

**M42 Junction 6 Improvement
Scheme Number TR010027
Volume 6**

6.3 Environmental Statement
**Appendix 8.1 Visual Baseline and Impact
Schedules**

Regulation 5(2)(a)

Planning Act 2008

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

January 2019

Infrastructure Planning

Planning Act 2008

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

**M42 Junction 6 Improvement
Development Consent Order 201[-]**

**6.3 Environmental Statement
Appendix 8.1 Visual Baseline and Impact Schedules**

Regulation Number	Regulation 5(2)(a)
Planning Inspectorate Scheme Reference	TR010027
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1	January 2019	DCO Application

Appendix 8.1: Visual Baseline and Impact Schedules

VIEWPOINT A – A452/Garden Centre

Distance of viewpoint to the Order Limits - 0.3km

Receptors	Existing outlook (summer)	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of car users (transient views) from the A452.</p> <p>Value of view: the direct view of the A452 and its roadside vegetation provide a low value view.</p> <p>Susceptibility: due to the existing nature of the view with existing highway corridors. The susceptibility to change from the Scheme is low.</p> <p>Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also low.</p>	<p>Receptors have a direct view of the A452 but very limited views beyond the A452 through and over vegetation towards the NEC complex. The distant view features overhead electricity transmission infrastructure against the skyline which broadly follow the M42 corridor. The M42 is positioned within a cutting, concealing traffic movements, lighting and gantries. The woodland surrounding the NEC car parking areas and the tall buildings associated with the NEC forms the background of the view.</p>	<p>Views in the near and middle distance would be unchanged, but temporary effects during construction may include the removal of the vegetation in the far distance. This would result in some opening up of some of the view toward the compound. No construction compounds would likely be visible within the view; however, large scale machinery and construction activity within the area of construction works may be visible.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>The works at M42 Junction 6 would not be visible due to the intervening landscape and vegetation. Works north of junction 6 would result in some minor low level vegetation loss along the largely open southbound verge that would not be noticeable. However, there would be a significant loss of the established screening vegetation on the northbound verge and alongside the NEC.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>	<p>This would remain unchanged from the year of opening.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>

VIEWPOINT B – NEC/Hotel Car Park

Distance of viewpoint to the Order Limits - 0.145km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the Hilton Hotel car park and users of the hotel and the NEC complex. Some transient views.</p> <p>Value of view: the direct view of the NEC development and car park towards the M42 mean that the value of the existing view is low.</p> <p>Susceptibility: due to the existing developed nature of the view, the susceptibility to change from the Scheme is low.</p> <p>Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also low.</p>	<p>Receptors have direct filtered views to the south-east across the car parking areas of the NEC towards the M42 corridor.</p> <p>The M42 is screened by the established screening belt along the northbound carriageway. The view changes with use of the car park, varying between empty and full during events, when traffic movement would be constant feature. The nearby overhead electricity transmission infrastructure is a dominant feature rising above the treeline on both sides of the motorway.</p>	<p>Views in the near distance of the car park would be unchanged, but temporary effects during construction would include the removal of the vegetation in the middle distance. Most of the trees forming the background of the view would also be removed.</p> <p>Large scale machinery and construction activity within the area of construction works may be visible</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>The Scheme would result in some significant loss of established screening vegetation on the northbound verge and alongside the NEC car park.</p> <p>Most of the trees forming the background of the view would be removed. This would open some limited and partial views of traffic movements. Additional views of gantries, lighting columns and signage along the M42 corridor would be opened up, with the overhead electricity transmission infrastructure in the car park becoming much more distinct against the skyline.</p> <p>Overall the view would become more open due to the loss of screening vegetation and an increased awareness of the M42 and other infrastructure in the area, resulting in deterioration of the view.</p>	<p>Landscaping incorporated into the Scheme includes the reinstatement of planting along new verges on the M42 corridor.</p> <p>Landscaping would restore the screening vegetation forming the background of the view.</p> <p>Potential remains for reduced levels of screening, but there would be no significant change in the view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
			The magnitude of impact is likely to be minor, resulting in a slight adverse effect.	

VIEWPOINT C – East Way Overbridge

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of East Way.</p> <p>Value of view: the direct view of the NEC development and car park towards the M42 mean that the value of the existing view is low.</p> <p>Susceptibility: due to the existing developed nature of the view, the susceptibility to change from the Scheme is low.</p> <p>Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also low.</p>	<p>Receptors have an elevated view which allows open direct views to the south of the M42 corridor and slip roads associated with Junction 6.</p> <p>The existing view is complex, featuring direct views of the M42 with heavy traffic movement merging and diverging, static motorway signage, gantry signage and lighting. The view is contained with only woodland visible in far distant views.</p>	<p>Temporary construction effects would include the majority of the view being within the construction works of the Scheme with areas of vegetation removed, therefore large scale machinery and construction activity would dominate the view causing substantial alterations in characteristics of the view.</p> <p>The magnitude of impact is likely to be major, resulting in a moderate adverse effect.</p>	<p>The Scheme would bring additions to the M42 corridor within this view. The introduction of the new free flow lanes on the north and south bound carriageways and connections to the local road network would significantly increase the width of the existing corridor and reduce the extent of the soft estate.</p> <p>Vegetation removal to accommodate the northbound free flow lane would open views across the carriageway into the expanse of the NEC car parks, and would alter the composition of the view towards a more urban nature.</p> <p>Whilst there would be additions to a view dominated by the M42, the nature of the view would not change significantly.</p>	<p>Landscaping incorporated into the Scheme includes the reinstatement of planting along the new verges of the M42 corridor.</p> <p>The open and direct views of the M42 corridor would remain, but would appear more integrated within the setting.</p> <p>Generally the view would be a similar outlook as the existing view.</p> <p>The magnitude of impact is likely to be negligible in the context of this view, resulting in a slight adverse effect.</p>

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
			The magnitude of impact is likely to be minor, resulting in a slight adverse effect.	

VIEWPOINT D – Coventry Road A45 westbound

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of car and pedestrian users of the A45, and visitors to the recycling centre and surrounding businesses.</p> <p>Value of view: open view of the A45 from this location is of low value.</p> <p>Susceptibility: as the A45, traffic movements, lighting columns and signage are the main features of this view, the susceptibility to change from the Scheme is low.</p> <p>Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also low.</p>	<p>Receptors have open views to the west along the A45 corridor with limited awareness beyond due to the roadside vegetation and open skylines, creating a sense of separation from the surrounding landscape.</p> <p>The A45, traffic movements, lighting columns and signage form the principal features within the view.</p>	<p>Views in the near distance would be unchanged, but temporary effects during construction would include the removal of some vegetation in the far distance.</p> <p>Large scale machinery and construction activity within the area of construction works may be visible in some of the view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>	<p>There would be little awareness of the Scheme.</p> <p>There would be no direct views of the works which would be below the line of sight from the elevated A45, with the exception of the tie ins of the free flow lanes with the A45. At these points a slight change in the road layout and signage and localised vegetation cleared during construction would result in very minor changes to the existing view. Wider vegetation clearance undertaken during construction may result in a reduction of vegetation visible against the skyline, but otherwise there would be no significant change in the existing outlook.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>	<p>Landscaping incorporated into the Scheme includes the reinstatement of planting along new verges on the M42 corridor.</p> <p>Landscaping would restore the vegetation removed within the view.</p> <p>The magnitude of impact is likely to be no change, resulting in a neutral effect.</p>

VIEWPOINT E – National Motorcycle Museum / National Conference Centre

Distance of viewpoint to the Order Limits - 0.05km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of the National Motorcycle Museum/ National Conference Centre.</p> <p>Value of view: the direct view of the M42 Junction 6 and its associated vegetation means that the value of the existing view is low.</p> <p>Susceptibility: as the roundabout, traffic movements, lighting columns and signage are features in the view (although softened by existing vegetation), the susceptibility to change from the Scheme is moderate.</p> <p>Sensitivity: given the value is low and susceptibility is moderate, the sensitivity to the Scheme is also low.</p>	<p>Receptors currently have varied views from the entrance and car parking areas of these facilities.</p> <p>Beyond the maintained vegetation at the entrance, direct views of the junction roundabout and traffic movements are available. Overhead electricity transmission infrastructure, road signage and lighting columns are also visible.</p>	<p>Temporary construction effects would relate to the majority of the view containing construction works of the Scheme. Although no physical changes would occur, movement of large scale machinery and construction activity would be prominent.</p> <p>The magnitude of impact is likely to be moderate, resulting in a slight adverse effect.</p>	<p>The loss of the existing screening vegetation would further open up views of traffic on the A45 and M42 Junction 6, while the works on the opposite side of the junction would result in the removal or reduction of screening towards the NEC. This would likely open partial views of the NEC buildings and car parking areas.</p> <p>Overall there would be some noticeable alterations to the view, but the general composition and context would not change significantly.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>Landscaping incorporated into the Scheme includes the reinstatement of planting along new verges on the M42 corridor.</p> <p>Planting would reinstate vegetation to screen M42 Junction 6, and would restore the amenity planting of the facility.</p> <p>There is likely to be an increased presence and awareness of the M42 corridor and M42 Junction 6; however, in the context of this view this would not constitute a significant change.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>

VIEWPOINT F – Old Station Road

Distance of viewpoint to the Order Limits - 0.13km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of residents of properties along Old Station Road and users of the right of way.</p> <p>Value of view: the view across the Warwickshire countryside in this location provides a high value view.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure. There is a perceived influence from the M42 although screening therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have short range views to the west from Old Station Road across the rising open fields are terminated in the mid ground by the established field boundary hedgerows, and the screening vegetation along the M42 corridor beyond.</p> <p>Overhead electricity transmission infrastructure is visible above this vegetation running north / south alongside the motorway.</p> <p>The main carriageway and slip roads of the M42 are located within cutting and as a result are screened from view. Two storey properties may have greater awareness of lighting, but traffic movements are below the line of sight (with the possible exception of the houses on the western side of Old Station Road).</p>	<p>Views in the near distance would remain unchanged. Temporary effects during construction would include the removal of some vegetation in the far distance. Large scale machinery and construction activity within the area of construction works would be visible in some of the view, resulting in some alterations to the characteristics of the view.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>There would be no views of the M42, the Scheme or associated traffic. Any reduction in vegetation in the view is unlikely to open views of the motorway and would only be seen as reduced vegetation in filtered views beyond the intervening mature hedgerows, which would remain intact.</p> <p>The magnitude of impact of is likely to be minor, resulting in a slight adverse effect.</p>	<p>Landscaping incorporated into the Scheme includes screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Overall views towards the Scheme would be restored to the existing view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>

VIEWPOINT G – Right of way on railway over bridge south

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the public right of way between M42 and Bickenhill.</p> <p>Value of view: the view takes in the mature trees and remnant field structure across an agricultural landscape, resulting in a high value view.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure and overhead gantries. There is a perceived influence from the M42 although partially screened, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate the sensitivity to the Scheme is also moderate.</p>	<p>From this location, receptors have broad open and elevated views to the south from the overbridge. The view takes in the mature trees and remnant field structure between the village of Bickenhill and the M42 corridor. The M42 and the lines of overhead electricity transmission infrastructure alongside it dominate the view. The M42 follows the line of sight as it heads south. Traffic movements are constantly visible in filtered views, while the gantries, lighting columns and overhead electricity transmission infrastructure are visible against the skyline running southwards along the M42 corridor towards the horizon. These urbanising and intrusive elements contrast with the settled and more static rural setting of the village of Bickenhill to the west.</p>	<p>Views from this location would be unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view.</p> <p>The magnitude of impact of is likely to be minor, resulting in a slight adverse effect.</p>	<p>There would be little awareness of the Scheme. The distance to the Scheme and the intervening landscape screens views towards the Scheme.</p> <p>The magnitude of impact of is likely to be negligible, resulting in a neutral effect.</p>	<p>There would be little planting in this location due to the nearby airport therefore there would be no change from the effect reported in the year of opening.</p> <p>The magnitude of impact of is likely to be negligible, resulting in a neutral effect.</p>

VIEWPOINT H – Right of way on railway over bridge north

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the public right of way between M42 and Bickenhill.</p> <p>Value of view: the view takes in the mature trees and remnant field structure across an agricultural landscape. This a high value view.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure and overhead gantries. There is influence from the M42 although partially screened, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate the sensitivity to the Scheme is also moderate.</p>	<p>From this location, receptors have open short range view to the north from the rail overbridge across unmanaged grassland towards M42 Junction 6.</p> <p>The view is dominated by the nearby and prominent lines of overhead electricity transmission infrastructure in the open mid-ground, with filtered views through screening vegetation to the M42 and A45 corridors. Gantries, lighting columns and traffic movements are filtered.</p>	<p>Views from this location would be unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>There would be no change in view, beyond a slight reduction in vegetation on the skyline due to works on the opposite side of the junction. There would be no views of the M42 or A45 corridors opened up.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>	<p>There would be little planting in this location due to the nearby airport therefore there would be no change to the effect reported in the year of opening.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>

VIEWPOINT I – Bickenhill North

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the public right of way and residents within properties in the north of Bickenhill.</p> <p>Value of view: the view takes in the mature trees and remnant field structure across an agricultural landscape this is a high value view.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure and overhead gantries. There is a perceived influence from the M42 and NEC although partially screened, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate the sensitivity to the Scheme is also moderate.</p>	<p>From this location receptors have views looking north across the undulating open arable fields towards the raised and vegetated A45 corridor in the background along which partial and filtered views of traffic movements are visible. Beyond the A45 corridor, the NEC and Birmingham Airport are not readily visible due to the dense vegetation; however, glimpses of the airport, communication towers and lighting columns begin to indicate the presence of major development. The contrast between the rural foreground and this development emphasises the limited separation from the village.</p>	<p>Temporary construction effects would include the majority of the view being within the construction works of the Scheme, the consultation compound would be visible and areas of vegetation removed; therefore large scale machinery and construction activity would dominate the view, causing alterations in the characteristics of the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The Scheme would be visible emerging from cutting in the open fields in the west of the view as it approaches Clock Interchange. Vegetation removal would initially open further views of traffic on the A45. In the context of this view, the mainline link road would bring the existing views of traffic and highway infrastructure closer to the village edge. While not significantly altering the composition of the view, the sense of separation between the village and the A45 would be reduced.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>Hedge planting along the boundary fencing of the Scheme to Clock Interchange would integrate the road within the view and help screen traffic movements. Screen planting along sections joining the junction would reinstate screening of the A45 corridor. While the Scheme would remain a nearby visual element, the outlook would return to a similar outlook as the existing view.</p> <p>Overall views would remain but the appreciation of traffic movements would be reduced and the sense of encroachment within the open views would also be reduced.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>

VIEWPOINT J – St Peters Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of residential properties within Bickenhill.</p> <p>Value of view: the view takes in St Peters Lane through Bickenhill. This is highly vegetated and a typical view through this conservation area. The value of view is high.</p> <p>Susceptibility: with few detractors and little development within the conservation area, this view has high susceptibility.</p> <p>Sensitivity: given the value is high and susceptibility is high, the sensitivity to the Scheme is also high.</p>	<p>From this location receptors have a contained view looking to the north-west along St Peters Lane towards Catherine-de-Barnes Lane. The lane is positioned in slight cutting and is lined by dense mature vegetation. Views along the lane are channelled towards the junction with Catherine-de-Barnes Lane where they are terminated by roadside vegetation. Due to the contained nature of the lane there is very limited awareness of the wider surroundings and the view is focused on the immediate area.</p>	<p>Temporary construction effects would include the visibility of the consultation compound and areas of vegetation would be removed; therefore large scale machinery and construction activity would dominate the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The mainline link road would be visible in the foreground view, positioned in a deep and broad cutting. The Scheme would remove existing vegetation that encloses the lane and open the view up to the west and north-west. Traffic movement along the mainline link road would be partially visible, although set low in the view. Catherine-de-Barnes and St Peters Lanes would be realigned and bridged across the cutting. This would significantly alter the nature of this quiet enclosed village lane, opening views of the wider area while introducing more frequent and new structures along with highway traffic to the view leading to a more urban context.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>Mitigation planting would include hedge planting along the boundary fence line of the mainline link road and tree planting.</p> <p>The hedge planting along the top of the cutting would help screen views of traffic movements and aid restoration of the enclosed character of the view. However the bridged section would remain a prominent component of the view, and the presence of the mainline link road would remain a major urbanising element of the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>

VIEWPOINT K – Right of Way west of Bickenhill 1

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of footpath.</p> <p>Value of view: the view takes in the mature trees and vegetation across an agricultural landscape towards St Peter Church. This a high value view.</p> <p>Susceptibility: with no detractors, Catherine-de-Barnes Lane is screened creating a feeling of an isolated rural setting and a view towards the conservation area this view has high susceptibility.</p> <p>Sensitivity: given the value is high and susceptibility is high, the sensitivity to the Scheme is also high.</p>	<p>Receptors have open views from the footpath to the east towards Bickenhill across rising rough grassland and arable fields west of Catherine-de-Barnes Lane. The view in this direction is static with very limited filtered views of traffic along Catherine-de-Barnes Lane which creates the sense of an isolated rural setting. However, the viewpoint is situated under the flight path of the nearby Birmingham Airport, with aircraft periodically descending to land. This, together with the awareness of the nearby A45, markedly alters any perception of remoteness that may be indicated by the composition of the view.</p>	<p>Temporary construction effects would include the construction compound and areas of vegetation that would be removed; therefore large scale machinery and construction activity would dominate the view, causing substantial alterations to its characteristics.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The Scheme would not be visible directly as it runs across the line of view in cutting. The alignment of the mainline link road would be indicated in the alterations to the landform, as the cutting would modify the form of the hill crest and some elements of vegetation would be removed. Traffic movements would be hidden from view in cutting.</p> <p>Overall there would be minor changes to the composition of this view.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>Mitigation planting would include screen planting along the some sections of the Scheme, along with hedge planting along the top of the cutting adjacent to the boundary fence line. This would contribute to restoring the existing view and screening views of a more engineered profile of the hillcrest.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>

VIEWPOINT L – Right of Way west of Bickenhill 2

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of the footpath.</p> <p>Value of view: the view takes in the mature trees and grassland across an agricultural landscape towards St Peter Church. This a high value view.</p> <p>Susceptibility: with no detractors, Catherine-de-Barnes Lane is screened, creating a feeling of an isolated rural setting and a view towards the conservation area. This view has high susceptibility.</p> <p>Sensitivity: given the value is high and susceptibility is high, the sensitivity to the Scheme is also high.</p>	<p>Receptors have a view to the east, located on the footpath through open arable fields. The outlook takes in a mid-distant view of the village of Bickenhill set within the surrounding vegetation, with the church spire rising above. The major developments of the NEC and Birmingham Airport are visible in the background to the north of the village.</p> <p>Traffic movements along Catherine-de-Barnes Lane and partially along the A45 introduce regular movement within the view, along with the low flying aircraft.</p>	<p>Temporary construction effects would include all of the near view containing construction works, and areas of vegetation would be removed. Large scale machinery and construction activity would dominate the view, causing substantial alterations to its characteristics.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>Views of the Scheme would be possible as the Scheme runs in cutting from this high point towards the village of Bickenhill to the north-east. The modifications to the landform would be visible with views of traffic movements becoming more visible as the alignment approaches Catherine-de-Barnes Lane and Bickenhill in the distance.</p> <p>Bickenhill Roundabout would be just visible to the south of the view.</p> <p>The realignment and works to Catherine-de-Barnes Lane would remove some or all the existing hedge alongside and expose traffic to view. As the Scheme passes to the left of Bickenhill in the distance the mainline link road corridor would create a large opening in the dense vegetation surrounding and forming the setting to the</p>	<p>Mitigation would include screen planting. Hedge planting along the boundary fence line would help restore the existing view, but would not likely screen views of the Scheme entirely, which would remain a significant component within this rural outlook.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
			<p>village. The view would be markedly transformed by the proximity of the Scheme.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	

VIEWPOINT M – Right of Way near Castle Hills Farm

Distance of viewpoint to the Order Limits - 0.32km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of local footpath and the residents of farm holdings at Castle Hills.</p> <p>Value of view: this view across a rolling rural landscape, takes in the mature trees and grassland towards St Peter Church, this a high value view.</p> <p>Susceptibility: with no detractors and Catherine-de-Barnes Lane screened creating a feeling of an isolated rural setting and a view towards the conservation area. This view has high susceptibility.</p> <p>Sensitivity: given the value is high and susceptibility is high the sensitivity to the Scheme is also high.</p>	<p>From this location receptors have a long range view to the east from the right of way approaching Castle Hills Farm. The view provides a outlook over grazing land, and the low lying SSSI in the mid-ground, towards the village of Bickenhill, which is indicated in the landscape by the recognisable church spire of St Peter's.</p> <p>Awareness of the major development to the north is limited and largely screened from view by the mature hedgerow, restricting views in summer and allowing filtered views in winter. However this is interrupted by the periodic aircraft approaching the airport and crossing the view.</p>	<p>Temporary construction effects would include middle distance views containing construction works and some areas of vegetation would be removed; therefore large scale machinery and construction activity would be noticeable within the view.</p> <p>The magnitude of impact is likely to be minor, resulting in a moderate adverse effect.</p>	<p>The main indicators of the Scheme would be the modifications to the landform forming the background of the view. The mainline link road would run in cutting through the local hillcrest, altering the profile of the hill form. Traffic movements would not likely be visible, but a brief transition at grade would allow fleeting filtered views of traffic emerging and retreating between the earthworks. The Scheme would be relatively discreet in the view. The Bickenhill Roundabout would be the most conspicuous element.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>Mitigation would include screen planting along sections of the earthworks. Hedge planting along the boundary fence line would help restore the existing view and screen views of a more engineered profile of the hillcrest.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>

VIEWPOINT N – Right of Way at Hazel Farm

Distance of viewpoint to the Order Limits - 0.26km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the right of way along St Peters Lane, residents of Hazel Farm and properties on the south-east of Bickenhill.</p>	<p>Receptors have long range views to the north-east from the edge of Bickenhill. The view looks over the M42 corridor set low in the undulating landscape towards the distant hills forming the horizon.</p>	<p>Views would remain largely unchanged during construction, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view.</p>	<p>There would be no change in the view due to the Scheme.</p>	<p>There would be no change in the view due to the Scheme.</p>
<p>Value of view: this view across a rolling rural landscape, takes in the mature trees arable farmland across to the M42 corridor. The value of the view is moderate.</p>	<p>Despite the low lying position of the M42, it remains a conspicuous element cutting across the field of view with open views of traffic, gantries and motorway signage prominent. The overhead electricity transmission infrastructure following the M42 corridor forms a detractor viewed against the skyline.</p>	<p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>	<p>The magnitude of impact is likely to be no change, resulting in a neutral effect.</p>	<p>The magnitude of impact is likely to be no change, resulting in a neutral effect.</p>
<p>Susceptibility: the M42 and overhead electricity transmission infrastructure following the M42 corridor form significant detractors viewed against the skyline. Susceptibility is moderate.</p>				
<p>Sensitivity: given the value is moderate and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>				

VIEWPOINT Q – Gaelic Football Grounds

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of the Gaelic football grounds and a public footpath.</p> <p>Value of view: this is a direct view south along Catherine-de-Barnes Lane with moderate value.</p> <p>Susceptibility: the open expanse is framed by the surrounding mature field boundary vegetation. The wooded areas of screen the urban areas of Solihull and form the background of the view, although some detractors can be seen. Susceptibility is moderate.</p> <p>Sensitivity: given the value is moderate and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view looking to the west from the public footpath at the entrance to the Gaelic football grounds and along Catherine-de-Barnes Lane. The open expanse of the playing fields is framed by the surrounding mature boundary vegetation. The wooded areas of Barber's Coppice, Bunts Wood and Hampton Coppice screen the urban areas of Solihull and form the background of the view.</p> <p>Traffic movements along Catherine-de-Barnes Lane introduce regular movement within the view, along with the low flying aircraft.</p> <p>Overall the view is focused on the playing fields within a distinct rural setting, offering few indicators of the development in the wider area.</p>	<p>Temporary construction effects would include construction works in the near view and areas of vegetation would be removed; therefore large scale machinery and construction activity would dominate the view, causing substantial alterations in its characteristics.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The Scheme would be present in the foreground of the view. The alignment of the mainline link road would run north to south through the playing fields in deep and broad cutting across the view. The corridor would dominate the view, with partial views of traffic movements and the loss of the playing fields changing the nature of the view entirely.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>Mitigation planting comprising limited screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Hedges along the boundary fence line would reduce or prevent views of traffic along the mainline link road; however the broad cutting in close proximity to the viewpoint would permanently change and dominate the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>

VIEWPOINT R – B4438 Catherine-de-Barnes Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of car and pedestrian users of Catherine-de-Barnes Lane.</p> <p>Value of view: this is a direct view south along Catherine-de-Barnes Lane with moderate value.</p> <p>Susceptibility: the view along the lane features local traffic and the isolated residential properties, including overhead electricity transmission infrastructure. Susceptibility is moderate.</p> <p>Sensitivity: given the value is moderate and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view to the south along Catherine-de-Barnes Lane opposite the junction with Shadowbrook Lane. The view along the lane features local traffic and the isolated residential properties between Catherine-de-Barnes and Bickenhill. Mature roadside trees and hedges are common along these local roads, and restrict awareness of the surrounding landscape where present. Where broader views are available, such as over the hedges at this viewpoint, the view extends towards the wooded horizon in the south-west. The prominent posts and netting associated with the adjacent Gaelic football grounds are a distinctive element in the view.</p>	<p>Temporary construction effects would include construction works in the near view, and areas of vegetation would be removed; therefore large scale machinery and construction activity would dominate the view causing substantial alterations in its characteristics.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The Scheme would result in the clearance of the mature trees along the lane, opening views of the wider area, as well as creating views directly along the mainline link road and the traffic along it. Catherine-de-Barnes Lane would be realigned to the east and would be bridged over the broad cutting. Further south, lighting at Barber's Coppice Roundabout would be visible in the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The mainline link road positioned in broad cutting, and modifications to local roads, would remain a major feature in the view. Planting would help to integrate these features within the view, but large scale changes to this view would remain.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>

VIEWPOINT S – Shadowbrook Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of car and pedestrian users of Shadowbrook Lane.</p> <p>Value of view: this view across pasture farmland, towards the M42 the framed by mature trees, hedgerows and the M42 planting. Its value is moderate.</p> <p>Susceptibility: there are detractors to this view already present including overhead electricity transmission infrastructure, overhead gantries and traffic movements. There is an influence from the M42 although partially screened, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is high, the sensitivity to the Scheme is also high.</p>	<p>Receptors have a view to the south through managed hedges across the arable farmland towards Aspbury's Copse and Barber's Coppice in the background. The view is comprised mostly of the simple mature treed arable farmland and wooded horizons. However the prominent overhead electricity transmission infrastructure running overhead is a significant visual detractor, contrasting with the rural view and drawing the eye. The nearby M42 corridor also influences the view, but being set in shallow cutting and entirely screened by vegetation it isn't perceptible.</p>	<p>Temporary construction effects would include views of construction works in the middle distance, and areas of vegetation would be removed. Large scale machinery and construction activity would be prominent in the view.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>The new M42 Junction 5A would be visible, with Aspbury's Copse visible in the background of the view. The new junction would open views as a result of vegetation clearance, and would also result in the partial loss of the wooded background and introduce additional lighting and views of traffic movements outside of the M42 corridor.</p> <p>The mainline link road would bear north-west from the new junction in cutting, quickly retreating out of sight; however lighting on the approach to the junction would be conspicuous within the view.</p> <p>Overall the Scheme would introduce prominent new highway elements within the view, in which the existing M42 is relatively well screened.</p>	<p>Views of the Scheme would be reduced by hedge planting, which would assist with its integration into the rural setting.</p> <p>Overall some elements of the Scheme would remain visible.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
			The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.	

VIEWPOINT T – Rights of Way south of Shadowbrook Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The view point is representative of users of the public rights of way.</p> <p>Value of view: the view takes in the mature trees, wooded copses and a remnant field structure across a rolling agricultural landscape. This a high value view.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure. There is influence from the M42 and its gantries and lighting although low in the view, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate, the sensitivity to the Scheme is moderate.</p>	<p>Receptors have a view to the south-east near the junction of several rights of way within the arable fields south of Shadowbrook Lane. The view consists of the mature treed arable farmland and the wooded horizons of Aspbury's Copse and the wooded grounds of Hampton Manor in the distance to the east.</p> <p>The M42 corridor and lines of overhead electricity transmission infrastructure create a stark contrast to this undulating rural landscape. Traffic movements, while hidden low in the view, introduce movement, whereas gantries and lighting columns rising above the carriageway are visible elements. The overhead electricity transmission infrastructure is a significant visual detractor, visible against the skyline across</p>	<p>Temporary construction effects would include construction works being visible in the middle distance, and areas of vegetation would be removed; therefore large scale machinery and construction activity would dominant the view, causing substantial alterations in its characteristics.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The introduction of M42 Junction 5A would be visible in the view. The new junction would be located in the open fields, with Aspbury's Copse in the background.</p> <p>The associated new slip roads would also be visible, opening up the M42 due to the loss of existing screening vegetation. The junction would also result in a reduction of woodland within Aspbury's Copse.</p> <p>The mainline link road would immediately enter cutting and would bear north-west from the junction towards the viewpoint, passing to the south and west. Although in cutting, traffic movements would be visible across the field of view until the road passes to the right of the viewpoint behind the hedge line and out of sight.</p> <p>Overall the Scheme would</p>	<p>Views of the Scheme would be reduced by hedge planting, which would assist with its integration into the rural setting.</p> <p>Increased lighting would remain a visible element in the context of existing views of the lit M42 corridor.</p> <p>Overall, some elements would remain visible.</p> <p>The magnitude of impact is likely to be moderate, resulting in a slight adverse effect.</p>

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
	the field of view.		introduce major new highway elements within the view outside of the existing M42 corridor. The magnitude of impact is likely to be major, resulting in a moderate adverse effect.	

VIEWPOINT U – Friday Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
The viewpoint is representative of car and pedestrian users of Friday Lane.	Receptors have a contained view looking along Friday Lane. The lane is lined by dense mature vegetation. Views along the lane are channelled towards the highly vegetated roundabout at Catherine-de-Barnes, joining Catherine-de-Barnes Lane and Solihull Road. Due to the contained nature of the lane there is very limited awareness of the wider surroundings, and the view is focused on the immediate area.	Views from this location would be largely unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view. The magnitude of impact is likely to be minor, resulting in a slight adverse effect.	The Scheme would have the potential to introduce heavily filtered partial views of the tops of lighting columns associated with the new M42 Junction 5A. Any views would be barely discernible within the wooded crest forming the background of the view, and would not alter the existing view. The magnitude of impact is likely to be minor, resulting in a slight adverse effect.	Screen planting along the alignment of the new junction and hedge planting along the boundary fence line would assist in reducing any awareness of the new junction in the distance. The magnitude of impact is likely to be negligible, resulting in a neutral effect.
Value of view: this view along Friday Lane toward the traffic island is contained and lined with dense vegetation. Its value is low.				
Susceptibility: due to the existing nature of the view with existing highway and roundabout, the susceptibility to change from the Scheme is low.				
Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also low.				

VIEWPOINT V – Solihull Road (B4102)

Distance of viewpoint to the Order Limits - 0.1km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of vehicle users of Solihull Road.</p> <p>Value of view: the view west along Solihull Road, to the west allows partial glimpsed views towards the M42 corridor over and through the roadside hedges and trees. Its value is moderate.</p> <p>Susceptibility: there are detractors to this view already present including overhead electricity transmission infrastructure and Solihull Road. There is a slight influence from the M42 and its gantries and lighting although low in the view, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value and susceptibility are both moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view along Solihull Road to the west allowing partial glimpsed views towards the M42 corridor over and through the roadside hedges and trees. The intervening mature stands of trees in the arable farmland further break the line of sight beyond Solihull Road. However the M42 and associated traffic can be seen running across the line of sight in the background through gaps in the hedge. Overhead electricity transmission infrastructure following the line of the motorway are much more prominent features above the intervening vegetation.</p>	<p>Views would be unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>	<p>Views of M42 Junction 5A and its associated lighting and slip roads would be filtered.</p> <p>Traffic movements would be visible in the gaps within (and potentially above) roadside vegetation along Solihull Road, where existing traffic movements are already visible.</p> <p>Lighting would be the most obvious addition to the view, rising above the intervening vegetation, but again would be seen in the context of the existing lit M42 corridor.</p> <p>Overall the Scheme would introduce more prominent highways related elements within existing, partial views of the M42.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>Mitigation would include screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Views of the new junction and associated slip roads would be greatly reduced by screen planting in these distant and partial views. Scheme lighting would remain partially visible, but in the context of the existing lit M42 corridor.</p> <p>Overall views of the Scheme would be reduced and integrated within the existing view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a neutral effect.</p>

VIEWPOINT W – Eastcote Lane

Distance of viewpoint to Order Limits - 0.72km

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of vehicle users of Eastcote Lane and pedestrians along the public right of way.</p> <p>Value of view: the view through the roadside hedges takes in the mature trees and, wooded copses across an rolling agricultural landscape. This a moderate value view</p> <p>Susceptibility: The open fields are framed by the surrounding mature field boundary vegetation. Although some detractors can be seen Susceptibility is moderate.</p> <p>Sensitivity: Given the value and susceptibility are both moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have long distance, open views through the hedgerows over a rolling agricultural landscape which are offered from a break in the roadside vegetation looking towards the north-west. The simple open fields leading up to Solihull Road just beyond the brow of a low rise give way to the more wooded views of the landscape forming the background. Aspbury's Copse is visible to the left of the view, while small blocks of woodlands and stands of trees combine to form the wooded horizon.</p>	<p>Views would be unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity, which may be visible in some of the view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>	<p>Distant partial views of M42 Junction 5A, introducing a new lit roundabout and the associated slip roads in the background of the view, would be available.</p> <p>Traffic movements and lighting would be apparent in the view, but would only affect a small portion of the view and would not constitute a significant change in its composition.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>	<p>Mitigation would include screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Views of the new junction and associated slip roads would be greatly reduced by screen planting in these distant and partial views. Lighting would remain partially visible but in the context of the existing lit M42 corridor.</p> <p>Overall views of the Scheme would be reduced and integrated within the existing view.</p> <p>The magnitude of impact is likely to remain negligible, resulting in a slight adverse effect.</p>

VIEWPOINT X – Footpath to the east beyond the Gaelic Football Club

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of the public footpath.</p> <p>Value of view: this view of open grassland very limited filtered views of traffic along Catherine-de-Barnes Lane. Its value is moderate.</p> <p>Susceptibility: due to the existing nature of the view and the sense of an isolated rural setting the susceptibility to change from the Scheme is moderate.</p> <p>Sensitivity: given the value and susceptibility are both moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have open views from the footpath to the east beyond the Gaelic football club rising rough grassland and the football field west of Catherine-de-Barnes Lane. The view in this direction is static with very limited filtered views of traffic along Catherine-de-Barnes Lane which creates the sense of an isolated rural setting. However as the viewpoint is situated under the flight path of the nearby Birmingham Airport, with periodic aircraft coming in low to land.</p>	<p>Views in the near distance would be unchanged, but temporary effects during construction would include the removal of the vegetation in the middle distance. No construction compounds would likely be visible within the view; however, large scale machinery and construction activity within the area of construction works may be visible.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>The Scheme would introduce views across the mainline link road and of a Bickenhill Roundabout connecting the Scheme to the local road network. Traffic movements would be much more apparent in the view as a result, but would only affect a small portion of the view and would not constitute a significant change in the composition of this distant and contextual view.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>	<p>Mitigation planting would include screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Views of the Bickenhill Roundabout would be greatly reduced by screen planting in these distant and partial views.</p> <p>Overall views of the Scheme would be reduced and integrated within the existing view.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>

VIEWPOINT Z – Overbridge above B4438 Catherine-de-Barnes Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of the footpath over Catherine-de-Barnes Lane.</p> <p>Value of view: this is a direct view south along Catherine-de-Barnes Lane with moderate value.</p> <p>Susceptibility: the view along the lane, features local traffic and the isolated residential properties including overhead electricity transmission infrastructure. Susceptibility is moderate.</p> <p>Sensitivity: given the value is moderate and susceptibility is moderate the sensitivity to the Scheme is also moderate.</p>	<p>From this location receptors have broad, open and elevated views to the south from the overbridge. The view takes in a mid-distant view of the village of Bickenhill set within the surrounding vegetation with the church spire rising above.</p> <p>Traffic movements along Catherine-de-Barnes Lane introduce regular movement within the view, along with the periodic low flying aircraft coming in to land.</p>	<p>Temporary construction effects would include the majority of the middle distance of the view containing the construction works, and areas of vegetation would be removed; therefore large scale machinery and construction activity would dominate the view causing substantial alterations in characteristics of the view.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The Scheme would run under the alignment of the existing Catherine-de-Barnes Lane rising to ground level. The alignment of the mainline link road would result in the clearance of mature trees along the lane, opening views of the wider area, as well as creating views directly along the mainline link road and the traffic along it. The new alignment of the lane would head southwards, bearing to the east of the existing lane.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>	<p>The mainline link road positioned in cutting and the reconfiguration of the local roads would remain a major feature in the view. Planting along the new alignments would help to integrate them within the view but the large scale changes to this view would remain.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>

VIEWPOINT AA – Rights of Way south of Shadowbrook Lane

Viewpoint is located within the Order Limits

Receptors	Existing outlook (winter)	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of recreational users of the rights of way.</p> <p>Value of view: the view takes in the mature trees, wooded copses and a remnant field structure across a rolling agricultural landscape. This is a high value view.</p> <p>Susceptibility: the arable farmland is framed by the surrounding mature field boundary vegetation. The wooded areas of screen the urban areas of Solihull and form the background of the view. Susceptibility is moderate.</p> <p>Sensitivity: given the value is high and susceptibility is moderate, the sensitivity to the Scheme is moderate.</p>	<p>Receptors have a view which consists of the mature treed arable farmland and the wooded horizons of Aspbury's Copse and the wooded grounds of Hampton Manor in the distance to the east.</p>	<p>Views in the near distance from this location would be unchanged, but temporary effects during construction would include the removal of the vegetation in the middle distance. No construction compounds would likely be visible within the view; however, large scale machinery and construction activity within the area of construction works may be visible.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>The Scheme would introduce views across the mainline link road situated within deep cutting, towards the section between Barber's Coppice Roundabout and Bickenhill Roundabout, connecting the Scheme to the local road network. The realigned Catherine-de-Barnes Lane would be visible over the mainline link road. Although in cutting traffic movements would be much more apparent in the view as a result of the Scheme</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>Views of a section of the mainline link road and traffic in cutting would be reduced by hedge planting, which would assist with integration into the rural setting. Increased lighting associated with the Scheme would remain a visible element in the context of existing views of the lit M42 corridor.</p> <p>Overall views would be reduced and integrated within the existing view but minor elements would remain visible.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>

VIEWPOINT BB – Solihull Road

Viewpoint is located within the Order Limits

Receptors	Existing outlook (summer)	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of vehicle users of Solihull Road.</p> <p>Value of view: the view west along Solihull Road, to the west allows partial glimpsed views towards the M42 corridor over and through the roadside hedges and trees. Its value is moderate.</p> <p>Susceptibility: there are detractors to this view already in existence including overhead electricity transmission infrastructure and the Solihull Road. There is a slight influence from the M42 and its gantries and lighting although low in the view, therefore the susceptibility is moderate.</p> <p>Sensitivity: given the value and susceptibility are both low, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view along Solihull Road to the west, allowing for partial glimpsed views towards the M42 corridor over and through the roadside hedges and trees. The intervening mature stands of trees in the arable farmland further break the line of sight beyond Solihull Road. However the M42 and associated traffic can be seen running across the line of sight in the background through gaps in the hedge. Overhead electricity transmission infrastructure following the line of the motorway is a much more prominent feature above the intervening vegetation.</p>	<p>Temporary construction effects would relate to construction works being visible in the mid distance view, therefore large scale machinery and construction activity would dominant the view causing substantial alterations to its characteristics.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>M42 Junction 5A would introduce a new lit roundabout and associated slip roads in filtered and partial views in the background of the view. Traffic movements would be visible in the gaps within (and potentially above) the road side vegetation along Solihull Road, where existing traffic movements already exist. The lighting would be the most obvious addition to the view, rising above the intervening vegetation, but again would be seen in the context of the existing lit M42 corridor.</p> <p>Overall the Scheme would introduce more prominent highways related elements within existing but partial views of the M42.</p> <p>The magnitude of impact is likely to be moderate, resulting in a moderate adverse effect.</p>	<p>Mitigation would include screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Views of the new junction and associated slip roads would be greatly reduced by screen planting in these distant and partial views. Scheme lighting would remain partially visible but in the context of the existing lit M42 corridor.</p> <p>Overall views of the Scheme would be reduced and integrated within the existing view.</p> <p>The magnitude of impact is likely to be minor, resulting in a slight adverse effect.</p>

VIEWPOINT CC Eastcote Lane PRow

Distance of viewpoint to Order Limits - 0.84km

Receptors	Existing outlook (summer)	Construction	Winter year of opening	Summer of design year
<p>The viewpoint is representative of users of Eastcote Lane public right of way.</p> <p>Value of view: the view through the roadside hedges takes in the mature trees and, wooded copses across a rolling agricultural landscape. This a moderate value view.</p> <p>Susceptibility: the open fields are framed by the surrounding mature field boundary vegetation, although some detractors can be seen. Susceptibility is moderate.</p> <p>Sensitivity: given the value and susceptibility are both moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have short distant open views of the roadside vegetation looking to the north-west.</p> <p>Traffic movements along Eastcote Lane introduce regular movement within the view, along with the periodic low flying aircraft coming in to land.</p>	<p>Views would be unchanged, but there may be temporary effects caused by the movement of large scale machinery and construction activity which may be visible in some of the view.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>	<p>The Scheme would introduce distant glimpsed views of M42 Junction 5A, with associated lighting and slip roads in the background of the view near to Aspbury's Copse.</p> <p>Traffic movements would be more apparent in the view as a result, but would only affect a very small portion of the view and would not constitute a significant change in its composition.</p> <p>The magnitude of impact is likely to be negligible, resulting in a slight adverse effect.</p>	<p>Mitigation would include screen planting along the sections of embankment and hedge planting along the boundary fence line.</p> <p>Views of the new junction and associated slip roads would be greatly reduced by screen planting in these distant and partial views.</p> <p>Overall, views of the Scheme would be reduced and integrated within the existing view.</p> <p>The magnitude of impact is likely to remain negligible, resulting in a slight adverse effect.</p>

VIEWPOINT EE – Four winds residential property

Viewpoint is located within the Order Limits

Receptors	Existing outlook (summer)	Construction	Winter year of opening	Summer of design year
<p>This viewpoint is representative of the residents at Four Winds.</p> <p>Value of view: this is a direct view along Catherine-de-Barnes Lane with moderate value.</p> <p>Susceptibility: the view along the lane, features local traffic and the isolated residential properties including overhead electricity transmission infrastructure. Susceptibility is moderate.</p> <p>Sensitivity: given the value is moderate and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view to the north and south along Catherine-de-Barnes Lane. The view along the lane features local traffic and the isolated residential properties that occasionally occupy the local road network between Catherine-de-Barnes and Bickenhill.</p> <p>Mature road side trees and hedges are common along these local roads, and restrict awareness of the surrounding landscape where present. Where broader views are available, such as over the trimmed hedges at this viewpoint, the view extends towards the wooded horizon in the south-west. Traffic movements along Catherine-de-Barnes Lane introduce regular movement within the view, along with the low flying aircraft.</p>	<p>Temporary construction effects would relate to construction works being visible, and areas of vegetation that would be removed, resulting in large scale machinery and construction activity dominating the view.</p> <p>The magnitude of impact is likely to be major, resulting in large adverse effect.</p>	<p>The Scheme would introduce the mainline link road in the foreground of the view. The alignment would run north to south in a deep and broad cutting across the view. The new road corridor would dominate the view with partial views of traffic movements changing the nature of the view entirely.</p> <p>The magnitude of impact is likely to be major, resulting in large adverse effect.</p>	<p>The mainline link road in cutting and the reconfiguration of the local roads would remain a major feature in the view.</p> <p>Planting along the new alignments would help to integrate them within the view, but the large scale changes to this view would remain.</p> <p>The magnitude of impact is likely to be major, resulting in large adverse effect.</p>

VIEWPOINT FF – St Peters Lane/Garden Centre

Viewpoint is located within the Order Limits

Receptors	Existing outlook (summer)	Construction	Winter year of opening	Summer of design year
<p>This viewpoint is representative of the residents on St Peters Lane and from the Garden Centre.</p> <p>Value of view: this is a direct view south along St Peters Lane with moderate value.</p> <p>Susceptibility: the view along the lane, features local traffic and the roadside vegetation Susceptibility is moderate.</p> <p>Sensitivity: given the value is moderate and susceptibility is moderate, the sensitivity to the Scheme is also moderate.</p>	<p>Receptors have a view along St Peters Lane to the junction with Catherine-de-Barnes Lane.</p> <p>Views beyond the lane and junction are limited due to dense roadside vegetation.</p>	<p>Temporary construction effects would include the majority of the view being within the construction works of the Scheme, and areas of vegetation would be removed, therefore large scale machinery and construction activity would dominate the view.</p> <p>The magnitude of impact is likely to be major, resulting in large adverse effect.</p>	<p>The Scheme would introduce a junction and Bickenhill Roundabout in the foreground of the view.</p> <p>The new junction would be slightly raised above the new road alignment running north to south in a deep and broad cutting across the view. The new road corridor would dominate the view with partial views of traffic movements changing the nature of the view entirely.</p> <p>The magnitude of impact is likely to be major, resulting in large adverse effect.</p>	<p>Bickenhill Roundabout linking to the mainline link road in cutting and the reconfigured local roads would remain a major feature in the view.</p> <p>Planting within the roundabout and along the alignment would help to integrate them within the view, but the large scale changes to this view would remain.</p> <p>The magnitude of impact is likely to be major, resulting in a large adverse effect.</p>