

Appendix 12-3 Part 1 Visual Effects – Representative Viewpoints

BASELINE AND SENSITIVITY				CHANGE, MAGNITUDE AND SIGNIFICANCE					
Viewpoint No. and Location	Designation, Landscape Character Area and Approx. Distance to Site Boundary	Description of Baseline View, Type of View and Number of Users	Value of Views, Susceptibility to Change; OVERALL SENSITIVITY		Description of Change to the View	Mitigation	Size / scale, Geographical Extent and Duration / reversibility; OVERALL MAGNITUDE	Nature of Effect	Level of Significance
REPRESENTATIVE VIEWPOINTS									
1: Towpath south of Kennet and Avon Canal, at end of Cholmeley Road, looking north-east	Designation: National Cycle Route 4; 120m south of listed railway bridge (Grade II) Reading Borough Council Townscape Character Area: 10 – Forbury Retail Park Distance: 0.1 km to the south of the MRT East site 0.3 km to the south-west of the P&R site	Baseline Description, Type of View, Viewer and Number of Users: Open view from towpath of Kennet and Avon Canal. Moderate number of pedestrians and cyclists. The view looks across and along the Kennet and Avon Canal. A number of mature trees line the opposite bank, with a water tower and gas cylinder seen beyond. To the north, the brick Kings Mead Railway Bridge spans the canal, meeting the railway embankment to the west. Looking through the bridge, a footbridge and a further railway bridge (Grade II Listed) are seen. The MRT East site runs north from the edge of the farthest railway bridge to the River Thames. The P&R site is not seen from this viewpoint.	Value of Views: Low Susceptibility to Change: High OVERALL SENSITIVITY: MEDIUM	SCENARIO 1: MRT EAST	During Construction: Cranes and activity associated with constructing the MRT bridge will be partially seen in the distance beyond the existing railway bridges.	- Retention of existing trees and vegetation where practicable; - Re-routing of services and utilities to the south of the proposed MRT, to enable replacement tree planting to take place to the north of the MRT; - Height of the proposed bridge element to correspond to that of the Listed railway and accommodation bridge; - Planting of new native trees and shrubs; - Selective management and re-planting of the Coal Woodland - Retain and enhance / extend the existing area of Acid Grassland at the western end of the MRT East route, with scattered new tree planting to create a glade with dappled shade; - Enhancements to the riparian corridor, and the installation of riparian habitat rafts alongside selected areas of engineered banks (east of the River Kennet mouth); - Creation of tussocky grassland between the River Thames and the MRT, and wildflower hydro-seeded grassland on the MRT embankment; - Provision of 'green panels' (for example, living willow panels or CorTen steel panels with climbers), set at an angle to the direction of the Thames Path to filter people's views of the MRT and provide additional 'greening' of the space; and - Creation of reclaimed boat planters, providing raised beds for urban community food growing.	During Construction: Size/Scale: Slight Geographical Extent: Northern part of the view in distance Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: SLIGHT On Completion: Size/Scale: Negligible Geographical Extent: Northern part of the view in distance Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NEGLIGIBLE On Completion: Size/Scale: Negligible Geographical Extent: Northern part of the view in middle distance Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NEGLIGIBLE	Adverse	Minor (Not significant)
					On Completion: Small parts of the MRT East bridge will be glimpsed through the existing railway bridges.				
					15 Years After Planting: As on completion.				
					During Construction: As for Scenario 1. No additional views of P&R site.				
				SCENARIO 2: COMBINED SITE	On Completion: As for Scenario 1. No additional views of P&R site.		During Construction: Size/Scale: Slight Geographical Extent: Northern part of the view in distance Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: SLIGHT On Completion: Size/Scale: Negligible Geographical Extent: Northern part of the view in distance Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NEGLIGIBLE On Completion: Size/Scale: Negligible Geographical Extent: Northern part of the view in distance Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NEGLIGIBLE	Adverse	Negligible (Not significant)
					15 Years After Planting: As for Scenario 1. No additional views of P&R site.				

Terminology for Visual Effect:

Type of View:
Number of Viewers:
Value of Views:
Susceptibility to Change:
Overall Sensitivity of Receptor:
Size/Scale of Effect:

Glimpsed, Open, Oblique, Framed, Filtered
Few, Moderate, Many
High, Medium, Low
High, Medium, Low
High, Medium, Low
Major, Moderate, Slight, Negligible, Neutral, No Change

Geographical Extent of Effect:
Duration:
Reversibility:
Overall Magnitude of Effect:
Nature of Effect:
Significance:

(Descriptive)
Long-term, Medium-term, Short-term, Direct, Indirect
Yes, within (timescale)/No
Major, Moderate, Slight, Negligible, Neutral, No Change
Adverse, Benefit, Neutral, Not Applicable, Direct, Indirect, Secondary
Significant, Moderately Significant, Not Significant

Abbreviations:

LCA: County/District Landscape Character Area
HLCA: Historic Landscape Character Area
AONB: Area of Outstanding Natural Beauty
AGLV: Area of Great Landscape Value
PROW: Public Rights of Way

National Cycle Route 4:
Kennet and Avon Canal

Kennet and
Avon Canal



Photograph continued on next sheet

Viewpoint 1: Towpath south of Kennet and Avon Canal, at end of Cholmeley Road, looking north-east

All photographs have been taken with a full format DSLR 50mm fixed focal length lens and processed as the standard size of 6 by 4 inches. Panoramas may have been cropped but have not been manipulated beyond basic image processing.

Photographs taken on: 17.03.2016

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Job No. Rev 28791							
East Reading MRT Landscape and Visual Impact Assessment							
Viewpoint 1							
Reading Borough Council	<table><tr><td>Date</td><td>22.03.2016</td></tr><tr><td>Drawn</td><td>RJ</td></tr><tr><td>Checked</td><td>NJ</td></tr></table>	Date	22.03.2016	Drawn	RJ	Checked	NJ
Date	22.03.2016						
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Photograph continued from previous sheet

Kings Mead
Railway Bridge

Cholmeley Road



Viewpoint 1: Continued

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Viewpoint 1 [Wireframe]: NOTE this photograph is taken from between the two railway bridges, and therefore closer to the site that the previous viewpoint photograph

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Photographs taken on: 17.03.2016

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Viewpoint 1 [Wireframe]							
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BASELINE AND SENSITIVITY				CHANGE, MAGNITUDE AND SIGNIFICANCE					
Viewpoint No. and Location	Designation, Landscape Character Area and Approx. Distance to Site Boundary	Description of Baseline View, Type of View and Number of Users	Value of Views, Susceptibility to Change; OVERALL SENSITIVITY	Description of Change to the View		Mitigation	Size / scale, Geographical Extent and Duration / reversibility; OVERALL MAGNITUDE	Nature of Effect	Level of Significance
6: Thames and Kennet Marina, looking south	Designation: None Oxfordshire Wildlife and Landscape Study Regional Character Area: Chilterns Distance: 0.3 km to the north of the MRT East site 0.5 km to the north-west of the P&R site	Baseline Description, Type of View, Viewer and Number of Users: Open view from Thames and Kennet Marina. Few number of visitors to the marina. Looking south, boats within the marina are seen in the foreground. In the middle distance, trees upon the peninsula to the south of the marina, trees to the south of the River Thames and trees upon the railway embankment are seen as overlapping layers of vegetation. Pylons and a gas cylinder form skyline features. The MRT East site occupies land in the middle distance, however is not seen due to the intervening belt of trees. The Thames Valley P&R site occupies land in the middle distance to the south-east, it is also not seen due to the intervening belt of trees. <i>[Note: At the time of taking the photographs for the LVIA during the baseline year (17.03.2016), mature trees were present upon the railway embankment to the east of the Kennet Mouth. During a subsequent site visit in May 2017 it was noted that this vegetation has been cleared, and some of the mature trees felled, increasing the visibility of the railway line, embankment and gantries.]</i>	Value of Views: Low Susceptibility to Change: High OVERALL SENSITIVITY: MEDIUM	SCENARIO 1: MRT EAST	<u>During Construction:</u> No change. No view of MRT East site.	N/A	<u>During Construction:</u> Size/Scale: No change Geographical Extent: N/A Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: NO CHANGE	N/A	--
					<u>On Completion:</u> No change. No view of MRT East site.			N/A	--
				SCENARIO 2: COMBINED SITE	<u>15 Years After Planting:</u> No change. No view of MRT East site.		<u>15 Years After Planting:</u> Size/Scale: No change Geographical Extent: N/A Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NO CHANGE	N/A	--
					<u>During Construction:</u> No change. No view of MRT East or P&R site.		<u>During Construction:</u> Size/Scale: No change Geographical Extent: N/A Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: NO CHANGE	N/A	--
					<u>On Completion:</u> No change. No view of MRT East or P&R site.		<u>On Completion:</u> Size/Scale: No change Geographical Extent: N/A Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NO CHANGE	N/A	--
					<u>15 Years After Planting:</u> No change. No view of MRT East or P&R site.		<u>15 Years After Planting:</u> Size/Scale: No change Geographical Extent: N/A Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: NO CHANGE	N/A	--

Terminology for Visual Effect:

Type of View:
Number of Viewers:
Value of Views:
Susceptibility to Change:
Overall Sensitivity of Receptor:
Size/Scale of Effect:

Glimpsed, Open, Oblique, Framed, Filtered
Few, Moderate, Many
High, Medium, Low
High, Medium, Low
High, Medium, Low
Major, Moderate, Slight, Negligible, Neutral, No Change

Geographical Extent of Effect:
Duration:
Reversibility:
Overall Magnitude of Effect:
Nature of Effect:
Significance:

(Descriptive)
Long-term, Medium-term, Short-term, Direct, Indirect
Yes, within (timescale)/No
Major, Moderate, Slight, Negligible, Neutral, No Change
Adverse, Benefit, Neutral, Not Applicable, Direct, Indirect, Secondary
Significant, Moderately Significant, Not Significant

Abbreviations:

LCA: County/District Landscape Character Area
HLCA: Historic Landscape Character Area
AONB: Area of Outstanding Natural Beauty
AGLV: Area of Great Landscape Value
PROW: Public Rights of Way



Viewpoint 6: Thames and Kennet Marina, looking south

All photographs have been taken with a full format DSLR 50mm fixed focal length lens and processed as the standard size of 6 by 4 inches. Panoramas may have been cropped but have not been manipulated beyond basic image processing.

Photographs taken on: 17.03.2016

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East Reading MRT Landscape and Visual Impact Assessment							
Viewpoint 6							
Reading Borough Council	<table><tr><td>Date</td><td>22.03.2016</td></tr><tr><td>Drawn</td><td>RJ</td></tr><tr><td>Checked</td><td>NJ</td></tr></table>	Date	22.03.2016	Drawn	RJ	Checked	NJ
Date	22.03.2016						
Drawn	RJ						
Checked	NJ						



Viewpoint 6 [Wireframe]: Thames and Kennet Marina, looking south

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	East Reading MRT	
	Landscape and Visual Impact Assessment	
	Viewpoint 6 [Wireframe]	
	Reading Borough Council	
	Date	22.03.2016
	Drawn	RJ
	Checked	NJ

BASELINE AND SENSITIVITY				CHANGE, MAGNITUDE AND SIGNIFICANCE					
Viewpoint No. and Location	Designation, Landscape Character Area and Approx. Distance to Site Boundary	Description of Baseline View, Type of View and Number of Users	Value of Views, Susceptibility to Change; OVERALL SENSITIVITY		Description of Change to the View	Mitigation	Size / scale, Geographical Extent and Duration / reversibility; OVERALL MAGNITUDE	Nature of Effect	Level of Significance
7: Entrance to Tesco supermarket from Napier Road	Designation: None Reading Borough Council Townscape Character Area: 11 – Napier Road Distance: Within western edge of MRT East site 0.8 km to the west of the P&R site	Baseline Description, Type of View, Viewer and Number of Users: Open view from Napier Road at entrance to Tesco supermarket. Moderate number of road users and pedestrians accessing supermarket. Looking south, across the road from the pavement, a post and rail fence and shrub planting are seen on the opposite side of the road. A belt of scrub and trees is seen beyond on the railway embankment. Metal gantries are seen over the railway line, and a line of pylons and overhead wires runs parallel to this. Looking east the Tesco supermarket building is partially seen. Trees, shrubs and lighting columns within the car park are seen in the middle distance. The MRT East site extends from the location of the viewpoint to the east, following a strip of land to the north of the pylon line and railway embankment. The P&R site is not seen from this viewpoint.	Value of Views: Low Susceptibility to Change: Low OVERALL SENSITIVITY: LOW	SCENARIO 1: MRT EAST	During Construction: Construction of the MRT East road seen at the bend of the existing Napier Road, and continuing to the east. Removal of some trees and shrubs to facilitate the construction of the road.	- Retention of existing trees and vegetation where practicable; - Re-routing of services and utilities to the south of the proposed MRT, to enable replacement tree planting to take place to the north of the MRT; - Height of the proposed bridge element to correspond to that of the Listed railway and accommodation bridge; - Planting of new native trees and shrubs; - Selective management and re-planting of the Coal Woodland - Retain and enhance / extend the existing area of Acid Grassland at the western end of the MRT East route, with scattered new tree planting to create a glade with dappled shade; - Enhancements to the riparian corridor, and the installation of riparian habitat rafts alongside selected areas of engineered banks (east of the River Kennet mouth); - Creation of tussocky grassland between the River Thames and the MRT, and wildflower hydro-seeded grassland on the MRT embankment; - Provision of 'green panels' (for example, living willow panels or CorTen steel panels with climbers), set at an angle to the direction of the Thames Path to filter people's views of the MRT and provide additional 'greening' of the space; and - Creation of reclaimed boat planters, providing raised beds for urban community food growing.	During Construction: Size/Scale: Moderate Geographical Extent: Section of view to the east Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: MODERATE	Adverse	Minor (Not significant)
					On Completion: MRT East road and associated traffic seen adjoining Napier Road at the bend in the road, and extending to the east, parallel to the railway line. New tree planting in the area of open space to the north of the junction.				
					15 Years After Planting: As above, however tree planting will have matured, softening the appearance of the MRT East road at the junction with Napier Road.				
				SCENARIO 2: COMBINED SITE	During Construction: As for Scenario 1. No additional views of P&R site.		During Construction: Size/Scale: Moderate Geographical Extent: Section of view to the east Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: MODERATE	Adverse	Minor (Not significant)
					On Completion: As for Scenario 1. No additional views of P&R site.				
					15 Years After Planting: As for Scenario 1. No additional views of P&R site.				
							On Completion: Size/Scale: Moderate Geographical Extent: Section of view to the east Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: MODERATE	Adverse	Minor (Not significant)
							15 Years After Planting: Size/Scale: Moderate Geographical Extent: Section of view to the east Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: MODERATE		

Terminology for Visual Effect:

Type of View:
Number of Viewers:
Value of Views:
Susceptibility to Change:
Overall Sensitivity of Receptor:
Size/Scale of Effect:

Glimpsed, Open, Oblique, Framed, Filtered
Few, Moderate, Many
High, Medium, Low
High, Medium, Low
High, Medium, Low
Major, Moderate, Slight, Negligible, Neutral, No Change

Geographical Extent of Effect:
Duration:
Reversibility:
Overall Magnitude of Effect:
Nature of Effect:
Significance:

(Descriptive)
Long-term, Medium-term, Short-term, Direct, Indirect
Yes, within (timescale)/No
Major, Moderate, Slight, Negligible, Neutral, No Change
Adverse, Benefit, Neutral, Not Applicable, Direct, Indirect, Secondary
Significant, Moderately Significant, Not Significant

Abbreviations:

LCA: County/District Landscape Character Area
HLCA: Historic Landscape Character Area
AONB: Area of Outstanding Natural Beauty
AGLV: Area of Great Landscape Value
PROW: Public Rights of Way

Tesco supermarket

Napier Road



Viewpoint 7: Entrance to Tesco supermarket from Napier Road

All photographs have been taken with a full format DSLR 50mm fixed focal length lens and processed as the standard size of 6 by 4 inches. Panoramas may have been cropped but have not been manipulated beyond basic image processing.

Photographs taken on:30.03.2016

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East Reading MRT Landscape and Visual Impact Assessment							
Viewpoint 7							
Reading Borough Council	<table><tr><td>Date</td><td>22.03.2016</td></tr><tr><td>Drawn</td><td>RJ</td></tr><tr><td>Checked</td><td>NJ</td></tr></table>	Date	22.03.2016	Drawn	RJ	Checked	NJ
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Baseline and Sensitivity				Change, Magnitude and Significance					
Viewpoint No. and Location	Designation, Landscape Character Area and Approx. Distance to Site Boundary	Description of Baseline View, Type of View and Number of Users	Value of Views, Susceptibility to Change; OVERALL SENSITIVITY	Description of Change to the View		Mitigation	Size / scale, Geographical Extent and Duration / reversibility; OVERALL MAGNITUDE	Nature of Effect	Level of Significance
A: Footpath at north-east of Tesco car park	Designation: Major Landscape Feature; Important Area of Open Space Reading Borough Council Townscape Character Area: 23 – King's Meadow Distance: At northern site boundary of the MRT East site 0.5 km to the west of the P&R site	Baseline Description, Type of View, Viewer and Number of Users: Filtered view from informal footpath through The Coal Woodland. Few pedestrians. Looking south from the footpath, the view looks through the woodland occupying land between the river and the Tesco car park. Here there is a group of medium sized silver birch trees, with a limited understorey layer of ground flora. Looking south-west, there are glimpsed views of the supermarket car park in the middle distance. This viewpoint is located within the north of the MRT East site boundary. The Thames Valley P&R site is not seen from this viewpoint.	Value of Views: Medium Susceptibility to Change: Medium OVERALL SENSITIVITY: MEDIUM	SCENARIO 1: MRT EAST	During Construction: Removal of some of the silver birch trees within the copse to the south of the path to create new footpath link. Removal of some trees in the middle distance to allow for construction of the MRT structure and embankment. Construction activity seen in the foreground and middle distance.	- Retention of existing trees and vegetation where practicable; - Re-routing of services and utilities to the south of the proposed MRT, to enable replacement tree planting to take place to the north of the MRT; - Height of the proposed bridge element to correspond to that of the Listed railway and accommodation bridge; - Planting of new native trees and shrubs; - Selective management and re-planting of the Coal Woodland - Retain and enhance / extend the existing area of Acid Grassland at the western end of the MRT East route, with scattered new tree planting to create a glade with dappled shade; - Enhancements to the riparian corridor, and the installation of riparian habitat rafts alongside selected areas of engineered banks (east of the River Kennet mouth); - Creation of tussocky grassland between the River Thames and the MRT, and wildflower hydro-seeded grassland on the MRT embankment; - Provision of 'green panels' (for example, living willow panels or CorTen steel panels with climbers), set at an angle to the direction of the Thames Path to filter people's views of the MRT and provide additional 'greening' of the space; and - Creation of reclaimed boat planters, providing raised beds for urban community food growing.	During Construction: Size/Scale: Major Geographical Extent: Foreground and middle distance of view to the south Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: MAJOR	Adverse	Major
					On Completion: New footpath seen adjoining the existing footpath and running south-west to meet the MRT road. Glimpsed views of the MRT structure to the south, filtered by intervening trees.			Adverse	Moderate
				SCENARIO 2: COMBINED	15 Years After Planting: Footpath link remains as above, however appearance of this is now softened by additional native tree planting, which has matured. Enhanced and more diverse ground flora, as a result of woodland management.		15 Years After Planting: Size/Scale: Slight Geographical Extent: Foreground and middle distance of view to the south Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: SLIGHT	Benefit	Minor (Not significant)
					During Construction: As for Scenario 1. No additional views of P&R site On Completion: As for Scenario 1. No additional views of P&R site 15 Years After Planting: As for Scenario 1. No additional views of P&R site		During Construction: Size/Scale: Major Geographical Extent: Foreground and middle distance of view to the south Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: MAJOR	Adverse	Major
							On Completion: Size/Scale: Moderate Geographical Extent: Foreground and middle distance of view to the south Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: MODERATE	Adverse	Moderate
							15 Years After Planting: Size/Scale: Slight Geographical Extent: Foreground and middle distance of view to the south Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: SLIGHT	Benefit	Minor (Not significant)

Terminology for Visual Effect:

Type of View:	Glimpsed, Open, Oblique, Framed, Filtered
Number of Viewers:	Few, Moderate, Many
Value of Views:	High, Medium, Low
Susceptibility to Change:	High, Medium, Low
Overall Sensitivity of Receptor:	High, Medium, Low
Size/Scale of Effect:	Major, Moderate, Slight, Negligible, Neutral, No Change

Geographical Extent of Effect:	(Descriptive)
Duration:	Long-term, Medium-term, Short-term, Direct, Indirect
Reversibility:	Yes, within (timescale)/No
Overall Magnitude of Effect:	Major, Moderate, Slight, Negligible, Neutral, No Change
Nature of Effect:	Adverse, Benefit, Neutral, Not Applicable, Direct, Indirect, Secondary
Significance:	Significant, Moderately Significant, Not Significant

Abbreviations:	
LCA:	County/District Landscape Character Area
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The Coal Woodland



Photograph continued on next sheet

Viewpoint A: Footpath at north-east of Tesco car-park, looking east to west

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Viewpoint A							
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Checked	NJ						

Photograph continued from previous sheet



Tesco Car park
(beyond trees)

Viewpoint A: Continued

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Photographs taken on:02.05.2017

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Viewpoint A Continued							
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Drawn	RJ						
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BASELINE AND SENSITIVITY				CHANGE, MAGNITUDE AND SIGNIFICANCE					
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E: Roundabout on A3290 looking west	Designation: None Wokingham District Council Landscape Character Area: B2 – Thames River Valley with Open Water Distance: 0.2 km to the east of the MRT East site 40 m to the east of the P&R site	Baseline Description, Type of View, Viewer and Number of Users: Open view from roundabout at junction between A3290 and Thames Valley Park Drive. Moderate number of road users, few pedestrians. The central island within the middle of the roundabout contains a group of trees. Looking across this, the western portion of the roundabout is bordered by a belt of shrubs and mature trees. The MRT East site is not visible from this location. The Thames Valley P&R site occupies land to the west of the roundabout, extending from the pavement at the far side of the roundabout, away to the west.	Value of Views: Low Susceptibility to Change: Low OVERALL SENSITIVITY: LOW	SCENARIO 1: MRT EAST	During Construction: No change. No view of works within MRT East site.	- Retention of existing trees and vegetation where practicable; - Re-routing of services and utilities to the south of the proposed MRT, to enable replacement tree planting to take place to the north of the MRT; - Height of the proposed bridge element to correspond to that of the Listed railway and accommodation bridge; - Planting of new native trees and shrubs; - Selective management and re-planting of the Coal Woodland - Retain and enhance / extend the existing area of Acid Grassland at the western end of the MRT East route, with scattered new tree planting to create a glade with dappled shade; - Enhancements to the riparian corridor, and the installation of riparian habitat rafts alongside selected areas of engineered banks (east of the River Kennet mouth); - Creation of tussocky grassland between the River Thames and the MRT, and wildflower hydro-seeded grassland on the MRT embankment; - Provision of 'green panels' (for example, living willow panels or CorTen steel panels with climbers), set at an angle to the direction of the Thames Path to filter people's views of the MRT and provide additional 'greening' of the space; and - Creation of reclaimed boat planters, providing raised beds for urban community food growing.	During Construction: Size/Scale: No change Geographical Extent: NA Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: NO CHANGE	NA	--
					On Completion: No change. No view of MRT structure.		NA	--	
					15 Years After Planting: No change. No view of MRT structure.		NA	--	
				SCENARIO 2: COMBINED	During Construction: Removal of trees and construction activity seen within the P&R site on the opposite side of the roundabout.		During Construction: Size/Scale: Major Geographical Extent: Western portion of view Duration/Reversibility: Short term / Temporary OVERALL MAGNITUDE: MAJOR On Completion: Size/Scale: Moderate Geographical Extent: Western portion of view Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: MODERATE 15 Years After Planting: Size/Scale: Moderate Geographical Extent: Long term / Permanent Duration/Reversibility: Long term / Permanent OVERALL MAGNITUDE: MODERATE	Adverse	Moderate
					On Completion: New road junction on west of the roundabout, providing access to the P&R car park. New bus layby to the north of the roundabout. Views of the P&R car park in the middle distance, partially filtered by vegetation on the central island of the roundabout.			Adverse	Minor (Not significant)
					15 Years After Planting: Tree and shrub planting around the bus layby and northern edge of the car park will have matured, softening the appearance of the P&R development.			Adverse	Minor (Not significant)

Terminology for Visual Effect:

Type of View:
Number of Viewers:
Value of Views:
Susceptibility to Change:
Overall Sensitivity of Receptor:
Size/Scale of Effect:

Glimpsed, Open, Oblique, Framed, Filtered
Few, Moderate, Many
High, Medium, Low
High, Medium, Low
High, Medium, Low
Major, Moderate, Slight, Negligible, Neutral, No Change

Geographical Extent of Effect:
Duration:
Reversibility:
Overall Magnitude of Effect:
Nature of Effect:
Significance:

(Descriptive)
Long-term, Medium-term, Short-term, Direct, Indirect
Yes, within (timescale)/No
Major, Moderate, Slight, Negligible, Neutral, No Change
Adverse, Benefit, Neutral, Not Applicable, Direct, Indirect, Secondary
Significant, Moderately Significant, Not Significant

Abbreviations:

LCA: County/District Landscape Character Area
HLCA: Historic Landscape Character Area
AONB: Area of Outstanding Natural Beauty
AGLV: Area of Great Landscape Value
PROW: Public Rights of Way



Viewpoint E: Roundabout on A3290, looking west

 Offices throughout the UK and Europe www.peterbrett.com	Appendix 12.3						
Job No. Rev 28791							
East Reading MRT Landscape and Visual Impact Assessment							
Viewpoint E							
Reading Borough Council	<table><tr><td>Date</td><td>22.03.2016</td></tr><tr><td>Drawn</td><td>RJ</td></tr><tr><td>Checked</td><td>NJ</td></tr></table>	Date	22.03.2016	Drawn	RJ	Checked	NJ
Date	22.03.2016						
Drawn	RJ						
Checked	NJ						