Clay Tye Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Sections 13 and 14
VR-S13-R-004	Lowlands and Upminster Nursing Home, Clay Tye Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 13
VR-S13-R-005	White Post Farm and 1 to 8 Ockendon Road	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 13
VR-S13-R-006	Residential properties near the junction of Fen Lane and Ockendon Road	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 13
VR-S13-R-007	1 to 4 Dennises Cottages and Medina along Dennises Lane	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13
VR-S13-R-008	Manor Farm, Ockendon Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
N-41	Residential properties along Ockendon Road, including Grafton and The Old Coach House	Moderate	See N-41	See N-41	See N-41	See N-41	See N-41
VR-S13-R-009	Residential properties at the northern end of Church Lane, North Ockendon	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-R-010	Residential properties along southern end of Church Lane in North Ockendon	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 13
VR-S13-R-011	Kemps Farm, Kemps Farm Mews, Kemps Cottages and Field House, Dennis Road	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 13
VR-S13-R-012	Railway Sidings, Ockendon Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight beneficial effect	Highway Section 13
VR-S14-R-001	Residential properties along Beredens Lane	Moderate	Negligible	Minor	Slight adverse effect	Slight adverse effect	Highway Section 14
VR-S14-R-002	Residential properties along Folkes Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-003	Residential properties at Laburnham Stables, off Laburnham Gardens	High	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 14
VR-S14-R-004	56 to 74 Laburnham Gardens (south side) and residential properties on Laburnham Close	High	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-005	Frank's Farm off St Marys Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 14
VR-S14-R-006	Youngs Farm, Cranham Court Nursing Home, residential property at Westbury Farm	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14

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Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
	and residential property at entrance to Westbury Farm, St Marys Lane						
VR-S14-R-007	Franks Cottages, St Marys Lane	Moderate	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 14
VR-S14-R-008	1 to 10 St Marys Lane, Clovelly, Lamorna, Monks Farm Cottages, Fallowfield Farm, Bodiam Farm and adjacent residential properties along St Marys Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-009	Residential property near Puddledock Farm Fishery, St Marys Lane	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-010	Gladstone Cottages, Warley Street	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-011	Residential properties at the junction of Warley Street and Church Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-012	Residential properties (Netherstone and Hulmers) along Warley Street, north of A127	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-013	Tabrums Farm, Little Tabrums and adjacent residential properties, Folkes Lane	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
VR-S14-R-014	Small Acres Farm, Folkes Lane	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-015	Hole Farm	Moderate	No change	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-R-016	Tyas Stud Farm (including static caravans) and Latchford Farm, St. Marys Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight beneficial effect	Highway Section 14
VR-S14-R-017	Residential property at Wyngray Farm and static caravans at Fairoak, St Marys Lane, Upminster	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
Recreational (rou	ite) 'RL'						
VR-S09-RL-001	Bridleway 187 (Two Forts Way Coastal Path/NCN Route 13)	High	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S09-RL-002	Footpath 146 (Two Forts Way Coastal Path/NCN Route 13)	High	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S09-RL-003	Footpath 146 (Two Forts Way Coastal Path/NCN Route 13)	High	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S09-RL-004	Footpath 200	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S09-RL-005	Footpath 200	Moderate	Major	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 9
VR-S09-RL-006	Footpath 200	Moderate	Major	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 9
VR-S09-RL-007	Footpath 68	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S09-RL-008	Footpath 51 and footpath 147	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-RL-009	Low Street Lane Route	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
VR-S10-RL-001	Coal Road/Bridleway 58	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10

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The locations of vi	sual receptors are shown on Figure 7.16: Visua	al Effects Drawing w	ith Representative Vi	ewpoint and Pho	otomontage Locations (Applica	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	visual effect	Significance of effect	Environmental Masterplan	
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S10-RL-002	Footpath 61 and footpath 60	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
VR-S10-RL-003	Footpath 72	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Sections 9 and 10
VR-S10-RL-004	Footpath 69, footpath 70 and footpath 71	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 10
VR-S10-RL-005	Footpath 74	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 10
VR-S10-RL-006	Footpath 75	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 10
VR-S10-RL-007	Footpath 65	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 10
VR-S10-RL-008	Footpath 106 and footpath 105	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 10 and 11
VR-S10-RL-009	Footpath 95	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Sections 10 and 11
VR-S10-RL-010	Footpath 79	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 10 and 11
VR-S10-RL-011	Footpath 95 and footpath 107	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Sections 10 and 11
VR-S10-RL-012	Footpath 103	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S10-RL-013	Footpath 104	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S10-RL-014	Hoford Road route (near Tarmac Linford Blocks Plant)	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 10
VR-S11-RL-001	Footpath 108	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
VR-S11-RL-002	Footpath 109 and footpath 114	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
VR-S11-RL-003	Footpath 82, footpath 93 and footpath 94	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-RL-004	Footpath 97	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S12-RL-001	Footpath 134	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 12
VR-S12-RL-002	Footpath 136	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 12
VR-S12-RL-003	Footpath 15	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 12
VR-S12-RL-004	Footpath 136	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 12
VR-S12-RL-005	Footpath 135	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 12
VR-S12-RL-006	Footpath 233	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 12
VR-S12-RL-007	Bridleway 178 and footpath 101	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 12
VR-S12-RL-008	Footpath 100	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 12
VR-S12-RL-009	Footpath 90	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 12
VR-S12-RL-010	Footpath 135	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 12
VR-S12-RL-011	Bridleway 219 (Mardyke Way)	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 12
VR-S12-RL-012	Footpath 160 and footpath 4	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 12
VR-S13-RL-001	Footpath 232	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13
VR-S13-RL-002	Bridleway 272	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13

Visual receptor	Address (residential property)/PRoW/road/type of receptor	Sensitivity	Magnitude of v	isual effect	Significance of effect	Environmental Masterplan	
reference			Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S13-RL-003	Footpath 231	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-RL-004	Footpath 139 and footpath 153	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-RL-005	Footpath 230 (within Thames Chase Forest Centre)	High	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 13
VR-S13-RL-006	Footpath 229	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
/R-S13-RL-007	Footpath 210	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13
/R-S13-RL-008	Footpath 1	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13
/R-S14-RL-001	Bridleway 119	Moderate	Minor	No change	Slight adverse effect	Neutral effect	Highway Section 14
/R-S14-RL-002	Footpath PRoW 272_179	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
/R-S14-RL-003	Bridleway PRoW 272_183 (south of the A127)	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
/R-S14-RL-004	Bridleway PRoW 272_183 (north of the A127)	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
/R-S14-RL-005	Footpath 176	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 14
/R-S14-RL-006	Footpath PRoW 272_180 and footpath 177	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
/R-S14-RL-007	Footpath PRoW 272_178 and footpath 179	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 14
Recreational (are	a) 'RA'	1		1	1		
/R-S10-RA-001	Green space, Stenning Avenue, East Tilbury	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
/R-S10-RA-002	Green space (also known as Wickham Park), St Francis Way, Chadwell St Mary	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 10
/R-S10-RA-003	Orsett Golf Club, Brentwood Road, Orsett	Moderate	Moderate	Minor	Moderate adverse effect	Slight beneficial effect	Highway Section 10
/R-S11-RA-001	Orsett and Thurrock Cricket Club, School Lane, Orsett	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
/R-S11-RA-002	Green space, Heath Road, Grays	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
/R-S11-RA-003	Orsett Bowls Club, School Lane, Orsett	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
/R-S11-RA-004	Thurrock Rugby Club, Long Lane, Grays	Low	Moderate	Minor	Slight adverse effect	Neutral effect	Highway Section 11
/R-S12-RA-001	Top Meadow Golf Club, North Ockendon, Upminster	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 12 and 13
/R-S13-RA-001	Cranham Golf Club, St Marys Lane, Upminster	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 13 and 14
Fransport (route)	·T'			1			1
/R-S09-T-001	Tilbury Loop railway line, c2c	Low	Minor	Minor	Slight adverse effect	Neutral effect	Highway Sections 9 and 10
/R-S09-T-002	Fort Road near edge of Tilbury	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
/R-S09-T-003	Fort Road north of Tilbury and Coopers Shaw Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing wi	th Representative Vie	ewpoint and Pho	otomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	visual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S09-T-004	Church Road	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S09-T-005	Station Road, between Low Street Lane and Readmans Industrial Estate	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 9 and 10
VR-S09-T-006	Station Road, Readmans Industrial Estate to Goshems Farm	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S09-T-007	Station Road, east of Goshems Farm	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-008	Love Lane	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-009	Princess Margaret Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-010	New road to Tilbury2	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-011	Gun Hill, West Tilbury	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-012	Fort Road, west and north of Tilbury Fort	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-013	A1089 , Dock Approach Road	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-T-014	Rectory Road, West Tilbury	Moderate	Negligible	Negligible	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S10-T-001	Blue Anchor Lane	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Sections 9 and 10
VR-S10-T-002	Muckingford Road and Linford Road	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 9 and 10
VR-S10-T-003	East Tilbury Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S10-T-004	Hoford Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S10-T-005	Turnpike Lane	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Sections 9 and 10
VR-S10-T-006	High House Lane (southern end)	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 10
VR-S10-T-007	High House Lane (northern end)	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 10
VR-S10-T-008	Brentwood Road, north of Chadwell St Mary	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 10 and 11
VR-S10-T-009	Buckingham Hill Road and Walton's Hall Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S10-T-010	A128, Brentwood Road (north of the A13)	Low	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S10-T-011	Brentwood Road within Chadwell St Mary	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S10-T-012	Chadwell Hill	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S11-T-001	Fen Lane	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 11 and 12
VR-S11-T-002	B188 High Road/Stifford Clays Road, between Baker Street and Orsett	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-T-003	School Lane	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-T-004	Mill Lane	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-T-005	Stifford Clays Road (west)	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Sections 11 and 12
VR-S11-T-006	Green Lane	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Sections 11 and 12

The locations of visual receptors are shown on Figure 7.16: Visual Effects Drawing with Rep	resentative Viewpoint and Photomentage Locations (Application Decument 6.2)
The locations of visual receptors are shown on Figure 7.10. Visual Effects Drawing with Repl	resentative viewpoint and Photomontage Locations (Application Document 0.2)

The locations of vi	sual receptors are shown on Figure 7.16: Visual	Effects Drawing with	h Representative Vie	ewpoint and Pho	otomontage Locations (Applications)	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect	Environmental Masterplan	
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S11-T-007	A1089, Dock Approach Road (near the A13 junction)	Low	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-T-008	Hornsby Lane, east of Orsett Heath	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Sections 10 and 11
VR-S11-T-009	Baker Street	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-T-010	Rectory Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-T-011	Blackshots Lane	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-T-012	Long Lane	Moderate	Major	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-T-013	Heath Road	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-T-014	Stanford Road	Low	Moderate	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-T-015	A13 (east of Orsett Cock roundabout)	Negligible	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-T-016	A13 (west of A1089 Dock Approach Road junction)	Negligible	Moderate	Minor	Slight adverse effect	Neutral effect	Highway Section 11
VR-S12-T-001	Upminster to Grays railway line, c2c	Low	Minor	Minor	Slight adverse effect	Neutral effect	Highway Sections 12 and 13
VR-S12-T-002	Parkers Farm Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 12
VR-S12-T-003	Conway's Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 12
VR-S12-T-004	Dunning's Lane and Harrow Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 1217
VR-S12-T-005	Fen Lane, near Top Meadow Golf Club	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 12
VR-S13-T-001	Pea Lane	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-T-002	Dennises Lane	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 13
VR-S13-T-003	Clay Tye Road	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Sections 13 and 14
VR-S13-T-004	Church Lane	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-T-005	B1421, Ockendon Road	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 13
VR-S13-T-006	B1421, Ockendon Road (west of M25)	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S13-T-007	Pike Lane	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 13
VR-S13-T-008	Dennis Road	Moderate	Negligible	Negligible	Slight adverse effect	Neutral effect	Highway Section 13
VR-S14-T-001	Upminster to Basildon railway line, c2c	Low	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 14
VR-S14-T-002	Folkes Lane	Moderate	Minor	Minor	Slight adverse effect	Slight beneficial effect	Highway Section 14
VR-S14-T-003	B186, Warley Street	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-T-004	B187, St Marys Lane	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
VR-S14-T-005	Warley Road	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-T-006	Beredens Lane	Moderate	Negligible	Minor	Slight adverse effect	Slight adverse effect	Highway Section 14
VR-S14-T-007	A127	Negligible	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 14
VR-S14-T-008	St Marys Lane	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 14

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The locations of vi	sual receptors are shown on Figure 7.16: Visual I	Effects Drawing wi	th Representative Vi	ewpoint and Pho	otomontage Locations (Application)	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
Other receptors '	O'						
VR-S09-O-001	Readmans Industrial Estate	Negligible	Major	Major	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S09-O-002	Thames Industrial Park	Low	Moderate	Minor	Slight adverse effect	Slight adverse effect	Highway Sections 9 and 10
VR-S09-O-003	Allotments, Station Road, East Tilbury	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-O-004	Tilbury Sewage Treatment Works, Tilbury	Negligible	No change	No change	Neutral effect	Neutral effect	Highway Section 9
VR-S09-O-005	Riverside Business Park, Fort Road, Tilbury	Low	Minor	Minor	Neutral effect	Neutral effect	Highway Section 9
VR-S09-O-006	Salvage yard, tyre shop and garage, Dock Road, Tilbury	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 9
VR-S09-O-007	Condovers Scout Activity Centre, Church Road, West Tilbury	Moderate	Minor	Minor	Slight adverse effect	Slight adverse effect	Highway Section 9
VR-S10-O-001	Allotments, Lower Crescent, Linford	Moderate	Negligible	No change	Slight adverse effect	Neutral effect	Highway Section 10
VR-S10-O-002	Tarmac Linford Blocks Plant, Linford	Negligible	Negligible	No change	Neutral effect	Neutral effect	Highway Section 10
VR-S11-O-001	Orsett Allotments, Rectory Road, Orsett	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S11-O-002	Orsett Village Hall, High Road, Orsett	Moderate	Negligible	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-O-003	Treetops School, Buxton Road, Grays	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-O-004	Allotments, Heath Road, Orsett Heath	Moderate	Moderate	Moderate	Moderate adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-O-005	Pyramid Resource Centre, Heath Road, Grays	Moderate	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 11
VR-S11-O-006	William Edwards School, Stifford Clays Road, Grays	Moderate	No change	No change	Neutral effect	Neutral effect	Highway Section 11
VR-S11-O-007	Bombers Café, Brentwood Road, north of A13	Low	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-O-008	Orsett Church of England Primary School, School Lane, Orsett	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-O-009	The Fox	Moderate	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Section 11
VR-S11-O-010	Willow Garden Day Nursery	Moderate	Major	Moderate	Large adverse effect	Moderate adverse effect	Highway Section 11
VR-S11-O-011	Orsett Heath Academy, Grays, adjacent to Thurrock Rugby Football Club	Moderate	Moderate	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 11
VR-S12-O-001	Benyon Primary School, West Road, South Ockendon	Moderate	Minor	Negligible	Slight adverse effect	Slight adverse effect	Highway Sections 12 and 13
VR-S12-O-002	Next Distribution Warehouse, West Rd, South Ockendon	Low	Negligible	No change	Neutral effect	Neutral effect	Highway Sections 12 and 13
VR-S13-O-001	Equipment rental agency, Ashley Farm, North Ockendon	Low	No change	No change	Neutral effect	Neutral effect	Highway Section 13
VR-S13-O-002	Nurture Landscapes, Church Lane, North Ockendon	Low	Moderate	Minor	Slight adverse effect	Slight adverse effect	Highway Section 13

The locations of vi	isual receptors are shown on Figure 7.16: Visual	Effects Drawing w	vith Representative Vie	ewpoint and Pho	otomontage Locations (Applic	ation Document 6.2)	
Visual receptor	Address (residential	Sensitivity	Magnitude of v	isual effect	Significance of effect		Environmental Masterplan
reference	property)/PRoW/road/type of receptor		Opening year (winter)	Design year (summer)	Opening year (winter)	Design year (summer)	references: Figure 2.4 (Application Document 6.2)
VR-S13-O-003	Industrial units at Baldwins Farm, Baldwins Farm Lane, Upminster	Negligible	Negligible	No change	Neutral effect	Neutral effect	Highway Section 13
VR-S14-O-001	Industrial units at Westbury Farm, St Marys Lane, Upminster	Negligible	No change	No change	Neutral effect	Neutral effect	Highway Sections 13 and 14
VR-S14-O-002	Upminster Trading Park, Warley Street, Upminster	Negligible	Negligible	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-O-003	Industrial units at Woodcroft Farm, Folkes Lane, Upminster	Negligible	Negligible	No change	Neutral effect	Neutral effect	Highway Section 14
VR-S14-O-004	Industrial units at Folkes Farm, Folkes Lane, Upminster	Negligible	Negligible	Minor	Neutral effect	Slight beneficial effect	Highway Section 14
VR-S14-O-005	In Fitness In Health gym, Franks Farm off St Marys Lane, Upminster	Low	Major	Minor	Moderate adverse effect	Slight adverse effect	Highway Section 14
VR-S14-O-006	Puddledock Farm Fishery, St Marys Lane, Upminster	Low	Minor	Negligible	Slight adverse effect	Neutral effect	Highway Sections 13 and 14
VR-S14-O-007	Industrial units at Codham Hall Farm, Codham Hall Lane, Upminster (south of A127)	Negligible	Minor	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-O-008	Industrial units at Beredens Farm, Beredens Farm Lane, Upminster	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-O-009	Industrial units at Codham Hall Farm, Codham Hall Lane, Upminster (north of A127)	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14
VR-S14-O-010	Industrial units at Wyngray Farm, Aquarend and adjacent Latchfield Farm Aquatics, St Marys Lane, Upminster	Negligible	Negligible	Negligible	Neutral effect	Neutral effect	Highway Section 14

References

Highways England (2020). Design Manual for Roads and Bridges, LA 104 Environmental Assessment and Monitoring. Revision 1. Accessed August 2020. https://www.standardsforhighways.co.uk/dmrb/. If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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