

# M5 Junction 10 Improvements Scheme

## Environmental Statement Appendix 9.2 LVIA Chapter Assessment Table TR010063 - APP 6.15

Regulation 5 (2) (a)

Planning Act 2008

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

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# Infrastructure Planning Planning Act 2008

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

### M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

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#### 6.15 Environmental Statement

#### Appendix 9.2 LVIA Chapter Assessment Table

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<b>Regulation Number:</b>	Regulation 5(2)(a)
<b>Planning Inspectorate Scheme Reference</b>	TR010063
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<b>Author:</b>	M5 Junction 10 Improvements Scheme Project Team

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Rev 0	December 2023	DCO Application
Rev 1	November 2024	Deadline 10

## 9.2 Visual Assessment Table

Visual Assessment Table

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p><b>VR1</b>  <u>Withybridge Gardens</u>                      Sensitivity: <b>High</b></p> <p>A group of 14 residential properties on Withybridge Gardens. They all face a retaining wall supporting the A4019 as it rises up to cross the M5 at junction 10. Rear views are of open countryside and Withybridge Lane with intervening garden vegetation.</p>	<p>All these properties would be demolished to make way for the Scheme.</p> <p>Therefore, no further assessment has been undertaken.</p>	N/A	N/A
<p><b>VR2</b>  <u>Withy Bridge and Laburnum</u>                      Sensitivity: <b>High</b></p> <p>2 residential properties on the A4019 opposite Withybridge Gardens. They both have close open views over the A4019 with rear views across open countryside.</p>	<p>Both properties would be demolished to make way for the Scheme.</p> <p>Therefore, no further assessment has been undertaken.</p>	N/A	N/A
<p><b>VR3a</b>  <u>Stanboro Lane and Sheldon Nurseries</u>                      Sensitivity: <b>High</b></p>	<p>All these properties would be demolished to make way for the Scheme.</p> <p>Therefore, no further assessment has been undertaken.</p>	N/A	N/A

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>3 residential properties and a plant nursery business (Sheldon Nurseries) off Stanboro Lane to northwest of existing M5 Junction 10.</p> <p>The properties are all well screened by mature vegetation to J10 embankments and gardens.</p> <p>Despite the proximity of the M5 and A4019 they are in an attractive setting.</p>	<p><b>(Note - these are not individually annotated on the VR location plan as they are very close to VR3)</b></p>		
<p><b>VR3</b>  <u>Sheldon Cottages</u>                      Sensitivity: <b>High</b></p> <p>2 residential properties off Stanboro Lane to northwest of existing M5 Junction 10.</p> <p>Despite the proximity of the M5 and A4019 they are in an attractive setting. The properties are well screened by mature vegetation to J10 embankments, gardens and other buildings.</p> <p>Views to the rear of these properties is of garden vegetation with fields beyond.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Very Large Adverse</b></p> <p>These properties were previously expected to be demolished as per VR3, however due to mitigation requirements to protect an area of low meadow along Stanboro Lane, they and their grounds can now be retained.</p> <p>It is anticipated that the residents would be offered alternative accommodation during construction and therefore they would not directly experience any effects. However, as a precaution this assessment assumes the property would be occupied.</p> <p>During construction there would be dramatic changes to the outlook with</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>Upon completion there would be a dramatic change to the outlook towards J10 and the A4019 as the vegetation and buildings inbetween would have been removed and the embankments to the M5/J10 would be much closer than at present. Currently top of embankment is approximately 150m away, proposed top of embankment would be approximately 70m away; the A4019 would not be any closer (65m away) but much more visible due to removal of the vegetation. Lighting would also be noticeable at night at the junction.</p> <p>To the rear, views would be altered by the presence of the attenuation pond and fencing, although retained</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>By Year 15, the replacement planting to the verges and embankments would have begun to provide its intended screening function, although views of the traffic on the A4019 would likely still be glimpsed as per the existing view, and additional traffic would potentially be glimpsed on the junction itself.</p> <p>Evergreen planting to the intervening space would ensure screening is maintained during winter months.</p> <p>Views to the rear would be slightly altered but planting to the attenuation pond is likely to have integrated this feature into the view, potentially becoming an attractive aspect.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
	<p>extensive construction activities (tree removal, demolition of properties, earthworks, road widening, access road construction) taking place very close to the property both to the front and rear aspects. A <i>Very Large Adverse</i> significant effect is therefore expected.</p>	<p>garden vegetation would filter this view.                      It is anticipated that detail design would enable retention of some of the mature trees along the access road in front of this property thereby providing some filtering of the view to J10, but for the LVIA a worst-case scenario has been assessed.</p>	<p>The increased proximity of J10 cannot be fully mitigated but it is anticipated that with extensive replanting proposed it would not dominate the view, hence a moderate but not significant effect is considered.</p>
<p><b>VR4</b>  <u>Barn Farm, Stanboro Lane</u>                      Sensitivity: <b>High</b></p> <p>The residential part of this farm sits 70m from the N/B carriageway of the M5 and 850m from the existing Junction 10 overbridge.</p> <p>The property is orientated parallel with the M5 and there are two ground floor windows looking directly towards the M5. Ground and upper windows to the south have views towards J10 and obliquely to the M5.</p> <p>The existing trees and shrubs along the M5 provide some screening for both direct and oblique views towards the M5, but there are glimpses through the vegetation, particularly in winter.</p> <p>There are slightly longer-range views towards J10 and although largely filtered by existing roadside and field vegetation, there are expected to be views of traffic especially along the more</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>Due to the works required to tie in the existing motorway with the new slip road, much of the roadside vegetation along the M5 adjacent to Barn Farm and further south to J10 would be removed, opening up views onto and across the motorway.</p> <p>Although retained vegetation to intervening fields boundaries would go some way to restricting views, the construction activities associated with the slip roads, the junction itself, the attenuation basin construction and soil storage area would be obvious.</p> <p>Although Barn Farm already has glimpses of the motorway infrastructure, the increased openness and availability of views of</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Upon completion, effects would reduce a little as the intrusive activities are replaced with standard traffic.</p> <p>The proposed noise barrier would also act as a full visual screen, and may therefore be considered a benefit, providing better amenity value for this receptor (it is assumed that the screen would be planted up/ designed in agreement with Barn Farm).</p> <p>The replacement planting to the verges would have limited initial effect in views directly south and only intervening existing vegetation would filter views of the new junction. The attenuation basin area to the south is</p>	<p>Magnitude of change:  <b>Minor Beneficial</b></p> <p>Significance of effect:  <b>Moderate Beneficial</b></p> <p>By Year 15, the replacement planting to the verges and embankments would have begun to provide its intended screening function, although views of the traffic on the overbridge section at Junction 10 may potentially still be noticeable as per the existing view.</p> <p>Views south towards the junction are likely to be better screened in summer whilst winter views likely to be slightly more filtered than existing views, due to greater extent of vegetation proposed.</p> <p>The planting to the attenuation basin and the ecological enhancement planting to the reprofiled intervening stream would potentially provide an</p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>open bridge section and in winter months.</p> <p>Refer to P1 and P2 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>the motorway combined with the construction activities is likely to result in significant adverse effects.</p>	<p>likely to be apparent but not obvious in the view, and not out of place in the context.</p> <p>On balance an adverse effect is considered given the remaining open views of the altered infrastructure.</p>	<p>improvement to the view as a new habitat area.</p> <p>The planting to the noise barrier would also have established and provide greater visual amenity here.</p> <p>Given the increased screening for this receptor both directly over the motorway and further south, an eventual beneficial effect is predicted.</p>
<p><b>VR5</b></p> <p><u>Traveller Site adjacent to S/B M5</u></p> <p>Sensitivity: <b>High</b></p> <p>This site sits in close proximity to the M5 (24m from carriageway).</p> <p>A 1.8m fence encloses much of the site and this together with hedgerow, trees and scrub beyond provides quite effective screening for the caravans and properties within the site, even in winter, although glimpses of traffic on the motorway are available.</p> <p>A tall row of evergreen coniferous trees provides additional height to the M5 border of the site, further restricting views, although there are gaps between these trees.</p> <p>A farm track field access route also connects the Traveller's site to the A4019 following the base of the J10 S/B off slip.</p>	<p>Magnitude of change: <b>Moderate Adverse</b></p> <p>Significance of effect: <b>Moderate Adverse</b></p> <p>Due to the relocation of the S/B off slip road all the motorway verge vegetation would be removed, and the Scheme would encroach into the Traveller site, thus also removing the perimeter fence and opening views onto and across the motorway.</p> <p>The access route to the Traveller site and fields would also be lost to the scheme, although an alternative access is proposed – initially to be shared with construction traffic and bordered by soil storage areas.</p> <p>Construction site fencing would be erected for safety and would additionally reinstate some temporary</p>	<p>Magnitude of change: <b>Minor Adverse</b></p> <p>Significance of effect: <b>Slight Adverse</b></p> <p>Upon completion, effects would reduce somewhat as the intrusive construction activities, plant and storage areas are removed.</p> <p>The proposed noise barrier would also act as a full visual screen, and at 2m high erected on embankment, would provide better amenity value than the Traveller site existing fence.</p> <p>There would be permanent encroachment into the Traveller site, with a replacement standard perimeter fence being provided.</p> <p>Replacement planting to the verges and new farm access track would have limited initial effect in views</p>	<p>Magnitude of change: <b>Negligible Beneficial</b></p> <p>Significance of effect: <b>Slight Beneficial</b></p> <p>By Year 15, the replacement planting to the verges and embankments would have begun to provide its intended screening function. Gaps in the screening for views further north and south being infilled and providing enhancement and planting to the noise barrier providing better amenity value as well as additional height.</p> <p>The hedge and trees to the access track would also help to further integrate the Scheme into this location.</p> <p>Although the permanent encroachment into the site cannot be fully mitigated, on balance, given the increased screening for this receptor</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>This VR also accounts for farm workers using the access track.</p>	<p>screening effect, however a significant effect is still anticipated.</p>	<p>directly across the motorway and further south.                      Receptors within the Traveller site and using the new farm access track would have quite open views to the passing traffic on the motorway and slip road, although the proposed larger standard tree planting to the track would assist in creating an initial sense of integration.</p>	<p>in the long term, both directly over the motorway and further north/south, a beneficial effect is predicted.</p>
<p><b>VR6</b>  <u>Butler's Court complex</u>                      Sensitivity: <b>High</b></p> <p>These two and three storey residential and business properties are set within agricultural fields and attractive garden vegetation.                      The farmhouse itself is Grade II listed and possibly once part of a moated site.                      Views towards the M5 are largely restricted by garden vegetation and dense intervening woodland of approximately 25-55m deep, although glimpses of traffic are possible through the trees, particularly during winter.                      Views east, towards the new link road, are largely prevented by intervening outbuildings as well as vegetation in gardens, along Withybridge Lane and to field boundaries.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The Scheme currently requires removal of the woodland immediately adjacent to the M5 and Butlers Court perimeter and along the length of the M5 verges opening up views of the traffic and construction activities, although construction site fencing would be erected for safety and would reinstate some temporary screening effect.                      The demolition of the properties and garden vegetation on Withybridge Gardens and that along the A4019 would also be visible from Butlers Court, along with the earthwork activity for the proposed FCA and soil storage areas.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>Upon completion, the vegetation loss to the M5 would remain apparent and views across the M5 and towards the A4019 would remain open, even more so due to the removal of site security fencing. Although the mitigation planting would give some initial sense of reintegration it would not be performing its intended function.                      The retained woodland on the approach to J10 would however serve to provide screening to much of the new junction.                      The lighting columns to the A4019 would present additional features on</p>	<p>Magnitude of change:  <b>Negligible Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>Replacement planting to the M5 verge and intervening woodland and along the A4019 would go some way to help integrate the Scheme back into the view over the longer term.                      The FCA area would have become well established and provide an attractive feature in the midground of the views north.                      The effect of the lighting columns would potentially reduce as the vertical features of the proposed trees to the A4019 central reserve, as well as the proposed woodland to the FCA boundary, would help to integrate them into the view.</p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>To the north, properties on Withybridge Gardens can just be glimpsed through intervening field boundary vegetation. Both near and long-range views are attractive, of a rural working farm environment, with the hills of the Cotswolds visible to the south, although the pylons towards the south are detractive features.</p> <p>Refer to P3, P4 and P5 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>Construction work associated with the Link Road are not anticipated to be visible over Withybridge Lane, as for the most part this would be screened by intervening outbuildings. It is anticipated that a greater extent vegetation to the M5 can be retained following detail design however a worst case scenario is assessed here.</p>	<p>the skyline to the north and at night likely to introduce some skyglow. The new link road and bridge over the River Chelt is unlikely to be visible due to intervening outbuildings. Consideration at detail design to reduce the effects could include:</p> <ul style="list-style-type: none"> <li>Retention of a greater proportion of intervening planting to the M5</li> <li>Removal or reduction of lighting columns</li> <li>Early mitigation planting and/or planting of larger specimens.</li> </ul> <p>However a worst case scenerio has been assessed.</p>	<p>The night glow effect is likely to remain but less noticeably due to intervening vegetation. Views south are likely to be enhanced due to the ecological enhancement measures along the River Chelt. In the winter, although most trees would lose their leaves, some evergreen native or non-invasive species would be proposed to help retain a screening effect. Overall, a beneficial effect is anticipated.</p>
<p><b>VR7a</b>  <u>PRoWs between Boddington/Withybridge Lane crossing M5 FPAB013/FPAB015/FPAB016</u>                      Sensitivity: <b>High</b></p> <p>These PRoW follow similar routes east-west. Walking from Boddington towards the M5, FPAB013/15&amp;16 generally follow the tributaries of the River Chelt through agricultural fields with attractive rural views. Field, road and stream side vegetation curtail views to short/mid-range although the Cotswold Hills can occasionally be seen over the</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>The Scheme requires removal of much of the woodland to the M5 N/B on slip and vegetation along the M5 and A4019 verges, as well as the woodland to the east of the M5 at Butlers Court. This loss would open up views of the M5, Junction 10 and the A4109, with</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the visual loss of vegetation would remain, although the intrusive nature of the construction activities and soil storage areas would have gone. The presence of the new mitigation planting, although not initially providing its intended screening</p>	<p>Magnitude of change:  <b>Minor Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>By Yr 15, the replacement planting would have begun to reintegrate the M5 and A4019. The mitigation planting proposed is much denser and includes evergreen species so would provide enhanced screening over both summer and winter months.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>vegetation. Pylons are a dominant presence. The M5J10 and A4019 are largely screened from view by the dense verge vegetation and, surprisingly, the gappy vegetation along the M5 itself is quite effective at screen the fast vehicles, particularly in summer and, apart from the noise, the presence of the M5 is only really noticeable as the paths start to converge at the motorway underpass.</p> <p>East of the M5 the views east are again of fields and linear belts of trees or hedges with the Cotswold Hills in the far distance.</p> <p>Looking West from Withybridge Lane, the M5 is very well screened by verge vegetation, including woodland blocks, and intervening buildings and field hedges, some glimpses of vehicles are possible in winter.</p> <p>Refer to P3, P4, P5 and P6 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>construction activities and traffic becoming prominent features in views, as well as construction activities for the attenuation pond and soil storage.</p> <p>Works to the underpass area and the River Chelt reprofiling would require temporary closure or diversion of the PRow using this route.</p> <p>Although <i>Moderate Adverse</i> effect is assessed, given the transient nature of PRow users these adverse effects are not considered significant.</p>	<p>function, would go some way to provide a sense of future integration. The attenuation basin and FCA are not expected to be overly intrusive in the views.</p>	<p>The reprofiled River Chelt and associated planting would provide an enhanced environment adjacent to the M5 underpass and overall, a beneficial effect is anticipated.</p>
<p><b>VR7b</b>  <u>PRow between Withybridge Lane /Hayden FPAB024/FPAUC11</u>                      Sensitivity: <b>High</b></p> <p>Looking West from Withybridge Lane, the M5 is well screened by verge vegetation, including woodland blocks,</p>	<p>Magnitude of change:  <b><i>Moderate Adverse</i></b></p> <p>Significance of effect:  <b><i>Moderate Adverse (NS)</i></b></p>	<p>Magnitude of change:  <b><i>Moderate Adverse</i></b></p> <p>Significance of effect:  <b><i>Moderate Adverse (NS)</i></b></p>	<p>Magnitude of change:  <b><i>Minor Adverse</i></b></p> <p>Significance of effect:  <b><i>Slight Adverse</i></b></p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>and intervening buildings and field hedges.</p> <p>FPAB024 heads east past the outbuildings of Millhouse Farm and across open fields bordered by hedges and trees with the occasional isolated field tree.</p> <p>Glimpses of properties on Hayden Hill can be seen with the Cotswold Hills beyond. Views West are similar and the M5 Junction 10 and associated roads are well screened by vegetation and intervening buildings. Pylons and telegraph poles “intrude” on views near Withy Bridge. The footpath then joins the Cheltenham Circular and views west are curtailed by topography and vegetation (see VR12).</p> <p>Similar views are possible from FPAUC11 which heads slightly further north into Uckington.</p> <p>Refer to P7, P8 and P9 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>Views west towards the M5 are already heavily restricted by vegetation along Withybridge Lane and intervening buildings and these views are not expected to alter to any obvious degree except in gaps in vegetation where construction activity may be apparent.</p> <p>Vegetation removal for the Link Road is expected to be limited to that absolutely required to enable construction and not removed just for ease of access.</p> <p>During construction the PRoW would be temporarily diverted/stopped up and so visual impact cannot effectively be assessed during this period hence for ease of understanding a <i>Moderate</i> adverse but not significant effect has been rated.</p>	<p>At Yr 1, east of Withybridge Lane, the new link road would present a new feature in the landscape although not entirely incongruous in the context. Given its height above the ground, it would be in views most of the length of these routes, except when users are closer to the Cheltenham Circular/Uckington where topography and existing vegetation or buildings intervene.</p> <p>Slightly greater impacts are expected for FPAUC11 as this route would have a minor diversion to its route with access provided beneath the new link road bridge, views of the link road would be more apparent due to greater proximity for greater length of route and less intervening field boundary vegetation plus additional views of the widened A4019.</p> <p>There is however intervening hedgerow field boundaries that would provide some balance to the view, with the existing background vegetation being lost to the view.</p> <p>The presence of the new link road and bridge cannot be fully mitigated for either route and some skyglow from the A4019 lighting is anticipated.</p> <p>The DMRB tables suggest that with a moderate change a potential significant effect is anticipated,</p>	<p>By Yr 15 the replacement planting to the A4019 and mitigation planting to the link road would have begun to provide both screening, amenity and habitat functions.</p> <p>Although the new link road would be integrated as much as possible and potentially provide a quite pleasant setting, it cannot be fully mitigated as an adverse effect on the existing views for these routes.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
		however given the transient nature of the PRow user and the existing context, a Moderate adverse but not significant effect is rated.	
<p><b>VR8</b>  <u>Withybridge</u>                      Sensitivity: <b>High</b></p> <p>These properties at Withybridge include Butlers Court Cottages on the west of Withybridge Lane and properties at Mill House Farm to the east.</p> <p>All have similar but slightly differing views across to the M5 junction and towards the location of the new link road.</p> <p>Views of the M5 junction are largely screened by vegetation in fields and to the junction itself. Views east are relatively well screened by vegetation close to the properties, particularly in the summer. Where available, views are of open fields bordered by hedges and trees with the occasional isolated field tree. Glimpses of properties on Hayden Hill can be seen with the Cotswolds Hills beyond.</p> <p>Generally, Butlers Cottages have more open views towards the M5, whilst Mill House Farm has more open views towards the Link Road site.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The Scheme requires removal of the woodland and vegetation along the length of the M5 and at J10, opening up views of the traffic and construction activity, particularly for Butlers Cottages.</p> <p>The demolition of the properties and garden vegetation on Withybridge Gardens and that along the A4019 would also be visible from both properties, along with the earthworks activity for the proposed FCA, and soil storage areas, although intervening fields and Withybridge Lane vegetation would filter views, particularly for Mill House Farm and especially in summer.</p> <p>Vegetation removal and construction work associated with the Link Road would be visible for all receptors particularly from upper floors where views over intervening hedges is possible, although orientation and</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>As the intrusive nature of the construction activities is removed, the scale of impact on views is likely to reduce. However, the Link Road would remain as a new feature in the landscape, although not entirely incongruous in the full context.</p> <p>The Link Road is not proposed to be lit but some light glow is possible from the proposed lighting along the A4019.</p> <p>The opened-up views towards traffic on the M5 and A4019 would also be noticeable.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By year 15 the replacement planting to the A4019 and M5, together with the mitigation planting to the Link Road, would have begun to provide both screening, amenity and habitat functions.</p> <p>Although the new Link Road would be integrated as much as possible and potentially provide a quite pleasant setting for the road, it cannot be fully mitigated as an adverse effect on the existing views for these receptors given it is a new feature in the view.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Refer to P8 and P9 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p> <p>Note these are not views from the receptors but provide an indication of their views.</p>	<p>intervening buildings do screen some of the closest proximity views.</p>		
<p><b>VR9</b>  <u>The House in the Tree public house, Elm Cottage and Orchard House</u>                      And PRoW FPAB026                      Sensitivity: <b>High</b></p> <p>This public house and residential properties on B4634 (Old Gloucester Road) have views directly over the road and towards the location of the proposed Link Road and its junction with the B4364, although existing vegetation in the grounds of each property and within field boundaries provide some good screening.</p> <p>There are views of the M5 traffic over intervening field hedges and the hedge along Withybridge Lane, but otherwise views are of fields and linear vegetation.</p> <p>The line of double pylons are obvious features in the views.</p> <p>FPAB026 path appears currently very unused with no obvious link off the B4063, although signed off the road opposite Hayden Farm.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>During construction the vegetation removal and construction activities would be obvious and there would also be some direct impacts on each property grounds due to the Scheme encroachment.</p> <p>Views are likely to be affected to a slightly greater degree for the pub and Elm Cottage due to their direct views towards the location of the Link Road and the adjacent attenuation pond construction and soil storage area.</p> <p>Works associated with the M5 are not likely to be immediately obvious given existing intervening vegetation/buildings and the existing views of motorway traffic.</p> <p>The PRoW is likely to be stopped up for the duration of the construction.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>On completion, the properties would have permanent encroachment of their land.</p> <p>The hedge to the frontage of Elm Cottage and vegetation the the pub boundary would be lost.</p> <p>Views of the new Link Road would be obvious although not entirely incongruous and mitigation planting would provide some sense of integration despite not being fully mature.</p> <p>The proposed lighting at the B4634 junction would also be a new feature in this area, both during the day and at night, as the existing road is unlit.</p> <p>Consideration should be given to alternative solutions to lighting columns to limit nighttime effects here.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Replacement hedge and tree planting to the B4634 as well as planting along the new Link Road and the proposed attenuation basin area, would help to integrate the road into the view over the longer term.</p> <p>The road cannot be fully mitigated as it is a new feature in the view but, apart from the intrusion of night-time lighting, it need not necessarily be considered entirely adverse from a visual perspective.</p> <p>The PRoW may experience beneficial effects if the access onto the B4634 is improved.</p> <p>However overall a slight adverse significance is assessed.</p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
Refer to P10, P11 and P12 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15		Detail design should consider retaining the hedge to Elm Cottage if possible. A worst case scenario however has been assessed.	
<p><b>VR10</b>  <u>Hayden Hill Fruit Farm</u>                      Sensitivity: <b>High</b></p> <p>The farmhouse is a bungalow adjacent to the B4634. Outbuildings screen views north-west from the property.                      There are limited views west over fields bordered by hedgerows and trees towards the M5, although garden vegetation also filters the view.                      There are oblique views southwest over the B4634 hedgerows.                      The pylons are dominant in views.</p> <p>Refer to P13 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15.                      Note that this is a view from the B4063 towards the proposed Link Road not from V10.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>Although, the outbuildings, garden, road and field boundary vegetation restrict views, it is expected that the construction of the new link road would be visible directly west beyond an intervening low hedge and that the works to the new junction to the southwest and the presence of construction vehicles would be intrusive on the view.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>On completion, views of the new Link Road would be obvious to the west although not entirely incongruous and mitigation planting would begin provide some sense of integration despite not being fully mature.                      The proposed lighting at the B4634 junction would also be a new feature in this area, both during the day and at night, as the existing road is unlit.                      Consideration should be given to alternative solutions to lighting columns to limit nighttime effects here.                      Given the existing context and the more dominant pylons in the view, the overall effect is considered moderate.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Replacement hedge and tree planting to the B4634 as well as planting along the new link road and the proposed attenuation basin area, would help to integrate the road into the view over the longer term.                      The road cannot be fully mitigated as it is a new feature in the view but, apart from the intrusion of night-time lighting, it need not necessarily be considered entirely adverse from a visual perspective.                      However overall a slight adverse significance is assessed.</p>
<b>VR11</b>	<p>Magnitude of change:  <b>Moderate Adverse</b></p>	<p>Magnitude of change:  <b>Minor Adverse</b></p>	<p>Magnitude of change:  <b>Minor Adverse</b></p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p><u>Properties at Hayden Hill and Pilgrove Farm</u>                      Sensitivity: <b>High</b></p> <p>These approximately 8 individual or farm estate properties on a small raised 'hill' just off the B4634.</p> <p>Many of these properties have views towards the Scheme screened by intervening buildings, orientation of view or intervening garden or field vegetation. However, there are views from some windows either through vegetation or more open from upper floors, of the existing fields, trees and hedgerows, with glimpses of Withybridge Lane and the M5 beyond. On a clear day the horizon line is formed by the Malvern Hills.</p> <p>Refer to P7, P9, P10 and P13 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>Significance of effect:  <b>Moderate Adverse</b></p> <p>Although, garden and field vegetation likely would restrict views, it is assumed that the construction of the new link road would be visible and that the works to the new junction would be intrusive on the view.</p> <p>Views would also be affected by the loss of vegetation and works to the M5 and Junction 10, although generally this is over 1km away.</p>	<p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>On completion, views of the new Link Road would be noticeable although not entirely incongruous in the context of the view and mitigation planting would provide some sense of integration despite not being fully mature.</p> <p>The proposed lighting along the A4019 and at Junction 10 may also be noticeable at night.</p> <p>Although <i>Moderate</i>, a not significant effect is anticipated. The change to the view would be obvious, but not entirely out of context and the effect would gradually reduce as mitigation planting establishes.</p>	<p>Significance of effect:  <b>Slight Adverse</b></p> <p>The effect of the Link Road cannot be fully mitigated given it is a new feature in the views, however, by Yr 15 it is anticipated that the replacement and mitigation planting would have reintegrated the M5 and served to better integrate the Link Road into the view.</p>
<p><b>VR12</b>  <u>Cheltenham Circular PRoW</u>                      Sensitivity: <b>High</b></p> <p>The Cheltenham Circular following the FPAUC8 from north of Uckington, along the A4019 then joins the BWAUC14 off</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>The construction activities would require diversion of this PRoW and together with the visual intrusion of</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>There would be quite a change to this section through loss of</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By year 15 the replacement and mitigation planting to the A4019, would have begun to provide both</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Moat Lane heading south towards the B4634.</p> <p>Due to topography and intervening buildings and vegetation, the impacts on views from this route would only be apparent for the section of route from through the field north of A4019 at Uckington, along the A4019 and at the junction with Moat Lane.</p> <p>Moat Lane is an attractive relatively peaceful single-track lane. The A4019 here is less tranquil than Moat Lane, but non the less rural in feel with hedgerows to verges and views over fields. There is a line of poplars at the field gate north of A4019, which is a distinctive feature for walkers in the field north of the A4019 and those heading east along the A4019.</p> <p>Refer to P14, 15 &amp; 16 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>the works would cause a significant adverse effect, however it should be noted that this is a transient receptor and represents just a short section of a much longer PRoW leisure route.</p>	<p>vegetation and buildings and widening of the A4019.</p> <p>The design has worked to avoid loss of as much of the vegetation as possible in particular being amended slightly to retain more of the poplar trees.</p> <p>Given the overall length of this PRoW and the existing aspects of the A4019, the overall effect is not considered significant.</p>	<p>screening and amenity functions. The proposed noise barrier for properties at Uckington would have additional benefits for users of the PRoW north of the A4019 with noise and visual screening.</p> <p>There would remain a distinct change to the view and feel of this section of the PRoW, but this change may not necessarily be considered adverse. However, as a precautionary approach a Slight adverse significance has been assessed.</p>
<p><b>VR13</b>  <u>Properties at Boddington</u>                      Sensitivity: <b>High</b></p> <p>Following a site visit it was considered that views of the Scheme from all properties at Boddington are heavily screened by intervening buildings and mature, often evergreen, vegetation; including garden planting, tree belts</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>It is feasible that upper floors for some receptors may be able to make</p>	<p>Magnitude of change:  <b>No Change</b></p> <p>Significance of effect:  <b>Neutral</b></p> <p>The loss of vegetation may remain discernible from upper floor but any greater effect would be unlikely and</p>	<p>Magnitude of change:  <b>No Change</b></p> <p>Significance of effect:  <b>Neutral</b></p> <p>Proposed vegetation would have returned the view to existing.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>along the River Chelt and field boundaries.</p> <p>However, as a precautionary principle it is assumed that upper floors may have views of the vegetation around Junction 10.</p>	<p>out the vegetation loss and possibly some cranes during construction.</p> <p>Due to the evergreen vegetation no discernible difference is expected between summer and winter.</p>	<p>overall no change to the view is expected.</p>	
<p><b>VR14</b>  <u>PRoW FPAB012, FPAB013 &amp; FPAB014 (Boddington to Stanboro)</u>                      Sensitivity: <b>High</b></p> <p>These PRoW follow similar north-south routes between Boddington and the A4019 at Stanboro.</p> <p>Field, road and stream side vegetation curtail views to short/mid-range although the Cotswold Hills can occasionally be seen over the vegetation. Pylons are a dominant presence. The M5 and A4019 are largely screened and, surprisingly, the gappy vegetation along the M5 itself is quite effective at screening the fast vehicles, particularly in summer and, apart from the noise, the presence of the M5 is only really obvious from the FPAB014 PRoW which runs much closer to the M5. Notably the access to this route from the A4019 was</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>The Scheme requires removal of much of the woodland to the M5 N/B on slip and vegetation along the M5 and A4019 verges, as well as the woodland to the east of the M5 at Butlers Court.</p> <p>This loss would open up views of the M5 (and across towards Withybridge Lane), Junction 10 and the A4109, with construction activities and traffic becoming prominent features in views, as well as construction activities for the attenuation pond and potentially also the FCA.</p> <p>Retention of more of the existing woodland to junction 10 would aid in limiting the extent of adverse effects.</p> <p>The route would be diverted for some part, but overall, given the transient nature of PRoW users, these</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the visual loss of vegetation would remain, although the intrusive nature of the construction activities would have gone.</p> <p>The mitigation planting would go some way to provide a sense of integration but would not initially provide its intended function.</p> <p>The attenuation basin would not be overly intrusive in the views and the field access track would be utilised as part of the FPA014 route – a potential benefit meaning the route would be unlikely to become inaccessible.</p>	<p>Magnitude of change:  <b>Minor Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>By Yr 15, the replacement planting would have begun to reintegrate the M5 and A4019. The mitigation planting proposed is much denser and includes evergreen species so would provide enhanced screening over summer and winter.</p> <p>The attenuation pond and associated planting would potentially provide an enhanced visual interest and overall, a beneficial effect is anticipated.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>overgrown and inaccessible during the site visit.</p> <p>Refer to P17 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>adverse effects are not considered significant.</p>		
<p><b>VR15a</b>  <u>Stanboro and Stanboro Lodge</u>                      Sensitivity: <b>High</b></p> <p>These are two large properties on the west side of the access to Stanboro Lane from the A4019. Stanboro Lodge also being the entrance to Stanboro Nurseries.</p> <p>They both have quite dense well maintained garden hedge and trees with glimpse through over Stanboro Lane to the small block of trees and shrubs along A4019.</p> <p>There is a good sense of enclosure. Winter views are possible for upper windows through the trees to the A4019. Views towards Sheldon are largely restricted by intervening buildings or dense blocks of evergreen plantation, although there are views from the garden area of Stanboro.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>Design development has ensured that the hedge and trees to the property boundaries would be retained, as well as a large amount of the woodland to Stanboro Lane/A4019.</p> <p>However, the properties would experience intrusion on their views from construction traffic using Stanboro Lane and there would be more open views of traffic and activities on the A4019.</p> <p>The current design also shows encroachment into the garden area of Stanboro, although it is anticipated that this can be designed out at detail design.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion it is likely that views for both properties looking south would be marginally altered, with a more open of view over the A4019. It is also assumed that views east for Stanboro would be impacted by the loss of vegetation and presence of the new embankment to Junction 10, although these views would be quite heavily filtered through intervening vegetation.</p> <p>It should be noted that if the existing garden hedge and trees to the property frontages cannot be retained there is likely to be greater effects for these properties.</p>	<p>Magnitude of change:  <b>No Change</b></p> <p>Significance of effect:  <b>Neutral</b></p> <p>By year 15, it is unlikely that the overall views would have noticeably changed as replacement planting would have matured and provide similar screening benefits.</p>
<p><b>VR15b</b>  <u>Stanboro Cottage and Grasmere</u></p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p>	<p>Magnitude of change:  <b>No Change</b></p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Sensitivity: <b>High</b></p> <p>These are two properties at the western end of the Scheme.</p> <p>Grasmere is very well screened by dense evergreen vegetation, with limited views out over the A4019, it does have open views towards Stanboro Lane.</p> <p>Stanboro Cottage has more open views over the A4019, with a low wall and hedge fronting the property. There are therefore wide and long ranging views over the A4019 and fields beyond, punctuated by field vegetation. There are very oblique views towards the M5 but also through intervening trees.</p>	<p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>The views for these properties would be affected by the construction traffic and some loss of vegetation along the A4019.</p> <p>Minor works outside the properties is also proposed to the existing paving.</p>	<p>Significance of effect:  <b>Slight Adverse</b></p> <p>Following completion of works, there would be slightly more open views south for both properties across the A4019.</p> <p>Views east to Stanboro are unlikely to be affected given the retention of the majority of the woodland between Stanboro lane and A4019; and the intervening buildings and vegetation of VR15a.</p>	<p>Significance of effect:  <b>Neutral</b></p> <p>By year 15, it is unlikely that the overall views would have noticeably changed as replacement planting would have matured and provide similar screening benefits.</p>
<p><b>VR16</b>  <u>PRoW BWAUC1</u>  Sensitivity: <b>High</b></p> <p>This bridleway connects to the A4019 opposite the junction to Withybridge Lane. It runs north-east across fields to Elmstone Hardwicke</p> <p>Views are of open fields bordered by hedgerows and trees with the mounds of Cleeve Hill on the north- eastern horizon and Cotswold Hills to the south. There are views of traffic on the M5 and A4109 through the roadside vegetation.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity at Junction 10, including demolition of Withybridge Gardens and creation of new junction, together, with the A4109 widening and construction of Link Road, as well as the presence of the site compound and soil storage would all impact on views for this route. The route itself also being diverted.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion, the replacement and mitigation planting to the M5, Junction 10 and A4019, would go some way to give a sense integration but would not yet fully provide its intended rescreening function.</p> <p>The route of the PRoW would also have two permanent diversions to join the A4019 and Withybridge Lane – utilising the new underpass to the</p>	<p>Magnitude of change:  <b>Minor Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>By year 15, the replacement and mitigation planting would be providing its intended screening function and potentially this would provide greater screening than existing due to denser planting and inclusion of some evergreen species.</p> <p>The presence of the new Link Road cannot be fully mitigated as a new feature in the view but it is not</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
Refer to P18 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15		<p>FCA for a traffic free access onto Withybridge Lane.</p> <p>The new FCA area would provide some new amenity value for this route.</p> <p>The open views of the M5, A4019 and the new link road would not be entirely incongruous to the existing view.</p> <p>The transient nature of the receptor should also be considered.</p>	<p>incongruous to the existing context and the mitigation planting would help to integrate it into the view.</p> <p>The route under the A4019 and through the FCA would likely provide additional amenity value for these users.</p> <p>Although the views for users of the PRoW would have altered, they are anticipated to be beneficial changes in the long term.</p>
<p><b>VR17</b>  <u>Properties at Colman's Farm and Elmstone Hardwicke on Lowdilow Lane and Church Lane</u>                      Sensitivity: <b>High</b></p> <p>Where garden vegetation allows some of these properties have long views south over fields towards the M5 and the A4019. Intervening and verge vegetation filters views of traffic but glimpses can be seen through gaps in the vegetation.</p> <p>The Cotswold Hills can be seen on the southern horizon.</p> <p>Refer to P19 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>The construction and demolition activity at Junction 10, together with the works long the M5 and A4109 widening, and the presence of the site compound would all impact on views for this route.</p> <p>However, given the distance and intervening vegetation, it is not anticipated that these effects would be significant.</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Once construction activity has ceased the noticeability of the Scheme would reduce although, traffic would remain noticeable on the M5 and A4109.</p> <p>However, again given the distance and intervening vegetation, it is not anticipated that these effects would be significant.</p>	<p>Magnitude of change:  <b>No Change</b></p> <p>Significance of effect:  <b>Neutral</b></p> <p>By year 15, it is unlikely that the overall views would have noticeably changed as replacement planting would have matured and provide similar (if not improved) screening benefits.</p>
<b>VR18a</b>	<p>Magnitude of change:  <b>Moderate Adverse</b></p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p>	<p>Magnitude of change:  <b>Minor Adverse</b></p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p><u>Properties in north Uckington along The Green</u>                      Sensitivity: <b>High</b></p> <p>Due to intervening buildings and dense evergreen vegetation, most properties have heavily restricted views towards the Scheme.</p> <p>However, for some particularly on the western side such as Pigeon Farm and nos1-6 The Green there are more open views across the fields towards the M5 and A4019. There are glimpses of traffic on these routes.</p>	<p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity due to the widening of the A4019 would be immediately obvious and the works at Junction 10 would also impact on views along with site and soil storage areas.</p> <p>There are likely to be oblique views of the works to construct the Link Road.</p> <p>There would also be construction activity to create the access road behind the properties on Holly Bank.</p>	<p>Significance of effect:  <b>Moderate Adverse</b></p> <p>On completion the Scheme would impact on the views towards the M5 and over the A4019, with vegetation removal opening up views of the motorway traffic and junction 10 and the widened A4019 and new access behind Holly Bank having a greater encroachment the view.</p> <p>There would also be adverse effects from the presence of lighting columns and effect from night-time lighting at the junction with A4019.</p>	<p>Significance of effect:  <b>Slight Adverse</b></p> <p>By year 15, the replacement and mitigation planting to the A4019 and M5 would be providing its intended screening function and potentially this would provide greater screening than existing due to denser planting and inclusion of some evergreen species.</p> <p>Oblique views of the A4019 junction would remain for nos1-6 The Green although this is not entirely out of context with the existing view.</p> <p>The adverse effect from the presence of lighting columns and effect from night-time lighting at the junction with A4019 would remain.</p>
<p><b>VR18b</b>  <u>Properties on Holly Bank, Uckington</u>                      Sensitivity: <b>High</b></p> <p>Nos 1&amp;2 Holly Bank sit directly on the A4019. Views are short range over the road as hedgerow restricts views further south, but there are likely glimpses through towards Moat Lane, particularly from upper floors. There are long range views from the garden towards the M5 and rear views towards Pigeon Farm.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity due to the widening of the A4019 would be immediately obvious and in close proximity and there would also be construction activity to create the access road behind the properties.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the intrusive nature of construction activities would have ceased, and the proposed noise barrier would provide screening for views from ground floor. Although there may be views from upper floors over the barrier, it is likely that the</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By Yr 15 the mitigation planting would help to integrate the Scheme into the view.</p> <p>Effects may be reduced further in terms of visual amenity if the need for lighting was reduced or avoided. Although the effect of lighting for</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
		<p>view would be just beyond the widened A4019 and towards Moat Lane. The new access road to the rear would be obvious although not incongruous.</p> <p>The lighting columns would present a new feature in the view and potential night-time adverse effects.</p> <p>However overall, it is anticipated that since the A4019 would be moved slightly further away from these properties and with the screening provided from the noise barrier that the effects would not be significant.</p> <p>Note it is assumed that the noise barrier would be designed in consultation with Holly Bank residents to ensure it is visually acceptable.</p>	<p>amenity value – in terms of providing a sense of safety may also be a consideration for receptors here.</p> <p>A worst case assumption has been assessed.</p>
<p><b>VR18c</b>  <u>Properties to east of The Green on A4019, Uckington</u>                      Sensitivity: <b>High</b></p> <p>The five properties just east of The Green on the A4019 have either glimpsed views through garden vegetation over the A4019 or views blocked by dense evergreen hedges. Cherry Orchard, Landean and Elton Lawn have the more open views, whereas Cremyll and Post Box Cottage are more enclosed.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity due to the widening of the A4019 would be immediately obvious and in proximity. Greatest effects are for the 3 properties with more open views.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the intrusive nature of construction activities would have ceased, and the proposed noise barrier would provide screening for views from ground floor. Although there may be views from upper floors over the barrier and intervening garden vegetation, it is likely that the</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By Yr 15 the mitigation planting would help to integrate the Scheme into the view. However, as a precautionary principle a negligible adverse effect has been considered.</p> <p>Effects may be reduced further in terms of visual amenity if the need for</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Refer to P16 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15</p>		<p>view would be just beyond the widened A4019.</p> <p>The lighting columns would present a new feature in the view and potential night-time adverse effects.</p> <p>However overall, it is anticipated that since the A4019 would be moved slightly further away from these properties and with the screening provided from the noise barrier that the effects would not be significant.</p> <p>Note as with other proposed noise barriers, the noise barrier needs to be carefully designed to ensure it can provide both noise and visual amenity benefits for these properties. Consultation with the residents is suggested at detail design and could be a planted barrier or painted to provide better visual amenity.</p>	<p>lighting was reduced or avoided. Although the effect of lighting for amenity value – in terms of providing a sense of safety may be a consideration for receptors here.</p> <p>A worst case assumption has been assessed.</p>
<p><b>VR19</b>  <u>Forge House and adjacent properties, Uckington</u>                      Sensitivity: <b>High</b></p> <p>This cluster of properties are located slightly set back off the A4019 on a layby/track access to Moat Lane. They generally have clear open views north over the A4019 to the fields beyond over a long distance, especially from upper floors.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity due to the widening of the A4019 would be immediately obvious and in proximity. There are likely to also be views of the construction activities for the Link Road.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the intrusive nature of construction activities would have ceased, and the proposed noise barrier would provide screening for views from ground floor. Although there may be views from upper floors over the barrier, it is likely that the</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By Yr 15 the mitigation planting would help to integrate the Scheme, in particular the Link Road, into the view. However, as a precautionary principle a negligible adverse effect has been considered.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Views south are more restricted by intervening outbuildings, garden and field vegetation but there are long range views towards the Cotswolds.</p>		<p>view would be just beyond the widened A4019.</p> <p>The lighting columns would present a new feature in the view and potential night-time adverse effects.</p> <p>Views south would likely be affected by the presence of the new road, though largely filtered through intervening vegetation.</p> <p>However overall, it is anticipated that since the A4019 would be moved slightly further away from these properties and with the screening provided from the noise barrier that the effects would not be significant.</p>	<p>Effects may be reduced further in terms of visual amenity if the need for lighting was reduced or avoided. Although the effect of lighting for amenity value – in terms of providing a sense of safety may be a consideration for receptors here.</p> <p>A worst case assumption has been assessed.</p>
<p><b>VR20</b>  <u>Properties along Moat Lane</u>                      Sensitivity: <b>High</b></p> <p>The majority of these properties are quite well screened by intervening buildings, garden vegetation or boundary walls. Intervening fields boundary vegetation also provides filtering to views.</p> <p>However, there are some open glimpses for most properties either north towards the A4019 or south-west towards Withybridge Lane.</p> <p>Note that Moat House is an exception to these general views and is not expected</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>The construction activity due to the widening of the A4019 would not be obvious for most properties but Newhouse and Manor Farm are likely to be affected. Newhouse in particular, due to the demolition of properties on The Row.</p> <p>There are likely to be views of the construction activities for the Link Road for properties along the south of Moat Lane, Cooks Farm especially</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the intrusive nature of construction activities would have ceased. Newhouse Farm would have upper floor glimpses of the A4019 over evergreen garden hedge. Cooks Farm would have views of the new Link Road. Other properties would have more filtered glimpse of both aspects of the Scheme.</p> <p>The lighting columns would present a new feature in the view and potential</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By Yr 15 the mitigation planting would help to integrate the A4019 and Link Road into the view. The lighting may remain as a visual intrusion during the night, but for the majority of properties the overall effect may not be noticeable in the long term.</p> <p>However, as a precautionary principle, accounting for a slightly greater effect for Newhouse Farm, a slight adverse</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
to have any views due to dense vegetation and boundary features.  Refer to P14 in the LVIA Photograph Sheets Appendix 9-4 TR010063 - APP 6.15	which has the most open views in this direction.	night-time adverse effects for all properties.	significance of effect has been considered.
<b>VR21</b> <u>The Row</u> Sensitivity: <b>High</b>  These three bungalow properties sit on the A4019 behind dense evergreen vegetation.	All these properties would be demolished to make way for the Scheme. Therefore, no further assessment has been undertaken.	N/A	N/A
<b>VR22</b> <u>Properties on north side of A4019 east of Fire Station</u> Sensitivity: <b>High</b>  These 10 semi-detached properties sit within attractive dense evergreen garden vegetation with glimpses over the A4019 from upper floors. Only 3 appear to be currently occupied.	All these properties would be demolished to make way for the Scheme. Therefore, no further assessment has been undertaken.	N/A	N/A
<b>VR23</b> <u>Properties on Homecroft Drive</u> Sensitivity: <b>High</b>  The majority of properties are bungalows with limited views out beyond garden vegetation/fencing, however	Magnitude of change: <b>Moderate Adverse</b>  Significance of effect: <b>Moderate Adverse (NS)</b>	Magnitude of change: <b>Minor Adverse</b>  Significance of effect: <b>Slight Adverse</b>	Magnitude of change: <b>Negligible Adverse</b>  Significance of effect: <b>Neutral</b>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>some have dormers and a few at the southern end of the drive are 2 storey. Views west are anticipated to be filtered or blocked by intervening vegetation/buildings but where possible, due to topography, would be quite short range over fields and obliquely towards the A4019.</p>	<p>Where views are possible, the construction activity due to the widening of the A4019 and the attenuation pond would be apparent although at a quite oblique angle.</p>	<p>On completion, the vegetation removal would have opened up views of the widened A4019 although it is not anticipated to be incongruous in the limited view scope.</p> <p>There would be adverse effects from the presence of additional lighting columns west of the fire station, and resultant effect from some increase in night-time lighting to the existing night-time view, but also some beneficial effect for some properties, from the visual screening provided by the noise barrier on the access to Homecroft Drive.</p>	<p>By year 15, the replacement and mitigation planting to the A4019 and attenuation pond would be providing its intended screening function and potentially this would provide greater screening than existing due to denser planting and inclusion of some evergreen species.</p> <p>Oblique views of the A4019 junction would remain although this is not entirely out of context with the existing view.</p> <p>It is considered that the change would be barely noticeable in the long term and potentially beneficial.</p>
<p><b>VR24</b>  <u>Properties on south side of A4019 east of Fire Station</u>                      Sensitivity: <b>High</b></p> <p>Properties on the southern side of the A4019 tend to have quite open views over low garden vegetation but are occasionally almost fully screened with dense tall garden vegetation.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Large Adverse</b></p> <p>The construction activity due to the widening of the A4019, including demolition of the properties to the north, would be immediately obvious and in proximity.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>On completion the intrusive nature of construction activities would have ceased, and the proposed noise barrier would provide screening for views from ground floor. Although there may be views from upper floors over the barrier, it is likely that the view would be just beyond the widened A4019.</p>	<p>Magnitude of change:  <b>Negligible Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>By Yr 15 the mitigation planting would help to integrate the Scheme, into the view.</p> <p>Given the A4019 would be largely screened and views beyond likely to be of treetops. It is anticipated that these properties may experience a beneficial effect on their views.</p>



Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
		<p>Note as with other proposed noise barriers, the noise barrier needs to be carefully designed to ensure it can provide both noise and visual amenity benefits for these properties. Consultation with the residents is suggested at detail design and could be a planted barrier or painted to provide better visual amenity.</p> <p>Overall, it is anticipated that since the A4019 would be moved slightly further away from these properties and with the screening provided from the noise barrier that the effects would not be significant.</p>	
<p><b>VR25</b>  <u>Properties in Kingsditch on Gallagher junction/B4634</u>                      Sensitivity: <b>High</b></p> <p>The majority of properties in Kingsditch would not have views towards the Scheme due to intervening vegetation, boundary walls and buildings.</p> <p>Properties on the B4634 approach to the A4019 and the property directly on the junction have the most open views of these road and the Gallagher junction.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse (NS)</b></p> <p>The views for these properties would be affected by the construction traffic and loss of vegetation/demolition work along the A4019.</p> <p>Minor works outside the properties is also proposed to the existing paving.</p>	<p>Magnitude of change:  <b>Negligible Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Following completion of works, there would be more open views across the A4019 on to the fields beyond.</p>	<p>Magnitude of change:  <b>No Change</b></p> <p>Significance of effect:  <b>Neutral</b></p> <p>By year 15, although the A4109 would be wider in the view, it is unlikely that the overall view would have noticeably changed as replacement planting would have matured and provide similar screening benefits. Potentially the additional planting to the A4019 would provide a beneficial amenity effect to the view.</p>
<p><b>VR26a</b>  <u>Users of the M5</u></p>	<p>Magnitude of change:  <b>Major Adverse</b></p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p>	<p>Magnitude of change:  <b>No Change</b></p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
<p>Sensitivity: <b>Low</b></p> <p>Users of the M5 corridor, junction and slips roads would only be vehicles users. Given this is a fast road it is considered that users would not be especially sensitive to the visual amenity of the route.</p> <p>The corridor is generally well screened with trees and scrub but there are gaps allowing glimpsed views across adjacent farmland. The slip roads are well screened with denser woodland.</p>	<p>Significance of effect:  <b>Moderate Adverse</b></p> <p>The construction works and loss of vegetation/demolition work along the M5 corridor would be a significant visual intrusion for users of the M5.</p>	<p>Significance of effect:  <b>Slight Adverse</b></p> <p>Following completion of works, there would be more open views across the M5 corridor.</p>	<p>Significance of effect:  <b>Neutral</b></p> <p>By year 15, although there would be more over bridges, it is unlikely that the overall view would have noticeably changed as replacement planting would have matured and provide similar screening benefits.</p>
<p><b>VR26b</b>  <u>Users of the A4019</u>                      Sensitivity: <b>Medium</b></p> <p>The majority of users of this road are vehicles, however cyclists and pedestrians also use it – particularly at the eastern end. Vehicle users would be considered Low sensitivity with cyclists and pedestrians Medium. The assessment takes the worst-case sensitivity of Medium.</p> <p>The A4109 corridor is generally well screened with hedgerows and trees but there are gaps or low trimmed hedges allowing views across adjacent farmland. At the eastern end the views are more suburban with residential properties lining the west bound verge, whilst to the east bound verge the</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>The construction works and loss of vegetation/demolition work along the A4019 corridor would be a significant visual intrusion for all users of the A4019.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>Following completion of works, there would be more open views across the A4019 corridor. The new cycle path and foot paths would provide amenity for these users, but lack of established planting would emphasise the increase in infrastructure. The lighting could however be seen as beneficial providing an increased sense of security for pedestrians and cyclists at night.</p>	<p>Magnitude of change:  <b>Minor Beneficial</b></p> <p>Significance of effect:  <b>Slight Beneficial</b></p> <p>By year 15, mitigation planting would be beginning to mature and fulfil its function of integrating the road into the landscape and views. The separated cycle and footpaths would provide amenity for these users, creating space away from vehicles. The central reserve would also help to reduce the dominance of the road space.</p>

Visual Receptor: baseline and sensitivity	Construction Effects	Operational Effects Yr1	Operational Effects Yr15
properties are set back beyond tall dense hedges/garden vegetation.			
<p><b>VR26c</b>  <u>Users of the B4634</u>                      Sensitivity: <b>Medium</b></p> <p>The majority of users of this road are vehicles, however cyclists also use it. There is no footway, so pedestrians are unlikely to use it regularly. Given the nature of the road, a narrow rural winding route, it is considered that users would be more sensitive to changes to the views along it. There are views towards the Scheme only from Hayden Hill Fruit Farm entrance to Hayden Lane. The B4634 in this section is bordered by low trimmed hedgerow and occasional trees. There are views over farmland either side. Pylons cross over head at Hayden Hill Farm.</p>	<p>Magnitude of change:  <b>Major Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>The construction works to widen the road here and install the Link Road junction, as well as the Link Road itself would be a significant visual intrusion for all users.</p>	<p>Magnitude of change:  <b>Moderate Adverse</b></p> <p>Significance of effect:  <b>Moderate Adverse</b></p> <p>Following completion of the works, the loss of boundary hedgerow would increase the open views across the landscape and the Link Road and junction would be obvious along all this section. However, this is not considered significant, given the removal of construction activities and relative temporary nature of effect until mitigation establishes.</p>	<p>Magnitude of change:  <b>Minor Adverse</b></p> <p>Significance of effect:  <b>Slight Adverse</b></p> <p>By year 15, mitigation planting would be beginning to mature and fulfil its function of integrating the road into the landscape and views. However, the Link Road and junction would remain a new feature in the view.</p>

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