

A12 Chelmsford to A120 widening scheme

TR010060

6.3 ENVIRONMENT STATEMENT APPENDIX 8.3 VISUAL EFFECTS SCHEDULE

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A12 Chelmsford to A120 widening scheme

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ENVIRONMENT STATEMENT

APPENDIX 8.3 VISUAL EFFECTS SCHEDULE

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1 Visual effects schedule

This appendix provides a visual assessment of the proposed scheme from a selection of representative and illustrative viewpoints and is to be read in conjunction with Chapter 8: Landscape and visual, of the Environmental Statement [TR010060/APP/6.1], Figure 8.3 Zone of Theoretical Visibility and Viewpoints – Bare Earth, Figure 8.4 Photosheets and Figure 8.5 Photomontages [TR010060/APP/6.2]. The sensitivity of the visual receptors is assessed in Table 8.13 in Chapter 8: Landscape and visual [TR010060/APP/6.1].

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
1. Representative view south-east from Centenary Circle long distance path public right of way (PRoW) 213_22), adjacent to New Hall Registered Park and Garden.	855m	Receptor type: users of the PRoW (public bridleway). Visual sensitivity: High	This view is framed to the west by an avenue of lime and oak trees along the drive to New Hall School and to the east by vegetation along Generals Lane. To the south-east the view for users of the PRoW spans across rough grassland towards the top of wooded hills in the distance. Conversely, shorter views to the south towards the existing A12 are curtailed by the landform, which falls to the south. The roof of the Premier Inn Chelmsford (Springfield) west of the J19 is visible in winter. An overhead power line to the south-east of J19 is also visible.	Construction	Landform and intervening vegetation along the A138, the existing A12 and Great Eastern Main Line (GEML) railway line would restrict clear views of construction activity along the existing A12. Glimpsed views of construction activities, including construction lighting, at J19 and north of the existing A12 and GEML railway line would be available in winter, within the context of construction at Beaulieu Park, including construction of the railway station north of J19, residential development within Phase 4 and the multi-storey car park east of Generals Lane. Overall, only a small and localised part of the construction activities would be discernible for pedestrians and horse riders, due to the landform curtailing views, the filtering effect of intervening vegetation and construction activity at Beaulieu Park.	Negligible adverse	Slight adverse
				Year 1 of operation – winter and summer	Construction of the railway station at Beaulieu Park would partly screen views of the improved J19, including new signage and additional lighting. Loss of vegetation west and east of Generals Lane Bridge would make glimpses of traffic on the existing A12, A138 and the elevated Beaulieu Park Radial Distributor Road (RDR) possible. There would be glimpsed views of additional lighting at J19 and east of Generals Lane Bridge. Overall, only a small and localised part of the proposed scheme would be discernible for pedestrians and horse riders in the context of the existing A12 infrastructure including J19 and existing lighting, and ongoing construction at Beaulieu Park.	Negligible adverse	Slight adverse
				Year 15 of operation – winter and summer	Mitigation planting at J19, including woodland planting of trees and shrubs, would have established to reinstate screening along the existing A12 and to integrate the proposed scheme into the view available for pedestrians and horse riders. Glimpses of additional lighting at J19 and east of Generals Lane Bridge would form a barely noticeable feature of the view in the context of the existing A12 infrastructure including existing lighting, and development at Beaulieu Park.	Negligible adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
2. Representative view west from PRow 213_45 on Paynes Lane, Boreham. Photomontage location	240m	Receptor type: users of the PRow (public bridleway) and residents within private properties. Visual sensitivity: High	J19 is partially visible at the western end of the B1137 Main Road for users of the PRow, people travelling along the lane and residents at properties east of the lane, but it is largely screened by buildings at Premier Inn Chelmsford (Boreham) and vegetation south of it. To the south, views are contained by vegetation along Main Road although the entrance to Boreham House Registered Park and Garden is visible. To the north traffic along the existing A12 is visible.	Construction	<p>During construction PRow 213_45 would be closed to allow construction activity at the laydown area, temporarily removing pedestrians and horse riders as visual receptors.</p> <p>There would be narrow views of construction activity associated with the improvement of J19 along Main Road, including removal of mature trees and shrubs along the road. Construction activity at J19 and associated widening of Boreham Bridge would largely be screened by buildings at Premier Inn Chelmsford (Boreham). Removal of established highway planting and movement of construction plant along the haul road south of the existing A12 would be viewed in the context of existing traffic along the A12 and the elevated Beaulieu Park RDR and traffic along it. There would be foreground views of construction plant using Paynes Lane.</p> <p>Overall, construction works would be visible for visual receptors, although seen in the context of the existing highway infrastructure including the existing J19 and associated lighting and Beaulieu Park RDR. The significance of effect would be moderate adverse rather than slight adverse for residents within private properties, and slight adverse rather than neutral for vehicle travellers on Paynes Lanes, because of the proximity of the receptors to the construction activities and the static nature of the view of the residential receptors.</p>	<p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers on Paynes Lane: Minor adverse</p>	<p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on Paynes Lane: Slight adverse</p>
		Receptor type: vehicle travellers on Paynes Lane. Visual sensitivity: Low		Year 1 of operation – winter and summer	<p>Vegetation loss, additional lighting at J19 and along Paynes Lane, a gantry on the slip road to J19, signage along Main Road, and the introduction of Paynes Lane Bridge to the northern end of Payne's Lane, which would be seen proceeding to the north, would exacerbate the prominence of highway infrastructure, including the A12 and the elevated Beaulieu Park RDR. Improvements to J19, including widening of Boreham Bridge, would not affect the overall character of the view in the context of the existing highway infrastructure, being largely screened by buildings at Premier Inn Chelmsford (Boreham).</p> <p>Overall, the proposed scheme would be perceptible for visual receptors, including pedestrians and horse riders, but would not alter the overall balance of features and elements that comprise the existing view, in the context of existing highway infrastructure and existing lighting. The significance of effect would be slight adverse rather than moderate adverse for users of the PRow and residents within private properties, and neutral rather than slight adverse for vehicle travellers on Paynes Lane, because the view of the proposed scheme would be balanced against the presence of the existing A12 and elevated Beaulieu Park RDR.</p>	<p>Users of the PRow (public bridleway) and residents within private properties: Minor adverse</p> <p>Vehicle travellers on Paynes Lane: Minor adverse</p>	<p>Users of the PRow (public bridleway) and residents within private properties: Slight adverse</p> <p>Vehicle travellers on Paynes Lane: Neutral</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting to the south of the widened A12 would have established to reinstate lost vegetation, improve screening of traffic, gantry and additional lighting along the existing A12, and soften views of Paynes Lane Bridge and the elevated Beaulieu Park RDR. New lighting along Paynes Lane would remain discernible.</p> <p>Improvements to J19 would not affect the overall character of the view for visual receptors, including pedestrians and horse riders, in the context of the existing highway infrastructure, being largely screened by buildings at Premier Inn Chelmsford (Boreham). The significance of effect for vehicle travellers on Paynes Lane would be neutral rather than slight adverse because the view of the proposed scheme would be balanced against the presence of the existing A12 and elevated Beaulieu Park RDR.</p>	<p>Users of the PRoW (public bridleway) and residents within private properties: Negligible adverse</p> <p>Vehicle travellers on Paynes Lane: Negligible adverse</p>	<p>Users of the PRoW (public bridleway) and residents within private properties: Slight adverse</p> <p>Vehicle travellers on Paynes Lane: Neutral</p>
3. Representative view north from the Centenary Circle long distance path (PRoW 234_17) where it meets PRoW 234_18, within the Chelmer and Blackwater Navigation Conservation Area.	245m	Receptor type: users of the PRoW (public footpath). Visual sensitivity: High	Open views across arable farmland north of the River Chelmer are available for users of the PRoW. Large agricultural buildings are visible south of J19. Traffic along the existing A12 and large buildings at Springfield Business Park are clearly visible to the west in winter, while vegetation along the existing A12 softens the summer view. To the east an overhead power line is visible. Boreham House Registered Park and Garden is screened by vegetation to the south of the parkland.	Construction	<p>During construction PRoW 234_17 and 234_18 would be diverted during drainage works. Visual effects from the diverted section of PRoW would be consistent with visual effects from the viewpoint.</p> <p>Construction activity east of the existing A12 and at J19, including removal of shrub planting along the A12 and removal of established highway planting south of J19, movement of construction vehicles along haul roads, construction lighting, large soil storage areas, excavation of attenuation and ecology ponds, would be visible in the context of the existing A12.</p> <p>Overall, construction activities would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of highway infrastructure and lighting at J19, large agricultural buildings and buildings at Springfield Business Park. The significance of effect would be moderate adverse rather than slight adverse because of the susceptibility of the view from the PRoW within the Conservation Area that has high value.</p>	Minor adverse	Moderate adverse
				Year 1 of operation – winter and summer	<p>Although new signage and additional lighting on the slip road to J19 would be set within the context of the existing highway infrastructure, loss of vegetation would exacerbate views of the existing A12 and traffic flow. Attenuation ponds and access tracks would be visible east of the widened A12.</p> <p>Overall, the proposed scheme would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of highway infrastructure. The significance of effect would be moderate adverse rather than slight adverse because of the susceptibility of the view from the PRoW within the Conservation Area that has high value.</p>	Minor adverse	Moderate adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	Mitigation planting, including hedges with intermittent trees east of the widened A12, would have established to reinstate and improve screening along the existing A12 corridor and to soften views of additional lighting on the slip road to J19. Intermittent trees and shrubs and wet woodland planting would help to integrate the attenuation and ecology ponds to the east of the widened A12. Residual changes to the existing view would be discernible in the context of existing highway infrastructure.	Negligible adverse	Slight adverse
4. Representative view north-west along Station Road from residential properties along The Street, Hatfield Peverel.	78m	<p>Receptor type: residents within private properties. Visual sensitivity: High</p> <p>Receptor type: vehicle travellers on The Street (B1137). Visual sensitivity: Low</p>	The southern access to Station Road is visible for people travelling along The Street (B1137), and for residents at properties along the road. However, Station Road Bridge, set north of a residential area, is only partially visible directly to the south of it and from properties aligning the highway due to intervening buildings. Passing traffic along The Street and along Station Road is a regular visible feature.	Construction	<p>From the B1137 and residential properties directly south of Station Road, there would be a framed view of construction activity including demolition of Station Road Bridge, construction of Station Road Overbridge replacement and construction lighting. Removal of established highway planting south of the existing A12 and adjacent to Station Road would be perceived behind the buildings north of The Street.</p> <p>Overall, construction activity would be perceptible from the B1137 and residential properties directly south of Station Road but would not alter the overall balance of features and elements that comprise the existing view, in the context of the urban environment and associated lighting.</p> <p>The significance of effect would be moderate adverse rather than slight adverse for residents within private properties, and slight adverse rather than neutral for vehicles travellers on The Street, because of the proximity of the visual receptors to the construction activities.</p> <p>Foreground views of construction activity in the context of the existing A12, including removal of established highway planting south of the A12, laydown areas, demolition of Station Road Bridge, construction of Station Road Overbridge replacement, construction of retaining walls and construction lighting, would be available from residential properties adjacent to the A12 and to Station Road, and significance of effect would be greater for these receptors.</p>	<p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers on The Street (B1137): Minor adverse</p>	<p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on The Street (B1137): Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>Loss of vegetation adjacent to Station Road would be visible and would exacerbate views of Station Road Overbridge replacement. Loss of vegetation along the existing A12 for the construction of retaining walls along the section of A12 running through Hatfield Peverel would be perceived behind the buildings north of The Street. Loss of vegetation would be perceived especially in summer when it forms a vegetated background.</p> <p>Overall, the proposed scheme would be perceptible from the B1137 for vehicle travellers turning into Station Road and residential properties directly south of Station Road, but would not alter the overall balance of features and elements that comprise the existing view in the context of the urban environment and the existing A12 which runs in cutting in this location. The significance of effect would be slight adverse rather than moderate adverse for residents within private properties, because of the restricted nature of views from properties along the B1137, and slight adverse rather than neutral for vehicle travellers turning into Station Road because of the proximity of the visual receptors to the proposed scheme.</p> <p>The existing A12 runs in cutting in this location so effects during operation, including views of vehicles and headlights on the A12, would largely be limited to properties adjoining the highway.</p>	<p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers on The Street (B1137): Minor adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers on The Street (B1137): Slight adverse</p>
				Year 15 of operation – winter and summer	<p>Retaining walls along the section of A12 crossing Hatfield Peverel would restrict the capacity to reinstate trees to the north and south of the widened A12, therefore loss of larger trees would be permanent. While some replacement planting may be possible, it is unlikely that it would be sufficient to provide a level of screening similar to existing due to limited space. Loss of vegetation would be perceived especially in summer when it forms a vegetated background.</p> <p>Overall, the proposed scheme would be perceptible from the B1137 for vehicle travellers turning into Station Road, and residential properties directly south of Station Road but would not alter the overall balance of features and elements that comprise the existing view in the context of the urban environment and the existing A12 which runs in cutting in this location. The significance of effect would be slight adverse rather than moderate adverse for residents within private properties, because of the restricted nature of views along the B1137, and slight adverse rather than neutral for vehicles travellers turning into Station Road because of the proximity of the visual receptors to the proposed scheme.</p> <p>Due to the proximity to the existing A12, which is in cutting in this location, views from the properties adjoining the highway would remain open, particularly from upper storeys.</p>	<p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers on The Street (B1137): Minor adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers on The Street (B1137): Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
5. Representative view north-east from footpath/cycleway south of A12, east of Hatfield Peverel.	10m	<p>Receptor type: users of the footpath/cycleway. Visual sensitivity: Medium</p> <p>Receptor type: residents within private properties. Visual sensitivity: High</p> <p>Receptor type: vehicle travellers on the A12. Visual sensitivity: Negligible</p>	<p>Close range views of the existing A12, including traffic, lighting columns and gantries, are available for users of the footpath/cycleway adjacent to the southbound carriageway. Vegetation between the footpath and the existing A12 softens views of traffic from part of the footpath. To the south of the footpath, views towards the existing A12 are contained by field boundary vegetation. Although the assessment is from the viewpoint, visual effects from the eastern edge of Hatfield Peverel, including from the approved residential development north-east of Gleneagles Way, have also been considered.</p>	Construction	<p>The footpath/cycleway would be diverted north past The Vineyards along a proposed temporary access road to J21, and would therefore be moved further away from the main A12 alignment. Foreground views of construction activity including major earthworks and movement of construction plant for the construction of J21, haul roads, large soil storage areas, J20b main compound, which would be lit, aggregate processing facilities, excavation activity at borrow pit E and excavation of attenuation ponds. Removal of highway planting along both sides of the existing A12 would allow views to the south towards a soil storage area, excavation of an attenuation pond and construction lighting.</p> <p>Views of construction activity along a short section of the existing A12 east of Wellington Road Overbridge, would be available from the eastern edge of Hatfield Peverel, including from a couple of properties at the approved residential development north-east of Gleneagles Way. Views of construction activity for J21, excavation of attenuation pond and soil storage areas to the east would be screened by retained field boundary vegetation and a noise barrier, although potential filtered views would be possible from second storey windows of buildings at the approved residential development north-east of Gleneagles Way.</p> <p>Overall, construction activity would become the dominant feature of the view for users of the footpath/cycleway and vehicle travellers on the A12. The significance of effect would be large adverse rather than moderate adverse for users of the footpath/cycleway because of the proximity of the visual receptors to the construction activities that would be visible in the foreground either side of the footpath/cycleway.</p> <p>Overall, construction activity would be noticeable in views from residential properties on the eastern edge of Hatfield Peverel, including from the approved residential development north-east of Gleneagles Way, although seen in the context of existing highway infrastructure, urban environment and associated lighting. The significance of effect would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the construction activities.</p>	<p>Users of the footpath/cycleway: Major adverse</p> <p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on the A12: Major adverse</p>	<p>Users of the footpath/cycleway: Large adverse</p> <p>Residents within private properties: Large adverse</p> <p>Vehicle travellers on the A12: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>The footpath/cycleway would be permanently re-aligned in the field to the south of the slip road to J21, therefore moved further away from the main A12 alignment. Loss of vegetation along the existing A12 would exacerbate views of the highway and traffic flow from the realigned footpath/cycleway.</p> <p>The new, elevated J21 and additional lighting and signage would encroach on the arable fields adjacent to the existing A12. Attenuation ponds would be visible looking to the north-east and south-east from the footpath/cycleway and the A12. J21 would exacerbate the extent of highway infrastructure and become the dominant feature of the view for users of the footpath/cycleway and vehicle travellers on the A12.</p> <p>Views of J21 from the eastern edge of Hatfield Peverel would be screened by retained field boundary vegetation and a noise barrier, although filtered views of traffic and lighting would be possible from second storey windows of buildings at the approved residential development north-east of Gleneagles Way.</p> <p>Views of traffic along a section of the A12 east of Hatfield Peverel would remain noticeable. The proposed scheme would be noticeable especially in winter, because in summer the retained vegetation in leaf would provide some screening. However, the overall visual effects for residents within private properties would be consistent in summer and winter because the additional screening benefit of retained vegetation when in leaf would be limited.</p> <p>The significance of effect for users of the footpath/cycleway would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme, that would be visible in the foreground either side of the footpath/cycleway.</p> <p>The significance of effect for residents within private properties on the eastern edge of Hatfield Peverel, including from the approved residential development north-east of Gleneagles Way, would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme.</p>	<p>Users of the footpath/cycleway: Major adverse</p> <p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on the A12: Major adverse</p>	<p>Users of the footpath/cycleway: Large adverse</p> <p>Residents within private properties: Large adverse</p> <p>Vehicle travellers on the A12: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting at J21 and along the A12 corridor, including woodland planting of trees and shrubs, and hedges with intermittent trees along either side of the footpath/cycleway, would have established to help soften views of the proposed scheme, including additional lighting, and filter views of traffic along the existing A12 for users of the footpath/cycleway. Individual trees and hedges with intermittent trees would help to soften views of the attenuation pond and access track to the south of the footpath.</p> <p>However, the proximity to J21 is likely to result in residual noticeable views of the expanded highway infrastructure for the users of the footpath/cycleway and vehicle travellers on the A12, albeit in the context of the existing lit A12.</p> <p>The proposed scheme would be noticeable especially in winter, because in summer new planting would help to filter views of traffic and lighting. However, the overall visual effects for residents within private properties would be consistent in summer and winter because of the additional screening benefit of retained vegetation.</p> <p>The significance of effect for vehicle travellers on the A12 would be slight adverse rather than neutral because Hatfield Road Overbridge would be readily apparent from the highway.</p> <p>J21 would be perceptible from second storey windows of private properties on the eastern edge of Hatfield Peverel, including from the approved residential development north-east of Gleneagles Way, but not alter the overall balance of features and elements that comprise the existing view, in the context of the existing highway infrastructure, urban environment and associated lighting. The significance of effect would be slight adverse rather than moderate adverse because of the filtering effect of new and retained vegetation.</p>	<p>Users of the footpath/cycleway: Moderate adverse</p> <p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers on the A12: Moderate adverse</p>	<p>Users of the footpath/cycleway: Moderate adverse</p> <p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers on the A12: Slight adverse</p>
6. Representative view east from PRow 90_29, east of Hatfield Peverel.	124m	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across arable fields are available for users of the PRow from a gap in the field boundary vegetation east of the footpath, where a gate is located. The existing A12 to the north of the field is concealed by roadside vegetation. Vegetation and a fence east of the business complex at Latney's contain views to the west.	Construction	<p>Intermittent views of major construction works within the context of the existing A12 where gaps in field boundary vegetation allow, would be available. Construction activity would include excavation of borrow pit F and aggregate processing facilities to the south of the existing A12, construction lighting, removal of established highway planting along the existing A12 and earthworks to accommodate online widening of the existing A12.</p> <p>Construction activity would become a dominant feature of the view where gaps in field boundary vegetation allow. The significance of effect would be large adverse rather than very large adverse because the retained vegetation east of the footpath would restrict views of construction activities.</p>	Major adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	Loss of vegetation along the existing A12 would increase the prominence of the highway corridor and exacerbate intermittent views through field boundary vegetation of the tops of high sided vehicles in cutting. New gantries along the A12 would also be visible. Restored borrow pit F and ecology ponds within the borrow pit would be visible. Overall, the proposed scheme would be noticeable in views available from the footpath. The significance of effect would be moderate adverse rather than large adverse because the retained vegetation east of the footpath would restrict views of the proposed scheme.	Moderate adverse	Moderate adverse
				Year 15 of operation – winter and summer	Mitigation planting, including woodland planting of trees and shrubs south of the widened A12 corridor, would have established to help screen views of the widened A12 and gantries and filter views of traffic. A small block of woodland east of the footpath, intermittent trees and shrubs and individual trees within the restored borrow pit F would help to integrate the borrow pit and ecology ponds in the view. The proposed scheme would not alter the overall balance of features and elements that comprise the existing view available along the footpath, however the change in view available through intermittent gaps in field boundary vegetation would be perceptible. The significance of effect would be slight adverse rather than moderate adverse because the retained vegetation east of the footpath would restrict views of the proposed scheme.	Minor adverse	Slight adverse
7. Representative view north from residential properties along Maldon Road, Witham. Photomontage location	190m	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers on Maldon Road. Visual sensitivity: Low	The existing A12, Olivers Bridge and traffic are visible for people travelling north along Maldon Road, and oblique views are also available for residents at properties along the road. The existing A12 is partially concealed by planting along it. More direct views of the bridge are available for residents at properties at Pantile Close.	Construction	There would be foreground views of construction activity in the context of the existing A12, including widening of Olivers Bridge with associated removal of established highway planting either side of the existing bridge, construction of retaining walls, construction lighting and the presence of construction vehicles on a haul road crossing Maldon Road. Overall, construction works would be noticeable in views from Maldon Road and adjacent residential properties, although seen in the context of existing highway infrastructure, the urban environment and associated lighting. The significance of effect would be large adverse rather than moderate adverse for residents within private properties because of the proximity of the receptor to the construction activities and the static nature of the view of the residential receptors.	Residents within private properties: Moderate adverse Vehicle travellers on Maldon Road: Moderate adverse	Residents within private properties: Large adverse Vehicle travellers on Maldon Road: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>Loss of vegetation would exacerbate views of the highway infrastructure including retaining walls, elevated Olivers Bridge either side of Maldon Road, and traffic flow, especially for properties directly south of the existing A12 and at Pantile Close, that would experience greater effects. Traffic west and east of the bridge would be partially screened by acoustic barriers, although the top of HGVs would be visible.</p> <p>The proposed scheme would be noticeable in views, although seen in the context of existing highway infrastructure. The significance of effect would be moderate adverse rather than large adverse for residents within private properties because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	<p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on Maldon Road: Moderate adverse</p>	<p>Residents within private properties: Moderate adverse</p> <p>Vehicle travellers on Maldon Road: Slight adverse</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting, comprising hedge with intermittent trees east and west of Olivers Bridge, would have established to provide screening of the retaining walls in views from housing along Maldon Road. Olivers Bridge, traffic on it and acoustic barriers would still be visible.</p> <p>The proposed scheme would be barely noticeable in the context of the existing highway infrastructure. The significance of effect would be slight adverse rather than neutral for vehicle travellers on Maldon Road because permanent loss of some vegetation would be perceptible.</p>	<p>Residents within private properties: Negligible adverse</p> <p>Vehicle travellers on Maldon Road: Negligible adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers on Maldon Road: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
8. Representative view north-east along Blackwater Rail Trail Country Park.	167m	Receptor type: users of Blackwater Rail Trail Country Park public open space. Visual sensitivity: High	Channelled views along the linear Blackwater Rail Trail Country Park, which is lined with mature trees and shrubs, are available for users of the country park. The existing A12 Benton Bridge is barely visible from the country park, but becomes apparent in localised views when walking near to it. Dense vegetation along the country park and a low bank to the east of it restricts views east, while residential properties screen views to the west.	Construction	<p>The Blackwater Rail Trail Country Park is well vegetated, although close to the existing A12 crossing in winter there would be glimpsed views of construction activity including removal of established highway planting, laydown and soil storage areas, construction lighting, earthworks south of the existing A12 to accommodate online widening and widening of Benton Bridge. There would be filtered views through intervening vegetation of construction plant along the haul road east of the Blackwater Rail Trail Country Park.</p> <p>Close to the existing A12 crossing in winter there would also be glimpsed views of construction activity associated with part of the gas main diversion, including removal of highway planting and a section of a hedgerow between field boundaries, and excavation, where the gas main diversion would run along the southern side of the existing A12 corridor, between the road embankment and the haul road.</p> <p>Overall, construction works would be readily apparent to the users of the country park, although localised to the proximity of Benton Bridge. The significance of effect would be moderate adverse rather than large adverse because of the enclosed nature of the country park, which would restrict views of the construction activities.</p>	Moderate adverse	Moderate adverse
				Year 1 of operation – winter and summer	<p>In winter the widened A12 and traffic flow would be noticeable from a localised part of the Blackwater Rail Trail Country Park due to loss of vegetation. In summer, the proposed scheme would only be noticeable walking close to the A12 crossing, because retained vegetation either side of the Blackwater Rail Trail Country Park restricts views.</p> <p>Overall, the proposed scheme would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view, due to the filtering effect of intervening vegetation and existing bank to the east of the footpath and residential properties to the west. In winter the significance of effect would be moderate adverse rather than slight adverse because of increased visibility during winter when vegetation along the Blackwater Rail Trail Country Park would not be in leaf. In summer the significance of effect would be slight adverse rather than moderate adverse because of the screening effect of the retained vegetation either side of the Blackwater Rail Trail Country Park which would restrict views to a greater extent when in leaf.</p>	<p>Winter: Minor adverse</p> <p>Summer: Minor adverse</p>	<p>Winter: Moderate adverse</p> <p>Summer: Slight adverse</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs along the widened A12 embankment east of the Blackwater Rail Trail Country Park, would have established to reinstate screening and the overall character of the view, restricted by vegetation along the Blackwater Rail Trail Country Park. The proposed scheme would be barely noticeable in the context of existing highway infrastructure at Benton Bridge.</p>	Negligible adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
9. Representative view west from Whetmead Local Nature Reserve.	250m	Receptor type: visitors of the Whetmead Local Nature Reserve public open space. Visual sensitivity: High	Views across rough grassland with areas of scrubby vegetation within Whetmead Local Nature Reserve are available for visitors. Facing west, the existing A12 is concealed by dense roadside vegetation. Localised filtered views of Brain Bridge with glimpses of traffic directly south of it, and the residential edge of Witham west of the bridge, are available looking to the south-west in winter.	Construction	There would be open views of construction activity, including removal of established highway planting along the existing A12, earthworks to accommodate online widening, movement of construction vehicles along the haul road, and construction lighting. Filtered views of a laydown area would also be available to the north-west. Overall, construction works would become the dominant feature of the view. The significance of effect would be large adverse rather than very large adverse because the view of the construction activities would be balanced against the presence of the existing A12.	Major adverse	Large adverse
				Year 1 of operation – winter and summer	Loss of vegetation east of the existing A12 would open up views of the highway corridor, signage, a new gantry and traffic flow on embankment, therefore the proposed scheme would become the dominant feature of the view. The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.	Major adverse	Large adverse
				Year 15 of operation – winter and summer	Mitigation woodland planting of trees and shrubs would have established to reinstate screening along the widened A12 corridor and to reinstate the character of the view, although the widened Brain Bridge and traffic along it would remain discernible.	Negligible adverse	Slight adverse
10. Representative view south-west from Little Braxted Lane/National Cycle Route 16. Little Braxted Lane would be removed in the vicinity of representative viewpoint 10. There would be similar visual effects from the realigned National Cycle Route 16 on Little Braxted Bridge.	10m	Receptor type: users of national cycle route. Visual sensitivity: High Receptor type: vehicle travellers on Little Braxted Lane. Visual sensitivity: Low	Localised glimpses of traffic along the existing A12 are visible in winter by users of the cycle route and people travelling along the road, from a gap within the vegetation along Little Braxted Lane, where an entrance to the field west of it is located. Vegetation along the lane and south of the existing A12 generally block views of the existing highway.	Construction	Construction activities associated with J22 would disrupt access to the section of Little Braxted Lane/National Cycle Route 16 where the viewpoint is. The National Cycle Route 16 would be diverted along the southern side of J22 and over the proposed Little Braxted Bridge. The view from the nearest section of the realigned Little Braxted Lane/National Cycle Route 16 would be similar to the view described for this viewpoint, and the same magnitude and significance of effect would apply. There would be foreground views of construction works associated with the construction of part of the offline bypass between J22 and J23 and Little Braxted Bridge, including removal of established highway planting, major earthworks, laydown area, haul roads, and construction lighting. Excavation of attenuation and ecology ponds would also be visible west of Little Braxted Lane. Overall, construction works would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for users of national cycle route and moderate adverse rather than slight adverse for vehicle travellers on Little Braxted Lane because of the proximity of the visual receptors to the construction activities.	Users of national cycle route: Major adverse Vehicle travellers on Little Braxted Lane: Major adverse	Users of national cycle route: Very Large adverse Vehicle travellers on Little Braxted Lane: Moderate adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>From the nearest section of the realigned Little Braxted Lane/National Cycle Route 16 to the viewpoint, there would be foreground views of part of the offline bypass between J22 and J23, including traffic flow within cutting and Little Braxted Bridge. Ecology pond, attenuation ponds and access tracks would be visible west of Little Braxted Lane.</p> <p>The proposed scheme would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for users of national cycle route and moderate adverse rather slight adverse because of the proximity of the visual receptors to the proposed scheme.</p>	<p>Users of national cycle route: Major adverse</p> <p>Vehicle travellers on Little Braxted Lane: Major adverse</p>	<p>Users of national cycle route: Very Large adverse</p> <p>Vehicle travellers on Little Braxted Lane: Moderate adverse</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting including intermittent trees and shrubs along the highway cutting and around Little Braxted Bridge, individual trees around ecology and attenuation ponds, and a hedge with intermittent trees along Little Braxted Lane would have established to soften views of the offline bypass between J22 and J23, Little Braxted Bridge, the ecology pond and attenuation ponds and access tracks, from the realigned Little Braxted Lane/National Cycle Route 16. However, the presence of major infrastructure would remain a noticeable feature of the view, in winter and in summer.</p> <p>The significance of effect for users of National Cycle Route would be large adverse rather than moderate adverse because the proposed scheme would form a new permanent feature in the view.</p>	<p>Users of national cycle route: Moderate adverse</p> <p>Vehicle travellers on Little Braxted Lane: Moderate adverse</p>	<p>Users of national cycle route: Large adverse</p> <p>Vehicle travellers on Little Braxted Lane: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
11. Representative view north-east from Little Braxted Lane/National Cycle Route 16. Little Braxted Lane would be removed in the vicinity of representative viewpoint 11. There would be similar visual effects from further south along Little Braxted Lane/realigned National Cycle Route 16.	20m	Receptor type: users of national cycle route. Visual sensitivity during construction and Year 1: Medium Visual sensitivity during Year 15: High Receptor type: vehicle travellers on Little Braxted Lane. Visual sensitivity: Low	The entrance to Colemans Farm Quarry and heavy goods vehicle (HGV) movements are visible in the foreground by users of the cycle route and people travelling along the road. The mineral extraction activity is filtered by double rows of trees and is just visible in winter.	Construction	Construction activities associated with J22 would disrupt access to the section of Little Braxted Lane/National Cycle Route 16 where the viewpoint is. The National Cycle Route 16 would be diverted along the southern side of J22 and over the proposed Little Braxted Bridge. The view from the nearest section of the realigned Little Braxted Lane/National Cycle Route 16 would be similar to the view described for this viewpoint, and the same magnitude and significance of effect would apply. There would be foreground views of construction works associated with the construction of part of the offline bypass between J22 and J23 and construction of J22, including removal of established highway planting and sections of rows of trees within the Colemans Farm Quarry site, major earthworks, soil storage and laydown areas, haul roads, and construction lighting. Overall, construction works would become the dominant feature of the view. The significance of effect would be large adverse rather than moderate adverse for users of national cycle route, and moderate adverse rather than slight adverse for vehicle travellers on Braxted Lane, because of the proximity of the visual receptors to the construction activities.	Users of national cycle route: Major adverse Vehicle travellers on Little Braxted Lane: Major adverse	Users of national cycle route: Large adverse Vehicle travellers on Little Braxted Lane: Moderate adverse
				Year 1 of operation – winter and summer	From the nearest section of the realigned Little Braxted Lane/National Cycle Route 16 to the viewpoint, there would be foreground views of part of the offline bypass between J22 and J23, including a gantry, as well as J22 slip roads, signage and traffic flow rising up on embankment towards J22, which would be lit. The proposed scheme would become the dominant feature of the view. The significance of effect would be large adverse rather than moderate adverse for users of national cycle route, and moderate adverse rather than slight adverse for vehicle travellers on Little Braxted Lane, because of the proximity of the visual receptors to the proposed scheme.	Users of national cycle route: Major adverse Vehicle travellers on Little Braxted Lane: Major adverse	Users of national cycle route: Large adverse Vehicle travellers on Little Braxted Lane: Moderate adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting, including intermittent trees and shrubs and woodland planting of trees and shrubs on the embankments and hedges with intermittent trees along the realigned Little Braxted Lane and along the offline bypass between J22 and J23, would have established to soften views of the offline bypass, including the new gantry, and J22, from the realigned Little Braxted Lane/National Cycle Route 16. However, the presence of major infrastructure and lighting at J22 would remain a noticeable feature of the view, in winter and in summer.</p> <p>The significance of effect for users of national cycle route would be large adverse rather than moderate adverse because the proposed scheme would form a new permanent feature in the view.</p>	<p>Users of national cycle route: Moderate adverse</p> <p>Vehicle travellers on Little Braxted Lane: Moderate adverse</p>	<p>Users of national cycle route: Large adverse</p> <p>Vehicle travellers on Little Braxted Lane: Slight adverse</p>
11a. Representative view north from PRoW 105_29, east of Little Braxted Lane. Photomontage location	334m	Receptor type: users of the PRoW (public bridleway) and residents within private properties. Visual sensitivity: High	Views across pasture enclosed by hedgerows and tree belts, and an area of unestablished planting to the north-west are available for users of the PRoW, people travelling along the lane and residents at Coleman's Farm and the property south-west of it. There are filtered views through intervening tree belts in winter of mineral extraction activity at Colemans Farm Quarry to the north of the PRoW. An overhead power line crosses the field, although the existing A12 is largely concealed by intervening vegetation.	Construction	<p>To the north there would be filtered views of construction activity associated with the construction of J22 through retained intervening field boundary vegetation. To the north-east there would be views of construction works associated with the construction of part of the offline bypass between J22 and J23, including removal of established highway planting and a section of a row of trees within the Colemans Farm Quarry site, major earthworks, a soil storage area, haul roads and construction lighting.</p> <p>Overall, construction activity would become the dominant feature of the view for visual receptors, including horse riders. The significance of effect would be large adverse rather than very large adverse because the view of the construction activities would be balanced against the presence of the existing A12 and the Colemans Farm Quarry site.</p>	Major adverse	Large adverse
				Year 1 of operation – winter and summer	<p>To the north there would be filtered views through intervening field boundary vegetation of traffic flow rising up on embankment towards J22, which would be lit. To the north-east there would be views of part of the offline bypass between J22 and J23, as well as J22 slip roads and signage, including gantries.</p> <p>The proposed scheme would become the dominant feature of the view for visual receptors, including horse riders. The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12 and the Colemans Farm Quarry site.</p>	Major adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>In Year 15 the bridleway would be diverted within the arable field as a result of the approved restoration plan of the Colemans Farm Quarry. The visual effect, as well as magnitude and significance of effect would be consistent with those described for the viewpoint.</p> <p>Mitigation planting, including hedges with intermittent trees along the realigned Little Braxted Lane, would have established to soften views of traffic rising up on embankment towards J22 and the offline bypass between J22 and J23. Woodland planting of trees and shrubs would help screen views of new lighting at J22. However, glimpses of traffic and signage, including gantries, would remain perceptible through intervening mitigation planting.</p> <p>Overall, the change in view would be perceptible for visual receptors, including horse riders, in winter and in summer. The significance of effect would be moderate adverse rather than slight adverse because the proposed scheme would form a new permanent feature in the view.</p>	Minor adverse	Moderate adverse
12. Representative view north-west across the Blackwater River Valley from PRoW 246_18, adjacent to Braxted Park Registered Park and Garden.	906m	<p>Receptor type: users of the PRoW (public footpath). Visual sensitivity: High</p> <p>Receptor type: vehicle travellers on Braxted Lane (protected lane). Visual sensitivity: High</p>	Views across arable fields contained by field boundary vegetation, west of Braxted Park Registered Park and Garden are available for users of the PRoW and people travelling along the road west of it. The Blackwater River Valley is well vegetated, curtailing views west.	Construction	Filtered distant glimpses through intervening vegetation within the Blackwater River Valley of movement of construction plant, carrying out construction of part of the offline bypass between J22 and J23 would be possible in winter. Discernible construction activities would not affect the overall character of the existing view, due to the filtering effect of intervening vegetation and the distance between the viewpoint and the proposed scheme.	Negligible adverse	Slight adverse
				Year 1 of operation – winter and summer	<p>In winter, there would be filtered distant glimpses of part of the offline bypass between J22 and J23 where it is raised above grade, through intervening vegetation within the Blackwater River Valley.</p> <p>In summer intervening vegetation along the Blackwater River Valley when in leaf would screen the proposed scheme, which would not be discernible.</p> <p>The proposed scheme would not affect the overall character of the existing view due to the filtering effect of intervening vegetation and the distance between the viewpoint and the proposed scheme.</p>	<p>Winter: Negligible adverse</p> <p>Summer: No change</p>	<p>Winter: Slight adverse</p> <p>Summer: Neutral</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting, including individual trees, intermittent trees and shrubs and hedges with intermittent trees south of the offline bypass between J22 and J23, would soften views of the proposed scheme, although some filtered distant glimpses of traffic would be possible in winter, through intervening vegetation within the Blackwater River Valley.</p> <p>In summer intervening vegetation along the Blackwater River Valley when in leaf, combined with established mitigation planting along the offline bypass between J22 and J23 would screen the proposed scheme, and it would not be discernible.</p> <p>The proposed scheme would not affect the overall character of the existing view due to the filtering effect of intervening vegetation and the distance between the viewpoint and the proposed scheme.</p>	<p>Winter: Negligible</p> <p>Summer: No change</p>	<p>Winter: Slight adverse</p> <p>Summer: Neutral</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
13. Representative view west from residential properties along Braxted Road, Rivenhall End.	30m	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers on Braxted Road. Visual sensitivity: Low	Filtered views across arable farmland are available for people travelling along Braxted Road and from the second floor of Rose Cottage through intervening vegetation along the road, especially in winter. Dense vegetation south of The Matchyn's blocks views of the existing A12.	Construction	<p>There would be foreground views of construction activity, including major earthworks and removal of woodland associated with the construction of part of the offline bypass between J22 and J23 and Braxted Road Overbridge, construction lighting, haul roads and excavation of an attenuation pond east of the embankment for Braxted Road Overbridge. Construction activity would be seen in the context of mineral extraction activities at Coleman's Farm Quarry, that during the construction of the proposed scheme would be present west of Braxted Road.</p> <p>Overall, construction activity would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for residents within private properties and moderate adverse rather than slight adverse for vehicle travellers on Braxted Road, because of the proximity of the receptors to the construction activities and the static nature of the view of the residential receptors.</p>	Residents within private properties: Major adverse Vehicle travellers on Braxted Road: Major adverse	Residents within private properties: Very large adverse Vehicle travellers on Braxted Road: Moderate adverse
				Year 1 of operation – winter and summer	<p>There would be foreground views of part of the elevated offline bypass between J22 and J23, Braxted Road Overbridge on embankment which would be lit, signage and an attenuation pond and access track west of Braxted Road. Traffic along the offline bypass between J22 and J23 would be partially screened by an acoustic barrier in this location, although the top of HGVs would be visible. The offline bypass would be on embankment including retaining wall, which would be particularly prominent in the low-lying Blackwater River Valley landscape.</p> <p>The proposed scheme would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for residents within private properties and moderate adverse rather than slight adverse for vehicle travellers on Braxted Road, because of the proximity of the receptors to the proposed scheme and the static nature of the view of the residential receptors.</p>	Residents within private properties: Major adverse Vehicle travellers on Braxted Road: Major adverse	Residents within private properties: Very large adverse Vehicle travellers on Braxted Road: Moderate adverse
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs and tall screen planting along the southern side of the offline bypass between J22 and J23, would help to soften views of the proposed scheme. Woodland planting on the eastern embankment of Braxted Road Overbridge would help filter views of traffic flow on the overbridge. However, the raised structures would remain noticeable in views within the low-lying Blackwater River Valley landscape, in winter and in summer.</p> <p>The significance of effect for residents within private properties would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme, which would form a new permanent feature in the view.</p>	Residents within private properties: Moderate adverse Vehicle travellers on Braxted Road: Moderate adverse	Residents within private properties: Large adverse Vehicle travellers on Braxted Road: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
14. Representative view south-west from residential properties along Cranes Lane, Kelvedon.	240m	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers on Cranes Lane. Visual sensitivity: Low	Views across arable farmland to the existing A12 west of J23, where there is little vegetation along the highway, are available for people travelling along the lane and potentially from residential properties in winter. This section of the existing A12 is well lit, although J23 is screened by roadside vegetation. Vegetation south of the properties along Cranes Lane limits views towards the existing A12 for residents.	Construction	Construction activity, including movement of construction vehicles along the haul road north of the existing A12, removal of highway planting, earthworks in association with construction of part of the offline bypass between J22 and J23 and parallel off-slip to the B1024, construction lighting, soil storage and laydown areas, construction of Snivellers Lane Bridge and the excavation of an attenuation pond, would be clearly visible from Cranes Lane. Intervening retained field boundary vegetation would screen views of excavation of borrow pit I north-east of Rivenhall End. Construction activities would be barely noticeable from residential properties due to dense vegetation surrounding them. Overall, construction activity would become the dominant feature of the view available from Cranes Lane, although in the context of the existing A12 and B1024 infrastructure and existing highway lighting. The significance of effect would be slight adverse rather than moderate adverse for vehicle travellers on Cranes Lane, because the view of the construction activities would be balanced against the presence of the existing A12.	Residents within private properties: Negligible adverse Vehicle travellers on Cranes Lane: Major adverse	Residents within private properties: Slight adverse Vehicle travellers on Cranes Lane: Slight adverse
				Year 1 of operation – winter and summer	The offline bypass between J22 and J23 and parallel off-slip to the B1024 would bring the existing A12 corridor closer to the viewpoint and would be largely above grade in this section, exacerbating the prominence of highway infrastructure within the view available from Cranes Lane. A new gantry along the A12 corridor and Snivellers Lane Bridge would also be visible. Close views of the attenuation pond would also be available. The proposed scheme would be barely noticeable from residential properties due to dense vegetation surrounding them. Overall, the proposed scheme would be noticeable in the view from Cranes Lane although set within the context of the existing A12, which is well lit and largely unvegetated in this location.	Residents within private properties: Negligible adverse Vehicle travellers on Cranes Lane: Moderate adverse	Residents within private properties: Slight adverse Vehicle travellers on Cranes Lane: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting, including individual trees along the northern side of the B1024 and linear woodland planting of trees and shrubs between the B1024 and northbound carriageway of the A12, would have established to soften views of the offline bypass between J22 and J23 from Cranes Lane, including the new gantry, Snivellers Lane Bridge, and the parallel off-slip to the B1024, and improve screening of traffic and lighting. Woodland planting of trees and shrubs would help to integrate the attenuation pond in the view.</p> <p>The proposed scheme would be barely noticeable from residential properties due to dense vegetation surrounding them.</p> <p>Overall, the proposed scheme would be discernible but new planting would reduce the visual prominence of this section of the existing A12, therefore the significance of effect for vehicle travellers on Cranes Lane would be slight adverse rather than neutral.</p>	<p>Residents within private properties: Negligible adverse</p> <p>Vehicle travellers on Cranes Lane: Negligible adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers on Cranes Lane: Slight adverse</p>
15. Representative view south-east from residential properties along Ewell Hall Chase within Kelvedon Conservation Area.	192m	<p>Receptor type: residents within private properties and users of the PRoW (public footpath). Visual sensitivity: High</p> <p>Receptor type: vehicle travellers on Ewell Hall Chase. Visual sensitivity: Low</p>	Views across arable farmland towards the existing A12 are available for residents at properties along Ewell Hall Chase, people travelling along the road and users of the PRoW along it. To the south, where the roadside vegetation is sparse, direct views of the existing A12 are available. More filtered views of the existing A12 are available to the south-west, through field boundary vegetation. To the south-east, dense vegetation along the existing A12 blocks views of the highway. Koorbaes, a residential property on Highfield Lane to the south of the existing A12, is also visible.	Construction	<p>There would be foreground views of a soil storage area and excavation of an attenuation pond, and middle-distance views of construction vehicles on the haul road north of the existing A12 and removal of established highway planting. In the background, excavation of borrow pit J and aggregate processing facilities south of the existing A12 would also be perceived. Glimpsed views through intervening field boundary vegetation of demolition of Highfields Bridge and construction of Highfields Overbridge replacement to the south-west would be possible. Construction lighting would be visible throughout the construction area.</p> <p>Overall, construction activity would become the dominant feature of the view, although in the context of the existing A12 and moving traffic. The significance of effect would be large adverse rather than very large adverse for residents within private properties and users of the PRoW, and slight adverse rather than moderate adverse for vehicle travellers on Ewell Hall Chase, because the view of the construction activities would be balanced against the presence of the existing A12.</p>	<p>Residents within private properties and users of the PRoW (public footpath): Major adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Major adverse</p>	<p>Residents within private properties and users of the PRoW (public footpath): Large adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>There would be foreground views of the attenuation pond and access track. Loss of vegetation to accommodate online widening along the existing A12, which is largely at grade or in cutting within this section, would increase visibility of high sided vehicles on the existing A12, and would open up views of a new gantry. Glimpsed views of Highfields Overbridge replacement through intervening field boundary vegetation to the south-west would be possible.</p> <p>Overall, the proposed scheme would be noticeable in views, although seen in the context of existing highway infrastructure. The significance of effect for residents within private properties and users of the PRow would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme.</p>	<p>Residents within private properties and users of the PRow (public footpath): Moderate adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Moderate adverse</p>	<p>Residents within private properties and users of the PRow (public footpath): Large adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Slight adverse</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs to the north and east of the attenuation pond and access track, and linear woodland planting of trees and shrubs and hedge with intermittent trees along parts of the widened A12 would have established to help integrate the pond into the view and filter views of traffic and the new gantry.</p> <p>Overall, the proposed scheme would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of highway infrastructure. The significance of effect would be slight adverse rather than moderate adverse for residents within private properties and users of the PRow because the view of the proposed scheme would be balanced against the presence of the existing A12, and slight adverse rather than neutral for vehicle travellers on Ewell Hall Chase because the proposed pond and access road would form a new feature in the view.</p>	<p>Residents within private properties and users of the PRow (public footpath): Minor adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Minor adverse</p>	<p>Residents within private properties and users of the PRow (public footpath): Slight adverse</p> <p>Vehicle travellers on Ewell Hall Chase: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
16. Representative view south-east from PRow 92_15, east of Brockwell Meadows Local Nature Reserve, Kelvedon.	302m	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across arable farmland with woodland blocks towards the existing A12 are available for users of the PRow. Roadside vegetation along the existing A12 south-east of World's End Lane is sparse and a section of the highway which is on embankment is clearly visible from the PRow. A block of woodland is located between two arable fields east of the PRow which frames views of the existing A12 from different sections of the PRow.	Construction	Construction activity, including major earthworks and removal of established highway planting associated with the construction of J24, demolition of Ewell Bridge and construction of Ewell Overbridge replacement, soil storage and laydown areas, construction lighting, movement of construction plant on haul road and excavation of attenuation ponds would be visible in the context of the existing A12. To the south of the existing A12, excavation of borrow pit J and aggregate processing facilities would also be perceived, although intervening landform would limit the view. Overall, construction activity would become the dominant feature of the view, although in the context of the existing A12 and moving traffic. The significance of effect would be large adverse rather than very large adverse because the view of the construction activities would be balanced against the presence of the existing A12.	Major adverse	Large adverse
				Year 1 of operation – winter and summer	Loss of vegetation would exacerbate views of the widened A12, Ewell Overbridge replacement, and new gantries along the A12 corridor, although the widened A12 would run partially within cutting in this section. J24 would also be within cutting, but lighting, signage and high sided vehicles would be apparent. To the north-east there would be foreground views of an attenuation pond and access track. An attenuation pond north of Ewell Overbridge replacement would also be visible to the south-west. Overall, the proposed scheme would be noticeable in views, although seen in the context of existing highway infrastructure. The significance of effect would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme and the open nature of the view available from the PRow.	Moderate adverse	Large adverse
				Year 15 of operation – winter and summer	Mitigation planting, including woodland planting of trees and shrubs around parts of J24, along parts of the widened A12 corridor and east of Ewell Overbridge replacement, would have established to soften views of the proposed scheme, and to filter views of taller elements including new lighting and gantries. Mitigation planting would also have established to help soften views of the attenuation ponds. Overall, the proposed scheme would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of highway infrastructure and the widened A12 and J24 being in cutting in this location. The significance of effect would be slight adverse rather than moderate adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.	Minor adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
17. Representative view west from residential properties along B1023 Inworth Road.	383m	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers on B1023 Inworth Road. Visual sensitivity: Low	Open views across arable fields are available for people travelling along the B1023 and for residents at properties along the road facing west. The existing A12 is visible to the north-west, where the roadside vegetation is sparse.	Construction	<p>There would be foreground views of construction activity, including major earthworks associated with the construction of J24 and excavation of attenuation ponds and floodplain compensation area, movement of construction plant on haul roads, large soil storage areas, laydown area, construction lighting and removal of established highway planting. Extensive excavation of borrow pit J and the presence of aggregate processing facilities would be perceived, but the view would be limited by intervening landform and retained field boundary vegetation.</p> <p>Overall, construction activity would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for residents within private properties, and moderate adverse rather than slight adverse for vehicle travellers on B1023 Inworth Road, because of the proximity of the receptors to the construction activities and the static nature of the view of the residential receptors.</p>	Residents within private properties: Major adverse Vehicle travellers on B1023 Inworth Road: Major adverse	Residents within private properties: Very large adverse Vehicle travellers on B1023 Inworth Road: Moderate adverse
				Year 1 of operation – winter and summer	<p>Loss of vegetation along the existing A12 would exacerbate views of the widened highway corridor, including new gantries, and traffic flow. A new roundabout, including lighting and signage adjacent to the B1023, and attenuation ponds would be readily apparent in the foreground. J24 would be within cutting, but lighting and high sided vehicles would be apparent. Restored borrow pit J would be screened by landform and retained field boundary vegetation.</p> <p>Overall, the proposed scheme would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for residents within private properties, and moderate adverse rather than slight adverse for vehicle travellers on B1023 Inworth Road, because of the proximity of the receptors to the construction activities and the static nature of the view of the residential receptors.</p>	Residents within private properties: Major adverse Vehicle travellers on B1023 Inworth Road: Major adverse	Residents within private properties: Very Large adverse Vehicle travellers on B1023 Inworth Road: Moderate adverse
				Year 15 of operation – winter and summer	<p>Mitigation planting including woodland planting of trees and shrubs along parts of the southbound carriageway of the widened A12, would have established to screen views of traffic and gantries. Established grassland around attenuation ponds, within the floodplain compensation area and around J24, and individual trees around the new roundabout, J24 and along the side roads, would soften the prominence of the proposed scheme. However, the new roundabout adjacent to the B1023 and new lighting along a section of Inworth Road, at the roundabout and at J24, would remain noticeable in the view in winter and in summer.</p> <p>The significance of effect for residents within private properties would be large adverse rather than moderate adverse because of the proximity of the receptors to the proposed scheme, that would form a new permanent feature in the view.</p>	Residents within private properties: Moderate adverse Vehicle travellers on B1023 Inworth Road: Moderate adverse	Residents within private properties: Large adverse Vehicle travellers on B1023 Inworth Road: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
18. Representative view north-west from PRow 78_12, east of the driveway to Prested Hall (grade II listed).	286m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Channelled view along the driveway/avenue to Prested Hall, which is well vegetated on both sides with hedgerows and a mix of broadleaved and evergreen trees, are available for users of the PRow, residents at properties west of the footpath and for people along the driveway to Prested Hall. A localised view of the existing A12 slip road is available at the northern end of the drive. Filtered views of pasture are available in winter looking to the north-west through the vegetation north of residential property.	Construction	There would be foreground views of construction activity across the driveway to Prested Hall, including removal of vegetation which forms an avenue along the driveway, major earthworks for the construction of part of the offline bypass between J24 and J25 and construction of the access to Prested Hall Overbridge. There would be filtered views of excavation of an attenuation pond and soil storage area to the east, and filtered views of a laydown area, soil storage area and excavation of attenuation pond to the west. Construction lighting would be visible throughout the construction area. Overall, construction activity would become a dominant feature of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the construction activities.	Major adverse	Very large adverse
				Year 1 of operation – winter and summer	There would be foreground views of the access to Prested Hall Overbridge and part of the offline bypass between J24 and J25, with associated traffic and signage, which would cross the driveway to Prested Hall on embankment. To the west there would be filtered views through retained vegetation along the driveway to Prested Hall of the Prested Hall Overbridge, an attenuation pond and access track. To the east, there would be filtered views of an attenuation pond and access track. Visual effects would be similar in winter and summer, because the proposed scheme would bring highway infrastructure closer to the viewpoint and change the approach to Prested Hall, as the distinctive formal driveway/avenue access would be severed. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the proposed scheme.	Major adverse	Very large adverse
				Year 15 of operation – winter and summer	Established intermittent trees and shrubs and individual trees would help to soften the view of the access to Prested Hall Overbridge and attenuation pond west of Prested Hall driveway. Tall screen planting and linear woodland planting of trees and shrubs would help to filter views of traffic on the offline bypass between J24 and J25. However, the elevated nature of new structures, severance of the formal driveway/avenue to Prested Hall and closer proximity of major infrastructure would mean that the proposed scheme would remain noticeable in the view, in winter and in summer. The significance of effect would be large adverse rather than moderate adverse because the proposed scheme would form a new permanent feature in the view.	Moderate adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
19. Representative view west from PRoW 128_23, south of Easthorpe Road.	111m	Receptor type: users of the PRoW (public footpath). Visual sensitivity: High	Views of arable farmland enclosed by hedgerows either side of Easthorpe Road are available for users of the PRoW and people travelling along the road. Glimpses of traffic along the existing A12 across arable fields are available in winter through the roadside vegetation along the existing A12 and gaps in the hedgerows along Easthorpe Road. Direct views of traffic are available at the junction between the existing A12 and Easthorpe Road. An overhead powerline, a veteran elm tree south of Easthorpe Road, and Little Domsey adjacent to the existing A12 north of Easthorpe Road, are features within the view.	Construction	There would be open, foreground views across arable fields of major earthworks for the construction of part of the offline bypass between J24 and J25 and the construction of an acoustic bund, excavation of a swale south of Easthorpe Road, Easthorpe Road satellite compound to the north of Easthorpe Road, and soil storage areas. To the north-east, there would be filtered views through the hedgerow along Easthorpe Road of earthworks for the realignment of Easthorpe Road, construction of Easthorpe Road Overbridge, excavation of attenuation ponds and a laydown area. Construction lighting would be visible throughout the construction area. Overall, construction works would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse for users of the PRoW, and moderate adverse rather than slight adverse for vehicle travellers on Easthorpe Road, because of the proximity of the visual receptors to the construction activities.	Users of the PRoW (public footpath): Major adverse Vehicle travellers on Easthorpe Road: Major adverse	Users of the PRoW (public footpath): Very large adverse Vehicle travellers on Easthorpe Road: Moderate adverse
		Receptor type: vehicle travellers on Easthorpe Road. Visual sensitivity: Low		Year 1 of operation – winter and summer	Close views of part of the offline bypass between J24 and J25, signage and gantries would make the proposed scheme noticeable in views. Although the offline bypass would be set within cutting in this location, the tops of high sided vehicles would be apparent. A swale would be visible south of Easthorpe Road, and an attenuation pond and Easthorpe Road Overbridge would also be visible through the hedgerow to the north of Easthorpe Road. The significance of effect for users of the PRoW would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme.	Users of the PRoW (public footpath): Moderate adverse Vehicle travellers on Easthorpe Road: Moderate adverse	Users of the PRoW (public footpath): Large adverse Vehicle travellers on Easthorpe Road: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting along the eastern side of the offline bypass between J24 and J25, once established, would help to soften views of the proposed scheme and to filter views of traffic. To the north, hedges with intermittent trees along Easthorpe Road, individual trees on the embankments of Easthorpe Road Overbridge and around the attenuation pond would also help to soften views of the proposed scheme.</p> <p>The proposed scheme would be perceptible, although the overall balance of features and elements in the view would be restored. The significance of effect would be slight adverse rather than moderate adverse for users of the PRow, and neutral rather than slight adverse for vehicle travellers on Easthorpe Road, because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	<p>Users of the PRow (public footpath): Minor adverse</p> <p>Vehicle travellers on Easthorpe Road: Minor adverse</p>	<p>Users of the PRow (public footpath): Slight adverse</p> <p>Vehicle travellers on Easthorpe Road: Neutral</p>
20. Representative view north of PRow 128_22, and Easthorpe Green Farmhouse (grade II listed).	42m	Receptor type: Users of PRow (public footpath) and residents within private properties. Visual sensitivity: High	From the viewpoint, north of Easthorpe Green Farmhouse, the view for people travelling along the lane and residents at the property north-west of Easthorpe Green Farmhouse is limited by tall hedgerows on both sides of the access track to Easthorpe Green Farm. There are glimpsed views of passing vehicles on the existing A12, including at the junction of the lane with the existing A12. South of the viewpoint, the footpath enters the garden of Easthorpe Green Farmhouse, from where there are limited views of the surrounding landscape beyond the property boundaries due to dense vegetation.	Construction	<p>There would be foreground views of major earthworks for the construction of part of the offline bypass between J24 and J25 and the construction of an acoustic bund, along with movement of construction vehicles on haul roads. Removal of sections of hedgerows along the access track to Easthorpe Green Farm would reveal construction activity associated with Wishingwell Overbridge to the north-east, including laydown and soil storage areas, and excavation of attenuation ponds. Construction lighting would be visible throughout the construction area.</p> <p>Overall, construction works would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the construction activities.</p>	Major adverse	Very large adverse
				Year 1 of operation – winter and summer	<p>There would be foreground views of high sided vehicles on part of the offline bypass between J24 and J25, which would be within cutting in this section, and of the elevated Wishingwell Overbridge and a gantry to the north-east.</p> <p>While the offline bypass would be set within a shallow cutting in this section, and the acoustic bund would partially screen views of high sided vehicles to the west, the proposed scheme would bring major infrastructure closer to the viewpoint and would exacerbate views of traffic. The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	Major adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs on both sides of the offline bypass between J24 and J25 and individual trees along Wishingwell Overbridge, would have established to soften views of the proposed scheme and to filter views of traffic. Woodland planting of trees and shrubs and tall screen planting on the acoustic bund would help to soften the prominence of the bund. However, the proposed scheme would remain perceptible, in winter and in summer, bringing the traffic closer to the viewpoint.</p> <p>The significance of effect would be moderate adverse rather than slight adverse because of the proximity of the visual receptors to the proposed scheme, that would form a new permanent feature in the view.</p>	Minor adverse	Moderate adverse
21. Representative view north from PRow 128_28, Easthorpe.	380m	Receptor type: users of the PRow (public bridleway). Visual sensitivity: High	Open views across arable fields enclosed by field boundary hedgerows and tree belts are available for users of the PRow north of Easthorpe village. Overhead powerlines and Little Bircholt Farm present features within the view. Long distance views are curtailed by intervening field boundary vegetation.	Construction	<p>Filtered distant views through intervening field boundary vegetation of construction activity associated with construction of parts of the offline bypass between J24 and J25 and Wishingwell Overbridge would be possible in winter looking to the north-west.</p> <p>Construction works would be a barely noticeable feature of the view for pedestrians and horse riders, due to the distance combined with the filtering effect of intervening vegetation.</p>	Negligible adverse	Slight adverse
				Year 1 of operation – winter and summer	<p>The proposed scheme would not be easily discernible due to the distance combined with the filtering effect of intervening vegetation, and because the offline bypass between J24 and J25 north of Easthorpe would largely be within cutting.</p> <p>In winter there would be possible glimpsed distant views of the elevated Wishingwell Overbridge to the north-west, which would form a barely noticeable feature and would not affect the overall character of the view for pedestrians and horse riders. In summer, intervening vegetation in leaf would screen distant glimpses of Wishingwell Overbridge.</p>	<p>Winter: Negligible adverse</p> <p>Summer: No change</p>	<p>Winter: Slight adverse</p> <p>Summer: Neutral</p>
				Year 15 of operation – winter and summer	<p>Established mitigation planting, including woodland planting of trees and shrubs, individual trees and hedges with intermittent trees, combined with intervening vegetation would screen distant glimpses of Wishingwell Overbridge. Visual effects would be similar in winter and summer because of the screening effect of the new planting.</p> <p>Overall, the proposed scheme would not be discernible in views for pedestrians and horse riders.</p>	No change	Neutral

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
22. Representative view south-east from PRow 144_19 near Doggets Hammer Farm (grade II listed), Potts Green. Photomontage location	65m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Open views across arable farmland with intermittent field boundary vegetation are available for users of the PRow. Filtered views are available in winter from Potts Green through the vegetation south of the properties.	Construction	<p>During construction PRow 144_19 would be closed to allow for construction of the offline bypass between J24 and J25, removing users of the PRow as a visual receptor.</p> <p>From Doggets Hammer Farm there would be open views across arable farmland of major earthworks for the construction of part of the offline bypass between J24 and J25 and movement of construction vehicles on haul roads, construction of an acoustic bund and Potts Green Bridge. There would be filtered views through intervening field boundary vegetation of a laydown area and soil storage areas to the south-west. Construction lighting would be visible throughout the construction area.</p> <p>Overall, construction activity would become the focal point of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the construction activities and the susceptibility of the view from the listed building that has high value.</p>	Major adverse	Very large adverse
				Year 1 of operation – winter and summer	<p>The offline bypass between J24 and J25 would be within cutting in this section, and an acoustic bund combined with a short section of acoustic barrier on the western side of the offline bypass would largely screen traffic. However, highway infrastructure, including Potts Green Bridge and a gantry to the south, would be visible and would change the rural character of the view.</p> <p>The proposed scheme would be noticeable from the footpath and from Doggets Hammer Farm in winter and summer and would change the character of the view, introducing highway infrastructure to the rural context.</p> <p>The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the proposed scheme and the susceptibility of the view from the listed building that has high value.</p>	Major adverse	Very Large adverse
				Year 15 of operation – winter and summer	<p>Mitigation planting including woodland planting of trees and shrubs south of Potts Green, would have established to screen views of the acoustic bund, screen the bypass between J24 and J25, Potts Green Bridge and gantry.</p> <p>However, the proximity to the highway and the change in the character of the view from the footpath and from Doggets Hammer Farm, with the introduction of highway infrastructure to the rural context, would remain noticeable, in winter and in summer.</p> <p>The significance of effect would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme and the susceptibility of the view from the listed building that has high value.</p>	Moderate adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
23. Representative view south-east from PRow 144_16 at Marks Tey recreation ground.	132m	Receptor type: users of the PRow (public footpath) and Marks Tey recreation ground/public open space. Visual sensitivity: High	Views across recreation ground incorporating skate park, car parking, building associated with Marks Tey Parish Hall and lighting columns are available for users of the PRow and visitors to Marks Tey Parish Hall and recreation ground. Vegetation and housing along Old London Road largely contain the view, although there are filtered glimpses of high sided vehicles beyond a fence along the existing A12 and filtered views of passing vehicles along Old London Road. There is existing light spill from the urban environment and existing highway lighting at J25.	Construction	There would be filtered views of construction activity along the existing A12 and at J25 and Marks Tey Roundabout through intervening vegetation, exacerbated by some loss of trees north of Old London Road. However, this would not alter the overall balance of features and elements that comprise the existing view due to the filtered nature of the view, the context of existing lit highway infrastructure and the urban environment. The significance of effect would be moderate adverse rather than slight adverse because of the proximity of the visual receptors to the construction activities.	Minor adverse	Moderate adverse
				Year 1 of operation – winter and summer	Filtered views of expanded highway infrastructure at J25 and additional lighting and signage would be slightly exacerbated by loss of vegetation north of Old London Road. However, the proposed scheme would not alter the overall balance of features and elements that comprise the existing view, due to the filtered nature of the view, the context of existing lit highway infrastructure and the urban environment. The significance of effect would be moderate adverse rather than slight adverse because of the proximity of the visual receptors to the proposed scheme.	Minor adverse	Moderate adverse
				Year 15 of operation – winter and summer	Mitigation planting along Old London Road, including linear woodland planting of trees and shrubs and individual trees, would have established to filter views of J25 and additional lighting. The proposed scheme would be a barely noticeable feature of the view in the context of existing lit highway infrastructure and the urban environment.	Negligible adverse	Slight adverse
24. Representative view west from PRow 144_17 next to Marks Tey Hall (grade II listed). Photomontage location	364m	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across pasture enclosed by field boundary vegetation are available for users of the PRow. Filtered views of buildings at Marks Tey Hall to the south-west.	Construction	There would be filtered glimpses of construction activity through an intervening tree belt, including the J25 satellite compound, excavation of an attenuation pond, construction associated with the realigned access to Marks Tey Hall and the eastern extent of the offline bypass between J24 and J25, and construction lighting. However, the overall balance of features and elements that comprise the existing view would remain unchanged due to the filtering effect of intervening vegetation. The significance of effect would be moderate adverse rather than slight adverse because of the proximity of the visual receptors to the construction activities. Walking towards the north-west closer to the construction activities, visual effects for users of the footpath would be greater.	Minor adverse	Moderate adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	In winter, filtered glimpses through an intervening tree belt of mitigation planting, the realigned access to Marks Tey Hall and the eastern extent of the offline bypass between J24 and J25 where it ties into the existing A12, including new lighting and a gantry, would be possible. The significance of effect would be slight adverse rather than moderate adverse because of the filtering effect of intervening vegetation. In summer, retained field boundary vegetation would help to screen views of the proposed scheme including new lighting. The proposed scheme would be barely noticeable, due to the screening effect of intervening vegetation. Walking towards the north-west closer to the proposed scheme, visual effects for users of the footpath would be greater.	Winter: Minor adverse Summer: Negligible	Winter: Slight adverse Summer: Slight adverse
				Year 15 of operation – winter and summer	Established mitigation planting, together with retained field boundary vegetation, would help to filter views of the proposed scheme including new lighting. The proposed scheme would be barely noticeable in winter and in summer, due to the filtering effect of intervening vegetation. Walking towards the north-west closer to the proposed scheme, visual effects for users of the footpath would be greater.	Negligible	Slight adverse
25. Representative view north-west from residential properties along London Road, Marks Tey.	132m	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers along London Road. Visual sensitivity: Low	Foreground views of highway infrastructure, including the B1408 London Road and Prince of Wales Roundabout, and lighting columns are available for people travelling along the road and residents at properties north and south of it. Marks Tey Bridge is also visible to the north-west of the roundabout. The existing A12 is not visible because it is in cutting and also screened by roadside vegetation, settlement along London Road and large buildings at Prince of Wales Industrial Estate.	Construction	There would be foreground views of construction activities associated with improvements to the Prince of Wales Roundabout, such as movement of construction plant, and removal of established highway planting to the north of it for the widening of the existing A12 southbound carriageway and construction of retaining walls. The overall balance of features and elements that comprise the existing view would not be affected because construction works would be seen in the context of the Prince of Wales Roundabout, which is lit, moving traffic, and the surrounding urban environment. The significance of effect would be slight adverse rather than moderate adverse for residents within private properties because the construction activity would be in the context of urban environment and existing highway infrastructure, and slight adverse rather than neutral for vehicle travellers along London Road because of the proximity of the visual receptors to the construction activity.	Residents within private properties: Minor adverse Vehicle travellers along London Road: Minor adverse	Residents within private properties: Slight adverse Vehicle travellers along London Road: Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>Loss of vegetation to the north of Prince of Wales Roundabout would be perceptible and exacerbate the prominence of existing highway infrastructure and lighting along it albeit within the context of the existing lit roundabout and urban environment.</p> <p>Additional lighting, traffic signals and signage would not change the existing balance of features and elements that comprise the existing view. The significance of effect would be slight adverse rather than moderate adverse for residents within private properties, and neutral rather than slight adverse for vehicle travellers along London Road, because the proposed scheme would be in the context of urban environment and existing highway infrastructure.</p>	<p>Residents within private properties: Minor adverse</p> <p>Vehicle travellers along London Road: Minor adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers along London Road: Neutral</p>
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs on cutting along the southbound carriageway of the widened A12 would have established to help filter views of the highway infrastructure and lighting north of Prince of Wales Roundabout and the prominence of traffic at the roundabout, and changes would be barely noticeable in the view, in winter and in summer.</p> <p>The significance of effect for vehicle travellers along London Road would be neutral rather than slight adverse because the proposed scheme would be in the context of the urban environment and existing highway infrastructure.</p>	<p>Residents within private properties: Negligible adverse</p> <p>Vehicle travellers along London Road: Negligible adverse</p>	<p>Residents within private properties: Slight adverse</p> <p>Vehicle travellers along London Road: Neutral</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
26. Representative view west from residential properties along Rhino Drive, Stanway.	1.3km	Receptor type: residents within private properties. Visual sensitivity: High Receptor type: vehicle travellers along Rhino Drive. Visual sensitivity: Low	Open views across arable farmland are available for residents at properties at the western periphery of the residential development. Glimpses of traffic and signage along the existing A12 are visible in winter to the north-west behind dense roadside vegetation.	Construction	Existing established retained vegetation along the existing A12 restricts views of the highway corridor and would limit views of construction activities associated with new signage proposed east of J25. Construction activity would be barely noticeable in views. The significance of effect for vehicle travellers along Rhino Drive would be neutral rather than slight adverse because the view would be focused on the drive rather than on the distance.	Residents within private properties - Negligible adverse Vehicle travellers along Rhino Drive: Negligible adverse	Residents within private properties - Slight adverse Vehicle travellers along Rhino Drive: Neutral
				Year 1 of operation – winter and summer	Existing, established, retained vegetation along the existing A12 restricts views of the highway corridor and would limit views of new signage proposed east of J25. In winter, the proposed scheme would be barely noticeable in views. The significance of effect for vehicle travellers along Rhino Drive would be neutral rather than slight adverse because the view would be focused on the drive rather than on the distance. In summer, the proposed scheme would not be discernible in views for residents within private properties and vehicle travellers along Rhino Drive, because of the screening effect of retained vegetation in leaf.	Residents within private properties - Winter: Negligible adverse Vehicle travellers along Rhino Drive - Winter: Negligible adverse Summer: No change	Residents within private properties - Winter: Slight adverse Vehicle travellers along Rhino Drive - Winter: Neutral Summer: Neutral

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	As per year 1.	Residents within private properties - Winter: Negligible adverse Vehicle travellers along Rhino Drive - Winter: Negligible adverse Summer: No change	Residents within private properties - Winter: Slight adverse Vehicle travellers along Rhino Drive - Winter: Neutral Summer: Neutral
27. Representative view north from PRoW 145_5, near Inworth Hall (grade II listed).	567m	Receptor type: users of the PRoW (public footpath). Visual sensitivity: High	Open, long distance views across arable fields towards Gore Pit and Kelvedon are available for users of the PRoW. Traffic along the existing A12 is visible where the roadside vegetation is sparse. To the north-east properties along Inworth Road (B1023) are visible, although Inworth Road is screened by landform and roadside vegetation.	Construction	There would be foreground views of construction activity, including movement of construction plant on haul roads, large soil storage areas, excavation of attenuation ponds and floodplain compensation areas, a laydown area, construction lighting, major earthworks for the construction of J24, and associated removal of established highway planting, that would make traffic along the existing A12 corridor more prominent. Works along Inworth Road would be visible in the context of the construction of the roundabout west of the road. Further to the south, works along Inworth Road and associated removal of shrub and tree planting along it and a soil storage area would be visible. To the north-west, extensive excavation of borrow pit J and aggregate processing facilities, demolition of Ewell Bridge and construction of Ewell Overbridge replacement would be visible. Overall, construction activity would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the construction activities and the open nature of the view available from the PRoW.	Major adverse	Very large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>Loss of vegetation along the existing A12 would exacerbate views of the widened highway corridor, including new gantries, and traffic flow. J24 would be within cutting, but a flood defence bund to the south-east of the junction, lighting, signage and high sided vehicles would be apparent. To the north-west and west, the restored borrow pit J, including waterbodies, and the Ewell Overbridge replacement would be visible.</p> <p>Overall, the proposed scheme would become the dominant feature of the view. The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	Major adverse	Large adverse
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs along the southbound carriageway of the A12 and around the J24 Underbridge, would have established to filter views of the widened A12 corridor and associated traffic. A hedge with intermittent trees would reinforce the field boundary vegetation along the PRow. Wet woodland and woodland planting of trees and shrubs around the waterbodies within the restored borrow pit, would help to integrate the waterbodies into the view.</p> <p>J24 would largely be in cutting and grassland and individual trees around the junction and along the side roads would help soften the prominence of the proposed scheme, although new lighting at J24 and the restored borrow pit J to the north-west would cause a noticeable change in view, in winter and in summer.</p> <p>The significance of effect would be large adverse rather than moderate adverse because of the proximity of the visual receptors to the proposed scheme, that would form a permanent feature in the view, and because of the open nature of the view available from the PRow.</p>	Moderate adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
28. Representative view west from PRow 128_22, north of Easthorpe Road.	592m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Views across part of the former Marks Tey Racecourse towards a field used for model car racing and open arable farmland are available for users of the PRow and residents at properties east of it. Traffic on the existing A12 is visible to the north-west but is concealed to the south by intervening field boundary vegetation and hedgerows along Easthorpe Road.	Construction	<p>There would be middle distance views across former Marks Tey Racecourse and arable fields of construction works, including major earthworks associated with construction of Easthorpe Road Overbridge and part of the offline bypass between J24 and J25, excavation of attenuation ponds, soil storage and laydown areas, Easthorpe Road satellite compound and construction lighting.</p> <p>Overall, construction activities would be noticeable, although seen in the context of moving traffic along the existing A12 corridor. The significance of effect for users of the PRow and residents within private properties would be large adverse rather than moderate adverse because of the open nature of the view available from the PRow and properties to the east of it.</p>	<p>Users of the PRow (public footpath) and residents within private properties: Moderate adverse</p> <p>Vehicle travellers along Easthorpe Road: Moderate adverse</p>	<p>Users of the PRow (public footpath) and residents within private properties: Large adverse</p> <p>Vehicle travellers along Easthorpe Road: Slight adverse</p>
		Receptor type: vehicle travellers along Easthorpe Road. Visual sensitivity: Low		Year 1 of operation – winter and summer	<p>Part of the offline bypass between J24 and J25 and signage would be visible and would exacerbate the prominence of the highway and associated traffic where it runs above grade, albeit in middle to long distance views across the model car racetrack and arable farmland. The elevated Easthorpe Road Overbridge would be perceptible in middle distance views within the flat landscape and behind hedgerows along field boundaries.</p> <p>The proposed scheme would be perceptible but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of highway infrastructure. The significance of effect for users of the PRow and residents within private properties would be moderate adverse rather than slight adverse, because of the open nature of the view available from the PRow and residential properties. The significance of effect for vehicle travellers along Easthorpe Road would be slight adverse rather than neutral, because the elevated Easthorpe Road Overbridge would be perceptible behind the hedgerows along the road.</p>	<p>Users of the PRow (public footpath) and residents within private properties: Minor adverse</p> <p>Vehicle travellers along Easthorpe Road: Minor adverse</p>	<p>Users of the PRow (public footpath) and residents within private properties: Moderate adverse</p> <p>Vehicle travellers along Easthorpe Road: Slight adverse</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 15 of operation – winter and summer	<p>Mitigation planting, including tall screen planting and linear woodland planting of trees and shrubs along the eastern side of the offline bypass between J24 and J25, would have established to filter views of traffic. A hedge with intermittent trees at the base of Easthorpe Road Overbridge and individual trees on its embankments, would help filter views of Easthorpe Road Overbridge.</p> <p>Overall, in winter the proposed scheme would be perceptible but would not alter the overall balance of features and elements that comprise the existing view. The significance of effects for users of the PRow and residents within private properties would be slight adverse rather than moderate adverse because the view of the proposed scheme would be balanced against the presence of existing highway infrastructure. The significance of effect for vehicle travellers along Easthorpe Road would be slight adverse rather than neutral, because the elevated Easthorpe Road Overbridge would be perceptible behind the hedgerows along the road.</p> <p>In summer, with mitigation planting in leaf, the proposed scheme would form a barely noticeable element of the view in the context of existing highway infrastructure. The significance of effect for vehicle travellers along Easthorpe Road is neutral rather than slight adverse because existing hedgerows along the road would provide additional screening.</p>	<p>Users of the PRow (public footpath) and residents within private properties - Winter: Minor adverse</p> <p>Vehicle travellers along Easthorpe Road - Winter: Minor adverse</p> <p>Users of the PRow (public footpath) and residents within private properties - Summer: Negligible adverse</p> <p>Vehicle travellers along Easthorpe Road - Summer: Negligible adverse</p>	<p>Users of the PRow (public footpath) and residents within private properties - Winter: Slight adverse</p> <p>Vehicle travellers along Easthorpe Road - Winter: Slight adverse</p> <p>Users of the PRow (public footpath) and residents within private properties - Summer: Slight adverse</p> <p>Vehicle travellers along Easthorpe Road - Summer: Neutral</p>

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
29. Representative view north from PRoW 144_18, south of London Road.	51m	Receptor type: users of the PRoW (public footpath). Visual sensitivity: High	Views across open arable fields with limited boundary vegetation are available for users of the PRoW. The existing A12 and traffic is visible as well as properties along the existing A12 and London Road, including no. 172 London Road (grade II listed) and a prominent property along Hall Chase, north-west of Marks Tey Hall.	Construction	<p>During construction PRoW 144_18 would be closed to allow for construction of the offline bypass between J24 and J25, temporarily removing users of the PRoW as visual receptors.</p> <p>There would be foreground views of construction activity along the accessible section of the footpath outside of the Order Limits, including removal of trees along the existing A12, major earthworks associated with construction of part of the offline bypass between J24 and J25, construction of an acoustic bund, excavation of floodplain compensation areas, soil storage area, and construction lighting. The J25 satellite compound and associated lighting would be partially visible to the north-east, behind the hedgerow along Hall Chase. Excavation of ecology ponds would be visible to the south.</p> <p>Construction activity would become the dominant feature of the view albeit in the context of traffic on the existing A12. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptors to the construction activities and the open nature of the view available from the PRoW.</p>	Major adverse	Very large adverse
				Year 1 of operation – winter and summer	<p>Foreground views of part of the offline bypass between J24 and J25 on embankment, lighting, signage, gantry, and associated traffic would become the dominant feature of the view, albeit within the context of the existing A12. To the north, an acoustic bund would partially screen traffic, although high sided vehicles would remain visible. Grassland within the floodplain compensation areas would have established to soften the view of the altered landform. Ecology ponds would be visible to the south.</p> <p>The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	Major adverse	Large adverse
				Year 15 of operation – winter and summer	<p>Mitigation planting, including woodland planting of trees and shrubs on the eastern side of the offline bypass between J24 and J25 and on the acoustic bund would have established to screen views of traffic on embankment, soften the prominence of the acoustic bund and largely restore the character of the view, which is already influenced by the existing A12. A hedge with intermittent trees along the southern side of the footpath and intermittent trees and shrub and individual trees around the ecology ponds would help to integrate the ponds into the view.</p> <p>Overall, the proposed scheme would be perceptible, but would not alter the overall balance of features and elements that comprise the existing view which is influenced by the existing A12. The significance of effect would be slight adverse rather than moderate adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	Minor adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
30. Representative view east along PRow 78_18, Feering.	310m	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across open arable farmland with intermittent hedgerow boundaries are available for users of the PRow and workers at Threshelfords Business Park. Traffic along the existing A12 is visible from the footpath and from Threshelfords Business Park to the south-east. Looking to the north-east, the existing A12 is in cutting and is also concealed by roadside vegetation. Threshelfords Bridge to the north-east is concealed by vegetation along the footpath and west of the bridge.	Construction	There would be filtered views beyond traffic on the existing A12 of construction activities, including removal of established highway planting and major earthworks for construction of part of the offline bypass between J24 and J25. To the north-east, there would be filtered views of earthworks for the realignment of the footpath and of a soil storage area. Construction lighting would be visible throughout the construction area. Overall, construction activity would form a noticeable feature of the view. The significance of effect would be large adverse rather than moderate adverse because of the open nature of the view available from the PRow.	Moderate adverse	Large adverse
				Year 1 of operation – winter and summer	Loss of vegetation to the south-east for part of the offline bypass between J24 and J25 would exacerbate the prominence of the highway infrastructure, including new gantries, and traffic flow in the view, although the offline bypass would be in cutting and traffic on the offline bypass would be further from the viewpoint than the visible section of the existing A12 which would be decommissioned. Overall, the proposed scheme would form a noticeable feature of the view. The significance of effect would be moderate adverse rather than large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12, that would be decommissioned.	Moderate adverse	Moderate adverse
				Year 15 of operation – winter and summer	Mitigation planting, including intermittent trees and shrubs, would have established to help integrate the offline bypass between J24 and J25, as well as the route of the decommissioned section of existing A12, into the view. Tall screen planting and linear woodland planting of trees and shrubs would also filter views of the offline bypass between J24 and J25 and associated traffic, signage and gantries. The proposed scheme would be perceptible but would not alter the overall balance of features and elements that comprise the existing view, which is influenced by the existing A12. The significance of effect would be slight adverse rather than moderate adverse because the view of the proposed scheme would be balanced against the presence of the existing A12 that would be decommissioned.	Minor adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
31. Representative view south-east along PRow 78_13, Feering.	729m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Views across rough grassland enclosed by strong tree belts are available for users of the PRow. Medium and long distance views of the surrounding landscape are limited by intervening field boundary vegetation and vegetation along Domsey Brook, which runs through arable farmland to the south of Feering. The existing A12 is not visible from the PRow. Although the assessment is from the viewpoint, visual effects from the residential edge of Feering and the eastern section of the PRow have also been considered.	Construction	A tree belt south of the footpath and vegetation along Domsey Brook would screen views from the viewpoint of construction activity from the viewpoint. Depending on the aspect, potential glimpsed views of construction activity for the widening of Park Bridge and major earthworks for the construction of J24 would be possible from second storey windows of buildings south of Feering and from the eastern section of the footpath, west of Inworth Road. However, glimpses of construction activities would be distant and filtered by dense vegetation and would form a barely noticeable feature of the view, and effects would not be significant.	No change	Neutral
				Year 1 of operation – winter and summer	A tree belt south of the footpath and vegetation along Domsey Brook would screen views of the proposed scheme from the viewpoint, in winter and summer. Depending on the aspect, potential glimpsed views of a section of the widened A12 where it would be on embankment west of Inworth Road and Park Bridge, particularly as a result of vegetation loss, would be possible from second storey windows of buildings south of Feering and from the eastern section of the footpath, west of Inworth Road. However, J24 would be in cutting and, combined with the restricted nature of the view due to intervening vegetation, the proposed scheme would form a barely noticeable feature of the view and effects would not be significant.	No change	Neutral
				Year 15 of operation – winter and summer	Mitigation planting, including woodland planting of trees and shrubs along the widened A12, would have established to soften views of the widened A12, including Park Bridge, and J24. Combined with intervening vegetation when in leaf, the proposed scheme would not be discernible, in winter and summer.	No change	Neutral
32. Representative view north-west from PRow 78_18 on periphery of Prested Hall (grade II listed) grounds. Photomontage location	188m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Views across unestablished tree and shrub planting within rough grassland are available for users of the PRow and residents within the properties east of it. Filtered views of traffic along the existing A12 are available along the western edge of the field, and Nursery Bridge is visible to the north-west. Views to the south are blocked by a field boundary tree belt.	Construction	During construction PRow 78_18 would be closed to allow demolition of Threshelford Bridge, temporarily removing users of the PRow as visual receptors. From the residential property east of the viewpoint there would be views of construction activity, including major earthworks associated with construction of Prested Hall Overbridge and part of the offline bypass between J24 and J25, laydown and soil storage areas, construction lighting, excavation of attenuation ponds, and removal of sections of field boundary vegetation to the west. Construction works would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptor to the construction activities.	Major adverse	Very large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	The elevated Prested Hall Overbridge, signage, and attenuation pond west of the drive to Prested Hall would be visible in the foreground from the footpath and the residential property east of it. Although the offline bypass between J24 and J25 would largely be set within cutting in this location, vehicles would be visible. The proposed scheme would become the dominant feature of the view, and visual effects in winter and summer would be similar. The significance of effect would be large adverse rather than very large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.	Major adverse	Large adverse
				Year 15 of operation – winter and summer	Established mitigation planting, including linear woodland planting of trees and shrubs, tall screen planting, blocks of intermittent trees and shrubs along the offline bypass between J24 and J25, and intermittent trees and shrubs and individual trees to the south and along Prested Hall Overbridge, would help to filter views of the proposed scheme and would largely screen traffic on the offline bypass between J24 and J25. However, Prested Hall Overbridge would remain a noticeable feature of the view available from the footpath and the residential property east of it, in winter and in summer, because of its elevated nature and because it would be in close proximity to the viewpoint. The significance of effect would be large adverse rather than moderate adverse because of the proximity of the visual receptor to the proposed scheme, that would form a permanent new feature in the view.	Moderate adverse	Large adverse
33. Representative view east from PRoW 90_2, Hatfield Peverel.	462m	Receptor type: users of the PRoW (public footpath). Visual sensitivity: High	Views across open arable farmland are available for users of the PRoW. Filtered views of traffic along the existing A12 are available looking to the south-east, and gantries and lighting at the existing J21 are also visible. Filtered views of traffic on the existing A12 between The Vineyards and settlement east of Station Road are also available to the south in winter.	Construction	There would be foreground views of the J20b main compound and associated lighting, soil storage areas and movement of construction plant along haul roads. Beyond the J20b main compound there would be glimpsed views of construction activity in the context of the existing A12, including major earthworks associated with construction of J21 and excavation of attenuation ponds and floodplain compensation areas. Excavation of borrow pit E and aggregate processing facilities would be partially visible behind a hedgerow to the east. Construction lighting would be visible throughout the construction area. Overall, construction works would become the dominant feature of the view. The significance of effect would be very large adverse rather than large adverse because of the proximity of the visual receptor to the construction activities and the open nature of the view available from the PRoW.	Major adverse	Very large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>Loss of vegetation along the existing A12 would exacerbate views of the highway and traffic flow from the footpath. J21 would encroach within arable fields to the north and south of the existing A12 with additional lighting and signage and would exacerbate the extent of highway infrastructure in the view. Attenuation ponds to the north of the existing A12 would be partially visible behind retained vegetation. Glimpses of waterbodies within the restored borrow pit E behind a hedgerow would be possible.</p> <p>Overall, the proposed scheme would be noticeable in views, although seen in the context of the existing highway infrastructure. The significance of effect would be large adverse rather than moderate adverse because of the open nature of the view available from the PRow.</p>	Moderate adverse	Large adverse
				Year 15 of operation – winter and summer	<p>Established mitigation planting, including woodland planting of trees and shrubs, intermittent trees and shrubs and hedges with intermittent trees, would help to filter views of J21, attenuation ponds and access tracks and restore the character of the view, which is already influenced by the existing A12. Individual trees, woodland planting of trees and shrubs, wet woodland and intermittent trees and shrubs would help to integrate the waterbodies within the restored borrow pit into the view.</p> <p>Additional lighting and the closer proximity of highway infrastructure and traffic would remain perceptible but would not alter the overall balance of features and elements that comprise the existing view, due to the existing context of the lit highway infrastructure. The significance of effect would be slight adverse rather than moderate adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.</p>	Minor adverse	Slight adverse
34. Representative view north-west	270m	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Open views across arable farmland enclosed by hedgerows and tree belts are available for users of the PRow. To the south, traffic along Blue Mills Hill and the entrance to Benton Hall Golf & Country Club are visible, although the golf course is screened by tree belts. To the west, there are glimpses of residential properties along Maldon Road (B1018) and at Pantile Close, behind dense vegetation along the Blackwater Rail Trail Country Park. To the north-west, Benton Bridge is visible and to the north there are filtered views of traffic along the	Construction	<p>There would be open views of construction activity associated with the online widening of the existing A12 corridor and widening of Benton Bridge, including laydown and soil storage areas, removal of highway planting along the southern side of the existing A12 and removal of a section of hedgerow along the northern side of the field, movement of construction plant along the haul road and construction lighting. To the north, views of a soil storage area behind the hedgerow would be available.</p> <p>To the west there would be views of construction activity associated with part of the gas main diversion, east of the haul road. Removal of some trees and shrubs within Benton Hall Golf & Country Club, would also be visible from the footpath.</p> <p>Overall, construction works would become the dominant feature of the view although in the context of highway infrastructure and traffic along Blue Mills Hill and the existing A12. The significance of effect would be large adverse rather than very large adverse because the view of the construction activities would be balanced against the presence of the existing A12.</p>	Major adverse	Large adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
from PRow 121_102. ¹			existing A12 corridor behind a hedgerow.	Year 1 of operation – winter and summer	Loss of vegetation south of the existing A12 would increase views of the widened highway corridor and Benton Bridge, signage, and traffic flow on embankment. A new gantry along the widened A12 would be visible. An access track to an attenuation pond located at the northern end of the footpath would also be visible. Loss of vegetation at Benton Hall Golf & Country Club, would be barely perceptible. Overall, the proposed scheme would form a noticeable feature of the view. The significance of effect would be moderate adverse rather than large adverse because the view of the proposed scheme would be balanced against the presence of the existing A12.	Moderate adverse	Moderate adverse
				Year 15 of operation – winter and summer	Mitigation planting, including woodland planting of trees and shrubs along the proposed A12 embankment east of Benton Bridge, would have established to screen the widened A12 corridor and bridge, and traffic along them. Hedges with intermittent trees either side of the access track to the attenuation pond would screen views of maintenance vehicles. The gas main diversion easement would restrict the capacity to reinstate trees south of the existing A12, north of the viewpoint, and at Benton Hall Golf & Country Club. Although mitigation planting would be accommodated in accordance with the utility company's guidance and best practice standards, residual loss of some trees would be perceived. Establishment of mitigation planting on the embankment where practicable within the gas main diversion easement would help to filter views of the widened A12 corridor and the new gantry. Mitigation planting would help to reinstate the character of the view, which is already influenced by the existing highway infrastructure. Overall, a very small part of the proposed scheme would be discernible.	Negligible adverse	Slight adverse
35. Representative view north from PRow 268_23. ²	560m	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	The footpath runs across pasture east of the River Blackwater. Occasional long distance views of the Blackwater River Valley, at lower ground, are available through gaps within dense woodland east of the river for users of the PRow and from the northern part of the garden of Glen Chantry to the east.	Construction	Construction activities for the online widening of the A12 would not be visible, screened by vegetation along the River Blackwater and within Whetmead Local Nature Reserve. Removal of vegetation within the Blackwater River Valley, excavation and construction lighting for the gas main diversion would be clearly visible from the footpath, while filtered views through intervening garden vegetation would be available from the residential property south-east of the viewpoint, as well as from the gardens at Glen Chantry which were formerly open to the public. In association with the gas main diversion, construction works would become the dominant feature of the view from the footpath and a noticeable feature from the residential property south-east of the viewpoint. The significance of effect would be large adverse rather than very large adverse for users of the PRow because of the restricted scale of the construction activities, and large adverse rather than moderate adverse for residents within private properties because of the proximity to the construction activities.	Users of the PRow: Major adverse Residents within private properties: Moderate adverse	Users of the PRow: Large adverse Residents within private properties: Large adverse

¹ The winter view is not available because the alignment of the gas main diversion was not available at the time of the winter site visit. Professional judgement has been used to inform the winter assessment.

² The winter view is not available because the alignment of the gas main diversion was not available at the time of the winter site visit. Professional judgement has been used to inform the winter assessment.

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	<p>The widened A12 would not be discernible, screened by vegetation along the River Blackwater and within Whetmead Local Nature Reserve.</p> <p>Loss of vegetation at the edge of the woodland to the north-west of the viewpoint, in association with the gas main diversion, would be noticeable from the footpath, and perceived through intervening garden vegetation from the residential property and gardens south-east of the viewpoint. Loss of vegetation would open up views across the Blackwater River Valley towards the A12, where loss of willow plantation west of the River Blackwater would also be perceived from the footpath.</p> <p>The significance of effect would be moderate adverse rather than large adverse for users of the PRow and slight adverse rather than moderate adverse for residents within private properties because effects would be related to loss of vegetation rather than the introduction of new structures.</p>	<p>Users of the PRow: Moderate adverse</p> <p>Residents within private properties: Minor adverse</p>	<p>Users of the PRow: Moderate adverse</p> <p>Residents within private properties: Slight adverse</p>
				Year 15 of operation – winter and summer	<p>The gas main diversion easement would restrict the capacity to reinstate woodland west of the footpath and willow trees within the Blackwater River Valley. However, establishment of mitigation planting within the gas main diversion easement would help to reinstate the character of the view of the Blackwater River Valley from the footpath and from the residential property and gardens south-east of the viewpoint. Loss of willow trees west of the River Blackwater would be barely noticeable from the viewpoint because the plantation is situated west of woodland and mitigation planting that would have established along the Blackwater River Valley.</p> <p>The significance of effect for users of the PRow would be slight adverse rather than moderate adverse because effects would be related to loss of vegetation rather than the introduction of new structures.</p>	<p>Users of the PRow: Minor adverse</p> <p>Residents within private properties: Negligible adverse</p>	<p>Users of the PRow: Slight adverse</p> <p>Residents within private properties: Slight adverse</p>
A. Illustrative view north-west from PRow 213_30, within the Chelmer and Blackwater Navigation Conservation Area.	2km	Receptor type: users of PRowS (public footpaths). Visual sensitivity: High	Long distance views across arable fields north of the River Chelmer are available for users of the PRow. Glimpses of traffic along the existing A12 are available in winter to the north-west through intervening vegetation. Large buildings at Springfield Business Centre, overhead power lines and large agricultural buildings at Boreham Hall are detractors in the view. J19 is not visible, concealed by vegetation south of Boreham House.	Construction	<p>There would be long distance views of construction activity along the existing A12, including removal of shrubs along the A12, movement of construction plant along haul roads and excavation of attenuation ponds and ecology ponds. Improvement works at J19 would not be visible, screened by vegetation south of Boreham House and large agricultural buildings west of it.</p> <p>Overall, construction works would be perceptible but would not alter the overall balance of features and elements that comprise the existing view, due to the distance and the context of the existing A12 and Springfield Business Centre. The significance of effect would be slight adverse rather than moderate adverse because of the distance of the visual receptor from the construction activities, whose view would be balanced against the presence of the existing A12.</p>	Minor adverse	Slight adverse

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
				Year 1 of operation – winter and summer	Loss of vegetation along the existing A12 would exacerbate views of the A12 and traffic flow, and additional lighting south of J19 would be perceived through intervening vegetation. Overall, the proposed scheme would be perceptible but would not alter the overall balance of features and elements that comprise the existing view, due to the distance and the context of existing highway infrastructure and existing lighting at J19 and at Chelmsford and Boreham. The significance of effect would be slight adverse rather than moderate adverse because of the distance of the visual receptor from the proposed scheme, whose view would be balanced against the presence of the existing A12.	Minor adverse	Slight adverse
				Year 15 of operation – winter and summer	Mitigation planting, including hedges with intermittent trees, woodland planting of trees and shrubs and intermittent trees and shrubs, would have established to screen views of traffic and restore the character of the view, influenced by the existing A12.	Negligible adverse	Slight adverse
B. Illustrative view north from PRow 90_20, adjacent to Hatfield Priory Registered Park and Garden.	1.3km	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across arable farmland are available for users of the PRow. The view towards the north is limited by rising landform, intervening vegetation and settlement at Hatfield Peverel. Views to the west are blocked by vegetation along the eastern side of Hatfield Priory Registered Park and Garden.	Construction	Construction activity along the existing A12 and at J21 would not be discernible from the PRow due to the long distance from the construction activity, that would be screened by intervening landform, vegetation and settlement at Hatfield Peverel.	No change	Neutral
				Year 1 of operation – winter and summer	The proposed scheme would not be discernible from the PRow, in winter and in summer, due to the long distance from the proposed scheme, that would be screened by intervening landform, vegetation and settlement at Hatfield Peverel.	No change	Neutral
				Year 15 of operation – winter and summer	As per year 1.	No change	Neutral
C. Illustrative view north-west from PRow 246_18, adjacent to Braxted Park Registered Park and Garden.	1.4km	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across pasture enclosed by mature trees are available for users of the PRow. The view from the footpath is limited by landform to the north and by woodland planting at Braxted Park and The Glebe House to the west.	Construction	Construction activity along the existing A12 would not be discernible from the PRow due to the long distance from the construction activity, that would be screened by woodland planting at Braxted Park and at The Glebe House.	No change	Neutral
				Year 1 of operation – winter and summer	The proposed scheme would not be discernible from the PRow, in winter and in summer, due to the long distance from the proposed scheme, that would be screened by woodland planting at Braxted Park and at The Glebe House.	No change	Neutral
				Year 15 of operation – winter and summer	As per year 1.	No change	Neutral

Representative viewpoint	Approx. distance from viewpoint to centreline of proposed scheme	Receptor type and visual sensitivity	Existing view	Assessment timeframe	Description of effect	Magnitude of effect	Significance of effect
D. Winter – Illustrative view south-east from PRow 90_48, south of Terling Place Registered Park and Garden. D. Summer – Illustrative view south-east from Terling Hall Road, at the junction with the access drive to Maddox Hall. ³	1.8km	Receptor type: users of the PRow (public footpath). Visual sensitivity: High	Views across arable farmland with tree belts and woodland blocks are available for users of the PRow. The view from the footpath is limited by woodland south of Terling Place Registered Park and Garden and east of Terling Hall Road, and trees south of Maddox Hall. The existing A12 is not visible due to intervening vegetation and because the landform falls to the south. The view from the road is similar to the view from the footpath, limited by intervening vegetation and landform.	Construction	Construction activity along the existing A12 would not be discernible from the PRow due to the long distance from the construction activity, that would be screened by intervening vegetation and landform.	No change	Neutral
				Year 1 of operation – winter and summer	The proposed scheme would not be discernible from the PRow, in winter and summer, due to the long distance from the proposed scheme, that would be screened by intervening vegetation and landform.	No change	Neutral
				Year 15 of operation – winter and summer	As per year 1.	No change	Neutral
E. Illustrative view north-west from PRow 128_7, north of Copford Green Conservation Area.	1.3km	Receptor type: users of the PRow (public footpath) and residents within private properties. Visual sensitivity: High	Views across arable farmland with woodland blocks are available for users of the PRow and residents at properties north of Copford Green Conservation Area. Residential properties at Copford are visible to the north-west. South of Copford intervening dense field boundary vegetation blocks views towards the existing A12.	Construction	Construction activity along the existing A12 would not be discernible from the PRow and the Copford Green Conservation Area due to the long distance from the construction activity, that would be screened by settlement at Copford and intervening vegetation.	No change	Neutral
				Year 1 of operation – winter and summer	The proposed scheme would not be discernible from the PRow and the Copford Green Conservation Area, in winter and summer, due to the long distance from the proposed scheme, that would be screened by settlement at Copford and intervening vegetation.	No change	Neutral
				Year 15 of operation – winter and summer	As per year 1.	No change	Neutral

³ In summer, it was not possible to take a photograph from the footpath due to the installation of a fence along the south-western side of the field south of Maddox Hall preventing access to the section of the footpath directly crossing the arable field. Also, overgrown vegetation prevented walking along the northern section of the footpath. Therefore, the summer view has been assessed from Terling Hall Road at the southern end of the footpath, which is the most similar view to the view experienced from the footpath.