



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix 11.3 and 11.4 Landscape and Visual Impacts Assessment

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)

Planning Act 2008

Author: CH2M

Revision: Version 2

Date: March~~November~~ 2021~~19~~





MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix 11.3 Visual Impact Assessment

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)
Planning Act 2008**

Author: CH2M

Revision: Version 2

Date: March~~November~~ 2021~~19~~



Notice

© Copyright 2019 CH2M HILL United Kingdom. The concepts and information contained in this document are the property of CH2M HILL United Kingdom, a wholly owned subsidiary of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs’ client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by Jacobs for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested. Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work. This work has been undertaken in accordance with the quality management system of Jacobs.

Document history

Project	Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme
Planning Inspectorate Scheme Reference	TR040011
Part and Application Document Reference	6, 6.25
Document title	Environmental Statement, Volume 4, Appendix 11.3 Visual Impact Assessment
Regulation Number	Regulation 5(2)(a)
Applicant	North Somerset District Council
Lead Author	AL at CH2M

Version	Date	Status of Version
Rev:-01	15/11/19	Application Issue
<u>2</u>	<u>12/03/21</u>	<u>Update for Harbour Residential Care Centre</u>

Table of Contents

Section	Page
1 Visual Impact Assessment	1
1.1 Introduction	1

SECTION 1

Visual Impact Assessment

1.1 Introduction

- 1.1.1 Table 1 below lists the visual receptors where it is considered that there would be a significant change in the view from that receptor as a result of the DCO Scheme.
- 1.1.2 Visual receptors include private residential properties, commercial industrial premises, publicly accessible areas such as parks and gardens and public rights of way, designated features and other places where views of the DCO Scheme are afforded such as roads and railways.
- 1.1.3 For ease of reading the visual impact assessment tables describe the existing views, the impacts during construction, operation impacts after 1 year, and operational impacts after 15 years which takes into consideration illustrative mitigation planting (based at ES stage on draft proposals) which should have matured to form an effective feature and visual screen.
- 1.1.4 The table is also split into the Portishead to Pill section (the disused line), and from Pill to Ashton Gate (the operational freight line).

Summary of Visual Receptors and Views along the Portishead to Pill Section

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
HIGH SENSITIVITY					
1	Footpath backing onto Wyndham Way Retail Park	Views generally looking northeast/southwest along the footpath with views east towards the disused line screened by Sainsburys and to some extent by the vegetation on the site of the proposed main car park	Part of the path would need to be closed during construction to allow for the improved connection between the proposed main station car park, over the rhine and west towards the town centre. More open views across the site of the main car park with the loss of the vegetation and longer views down the site to the station building construction and compound that would serve the construction of the new station and Trinity Primary School Bridge. Piling rigs and cranes would be seen in the middle distance. Magnitude: major adverse Significance: large adverse	More open views generally with a long view east over the main car park with its new trees and lighting towards the station building, consisting of a canopy structure extending over a new station building and the buffer stop enclosure wall. The new station design includes an external GSM-R mast and communications mast. In the middle distance the upper part of the new Trinity Primary School Bridge will be visible crossing the railway behind the station. Magnitude: moderate adverse Significance: moderate adverse	More open views generally with a long view east over the main car park towards the station building, with the new trees alongside the footway/cycleway on the south side of the car park forming a new landscape feature. This would also partially screen views towards the station building and Trinity Primary School Bridge beyond. Magnitude: moderate adverse Significance: moderate adverse
2	The Vale Park	Views north to the line mostly screened by trees and other vegetation around the balancing pond. Some glimpsed views in the winter months.	Glimpsed view of construction activity associated with the construction of the line and new Trinity Primary School Bridge, which is well screened by vegetation. Construction features include heavy machinery, temporary fencing and lighting and piling rigs cranes visible over the trees for a limited during the construction of the bridge. Partial views through vegetation in winter months and screened by vegetation during the summer months. Magnitude: minor adverse Significance: slight adverse	Glimpsed view of the reconstructed railway line, the Trinity Primary School Bridge and passenger trains, which are well screened by vegetation. Partial views through vegetation in winter months, likely to be to the moving trains and the top of the bridge and screened by vegetation during the summer months. Magnitude: minor adverse Significance: slight adverse	Glimpsed view of the reconstructed railway line, its associated fencing and passenger trains, and the Trinity Primary School Bridge, which are well screened by existing vegetation. Partial views through vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse
3	See below				

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
3a	Peartree Field, Portishead	Residential receptors on the stretch of Peartree Field that runs along the boundary of the disused line (no's 1 to 11, 6 no properties affected), are orientated north with upper storey views over intervening vegetation to the disused line, Wessex Water pumping station, and properties on Tansy Lane beyond.	During construction there will be open upper storey views of construction activities on the station area compound and of the station construction with piling rigs and cranes, and including construction of Trinity Primary School Bridge more oblique in the view. Some screening at ground floor from existing retained vegetation but with views through. Magnitude: major adverse Significance: very large adverse	Though some of the existing vegetation to the north will be retained, the introduction of the new station directly opposite and the Trinity Primary School Bridge will form a new feature in upper storey views. Views to proposed lighting columns, will further detract from views north, especially at night. Glimpsed views towards the station building and roof tops of stationary/moving trains. Magnitude: major adverse Significance: large adverse	Upper storey views to the Station and Trinity Primary School Bridge, with the lighting columns, associated fencing, and passenger trains will be Some news towards pedestrians on the new path partially screened by existing vegetation. Magnitude: major adverse Significance: large adverse
3b	Galingale Way / Peartree Field, Portishead	Pocket of residential receptors accessed from the south by Galingale Way and to the west by Peartree Field afford oblique upper storey views over intervening vegetation to the disused line and beyond to Houses on Tansy Lane with glimpsed / filtered winter views of Trinity Anglican Methodist Primary school.	Whilst some vegetation will be retained during construction, upper storey oblique views will be possible of the new bridge and station construction and associated works, including fencing / temporary lighting. Views will be disrupted by the introduction of tall construction machinery such as piling rigs and cranes, with some glimpsed views of construction activities north west towards the highway works and compound at Portishead Station. Magnitude: major adverse Significance: large adverse	There will be filtered summer and winter views North East to the newly constructed Trinity Primary School Bridge, in particular the ramp and steps of the bridge which are located approximately 7 – 8 m from the boundary of the nearest residential receptor. Operational lighting on the bridge will be a detractor in views. Occasional upper storey glimpsed views of passing trains will be possible through gaps in the ramp and existing vegetation. Magnitude: major adverse Significance: large adverse	There will be filtered summer and winter views North East to the newly constructed Trinity Primary School Bridge, in particular the ramp and steps of the bridge which are located approximately 7 – 8 m from the boundary of the nearest residential receptor. Operational lighting on the bridge will be a detractor in views. Occasional upper storey glimpsed views of passing trains will be possible through gaps in the ramp and existing vegetation. Magnitude: moderate adverse Significance: large adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
3c	Holmlea\Tydeman Road, Portishead	Houses on the stretch of Holmlea and Tydeman Road that back onto the boundary of the disused railway with filtered (by existing vegetation) upper storey winter views into the disused railway line immediately north and towards the Trinity Anglican Methodist Primary School / other residential properties to the north and northeast.	Filtered upper storey winter views of activity associated with the construction of the line, which is well screened by vegetation. Construction features include heavy machinery fencing and temporary lighting. More oblique views towards the construction of Trinity Primary School Bridge. No. 6 Holmlea faces towards the bridge construction in close proximity with views partially filtered to some degree by existing vegetation. Magnitude: major adverse Significance: large adverse	Filtered upper storey oblique views to Trinity Primary School Bridge to the north west, with its associated lighting at night detracting from existing views. Upper storey filtered views of the reconstructed railway line, its associated fencing and passing trains. No. 6 Holmlea faces towards the bridge with views filtered to some degree by existing vegetation but with views through to the lighting. Magnitude: minor adverse Significance: slight adverse (No 6 – major adverse/large adverse)	Filtered upper storey oblique views to Trinity Primary School Bridge to the north west, with its associated lighting at night detracting from existing views. Upper storey filtered views of the reconstructed railway line, its associated fencing and passing trains. No. 6 Holmlea faces towards the bridge with views filtered to some degree by existing vegetation but with views through to the lighting. Magnitude: minor adverse Significance: slight adverse (No 6 – major adverse/large adverse)
<u>108</u>	<u>Harbour Residential Care Centre</u>	<u>Open views from windows facing south directly over to the roundabout and its moving traffic. The existing trees on the roundabout do screen views from some of the windows of view down Quay Avenue. More extensive views from upper floors over the adjacent trees.</u>	<u>Open views to the construction works associated with the highway repositioning to the west and then to the construction compound (station forecourt), construction of the station and then the construction of the station forecourt. Loss of existing trees opens up the views.</u> <u>Magnitude: major adverse</u> <u>Significance: very large adverse</u>	<u>Open view south over the extended Phoenix Way to the station forecourt and the station building behind. Less movement of vehicles in the view due to repositioned roundabout.</u> <u>Magnitude: moderate adverse</u> <u>Significance: moderate adverse</u>	<u>Open view south over the extended Phoenix Way to the station forecourt and the station building behind. Less movement of vehicles in the view due to repositioned roundabout. Tree planting by the acre home and to the boundary to the station forecourt beginning to provide some visual screening of the station.</u> <u>Magnitude: moderate adverse</u> <u>Significance: moderate adverse</u>
4	Footpath backing onto Holmlea and Tydeman Road	Direct views looking southeast/northwest along footpath, with partial view of railway line to north-eastern edge of path, which runs parallel to footpath. Railway screened by vegetation alongside the line. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Glimpsed view of construction activity associated with the construction of the line, which is well screened by vegetation. Construction features include heavy machinery, fencing and temporary lighting. Partial views through vegetation in winter months and dense screening during the summer months. Magnitude: major adverse Significance: large adverse	Glimpsed view of the reconstructed railway line, its associated fencing and occasional passing trains, which are well screened by vegetation. Partial views through vegetation in winter months and dense screening during the summer months. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed view of the reconstructed railway line, its associated fencing and occasional passing trains, which are well screened by vegetation. Partial views through vegetation in winter months and dense screening during the summer months. Magnitude: moderate adverse Significance: moderate adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
5	Residential Buildings, Tansy Lane, Portishead	View south from residential properties across front gardens and open grassland towards railway line and associated vegetation.	<p>Direct view, in close proximity, of construction activity associated with the construction of railway line, station and new Trinity Primary School Bridge. View of construction features such as fencing and temporary lighting, heavy machinery, piling rigs and crane and lay down area for bridge components. In addition, vegetation removal will contribute to the change in view by opening it up.</p> <p>Magnitude: major adverse Significance: very large adverse</p>	<p>Direct view, in close proximity, of the new Trinity Primary School Bridge, as well as of the reconstructed railway line, its associated fencing and passenger trains. Oblique views to station and platform. The proposed tree planting would not offer any screening at this stage.</p> <p>Magnitude: major adverse Significance: large adverse</p>	<p>Direct view, in close proximity, of the new Trinity Primary School Bridge, as well as of the reconstructed railway line, its associated fencing and passenger trains. Oblique views to station and platform. Some limited screening provided by proposed trees.</p> <p>Magnitude: major adverse Significance: large adverse</p>
6	Residential Buildings, Tarragon Place & Fennel Road, Portishead	View south from residential properties in a slightly elevated position across back gardens to dense vegetation adjacent to the railway line beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	<p>Glimpsed view, from upper floors, of construction activity associated with the construction of the line, which is well screened by vegetation. Construction features include heavy machinery, fencing and temporary lighting. Moving construction traffic on the haul road to the south of the line will be visible through the retained vegetation as will.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Filtered views, from upper floors, of the reconstructed railway line, its associated fencing and occasional passing trains, which are well screened by vegetation. Partial views through vegetation in winter months and dense screening during the summer months.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Glimpsed view, from upper floors, of the reconstructed railway line, its associated fencing and occasional passing trains, which are well screened by hedgerow vegetation. Partial views through vegetation in winter months and dense screening during the summer months.</p> <p>Magnitude: minor adverse Significance: adverse</p>
7	Moor Farm	View looking northeast through existing boundary vegetation across fields towards railway line, which is heavily screened by hedgerows and vegetation bounding the line in summer months. Glimpsed views in winter.	<p>View through boundary vegetation and across fields with hedgerow boundaries towards haul route and associate moving construction vehicles, and construction activity on the railway line behind. View includes features such as temporary fencing, lighting and heavy machinery. Glimpsed views through boundary and hedgerow vegetation in winter months and dense screening during the summer months.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>View through boundary vegetation and across fields with hedgerow boundaries towards reinstated landscape. Glimpsed views to occasional passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months. More open view generally due to loss of existing large trees.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>	<p>View through boundary vegetation and across fields with hedgerow boundaries towards established landscape. Glimpsed views to passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
8	The Pippins/ The Bramleys/Moor Gate	View looking northeast through boundary vegetation and across fields with hedgerow boundaries towards railway line. Limited views through vegetation in the summer and partial views through vegetation in the winter.	View through boundary vegetation and across fields with hedgerow boundaries towards haul route and associated construction vehicles. View includes features such as fencing and temporary lighting and heavy machinery and construction activity on the railway line behind. Glimpsed views through boundary and hedgerow vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View through boundary vegetation and across fields with hedgerow boundaries towards reinstated landscape. Glimpsed views to occasional passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View through boundary vegetation and across fields with hedgerow boundaries towards established landscape. Glimpsed views to occasional passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse
9	Bridleway to South of Moor Farm	Very glimpsed view in summer months looking northeast from bridleway which is bounded by vegetation across grazing marsh towards railway line.	View northeast/east through boundary vegetation and across fields with hedgerow boundaries towards haul route and construction compound. View includes features such as temporary fencing, lighting and heavy machinery and of the works to the shared access with National Grid. Glimpsed views through boundary and hedgerow vegetation in winter months and dense screening during the summer months. Magnitude: moderate adverse Significance: moderate adverse	View through boundary vegetation and across fields with hedgerow boundaries towards reinstated landscape. Very glimpsed views to passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse/neutral	View through boundary vegetation and across fields with hedgerow boundaries towards reinstated landscape. Very glimpsed views to passing passenger trains through boundary and hedgerow vegetation in winter months but with dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse/neutral
10	Public Footpath at Portishead Ashlands Nature Reserve/Atherton House	View looking south west across open landscape towards railway line, which is partially screened by vegetation bounding the line. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Views to construction activity on the disused line including to the haul road on the south side of the line partially screened by the retained vegetation. Some loss of existing trees on both sides. The construction compound off Sheepway would be mostly screened by the existing hedge and change in landform, but more open views to the shared access with National Grid. Where the path passes the compound, it would be locally diverted with open views to the compound. Magnitude: major adverse Significance: major / large adverse	Views through boundary vegetation to the new line and fencing with views to the passing passenger trains. Views to the Sheepway access point screened by existing vegetation and landform, except where the path passes the access point where there would be views to the new fencing, parking area and to the track beyond. Magnitude: minor adverse Significance: slight adverse	Views through boundary vegetation to the new line with views to the passing trains. Views to the access point would be open and only screened by security fencing. Magnitude: minor adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
11	Sheepway Gate Farm	View south from the farm house to the railway line partially screened by farm buildings. Open views from the farm yard south to the line.	View towards fields, with construction activity associated with the construction of the line beyond. View of construction features such as heavy machinery, fencing and temporary lighting and vegetation removal along railway line. Glimpsed views through garden vegetation in winter months and dense screening during the summer months. Filtered views to haul route to the south of rebuilt railway line as well as the Portbury Hundred compound to the east. Some views west towards the National Grid access. Magnitude: moderate adverse Significance: moderate adverse	View across fields, with the reconstructed railway line, its associated fencing and passenger trains well screened by hedgerow vegetation. In addition, view of newly planted hedge on boundary. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View across fields, with the reconstructed railway line, its associated fencing and passenger trains beyond well screened by well established hedgerow and trees alongside railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse
12	No.1 - 2 Sheepway Cottages	Views south from the scattered properties alongside the Sheepway, across the roadside hedge and open fields to the railway line and the M5 beyond.	Upper storey views over intervening vegetation towards the compound off The Portbury Hundred with glimpsed views to site huts, plant and materials storage along with construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Views southwest towards the Sheepway compound screened by intervening vegetation and landform. Magnitude: minor adverse Significance: moderate adverse	View across fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond well screened by hedgerow vegetation. In addition, view of newly planted hedge on boundary. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View across fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond well screened by hedgerow and trees alongside railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse
13	Sheepway; houses south side (Orchard Close, Wansdyke, Bank House, Westside, Wayside, Birch Cottage)	Views south across well enclosed gardens towards fields, with railway line and lineside vegetation beyond.	View across gardens towards fields, with construction activity associated with the construction of the line beyond well screened by garden vegetation. View of construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line, within the compound and along haulage routes from The Portbury Hundred compound beyond. Glimpsed views through garden vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: moderate adverse	View across gardens towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond, well screened by garden vegetation and existing hedges. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View across gardens towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond, well screened by garden vegetation and existing hedges. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse/neutral

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
14	Shipway Farm and adjacent houses	Views south from the front of houses enclosed by trees and other vegetation. Trees within hedgerow to the south also provide additional screening towards the railway line.	Filtered and glimpsed upper storey views south towards The Portbury Hundred compound and associated haulage routes. View of construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Glimpsed views through garden vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View across gardens towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond, well screened by garden vegetation and existing hedges. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View across gardens towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond, well screened by garden vegetation and existing hedges. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse/neutral
15	Elm Tree Farmhouse	View from listed Elm Tree Farmhouse across lane to dense vegetation screening open fields. Beyond the open fields, views to the railway line which is screened by further dense vegetation. Glimpsed views through vegetation in winter months and dense screening during the summer months.	Limited view from first floor towards fields, with construction activity associated with the construction of the line beyond well screened by boundary vegetation. View of construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Oblique views to construction compound to south of line. Glimpsed views through boundary vegetation in winter months and dense screening during the summer months. Magnitude: moderate adverse Significance: moderate adverse	View towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond well screened by boundary vegetation. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View towards fields, with the reconstructed railway line, its associated fencing and passing passenger trains beyond well screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse
16	Elm Tree Park	Properties to south of park have view looking towards railway line, which is heavily screened by vegetation. Glimpsed views through vegetation in winter months and dense screening during the summer months. South boundary adjacent to the railway line.	View towards construction activity associated with the construction of the line well screened by boundary vegetation. View of construction features such as heavy machinery, temporary fencing and lighting, and vegetation removal along railway line. Glimpsed views through boundary vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains well screened by boundary vegetation. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains well screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse/neutral

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
17a	Public bridleway LA/15/21/10 (Elm Tree Farm) and part of Public bridleway LA/15/21/20 between The Drove and Royal Portbury Dock Road	Views from the PROW are screened by dense vegetation, with occasional glimpsed winter views of the disused line.	Views along these stretches of LA/15/21/20 are screened by dense vegetation, with occasional glimpsed winter views of construction activities, heavy machinery, fencing and temporary lighting. Views are limited by dense intervening vegetation as well as orientation of the PROW. Magnitude: minor adverse Significance: moderate adverse	Views along these stretches of LA/15/21/20 are screened by dense vegetation, with winter views to new fencing and occasional glimpsed views towards passing passenger trains. Views are limited by dense intervening vegetation as well as orientation of the PROW. Magnitude: negligible adverse Significance: slight adverse	As intervening vegetation matures, the occasional passing passenger trains will continue to define the presence of the railway, with glimpsed views through dense vegetation. Magnitude: negligible adverse Significance: slight adverse/neutral
17b	Lengths of Public bridleway LA/15/21/20 along the Southern boundary of Toyota Import Centre, and between Royal Portbury Dock Road and the M5.	Glimpsed and filtered views through existing vegetation to the disused line immediately south of the footpath.	Whilst some existing vegetation is retained, filtered and glimpsed views will be possible to construction activities associated with the line, including construction traffic on haulage routes, heavy machinery, fencing, temporary lighting and vegetation removal along the railway line. Magnitude: major adverse Significance: large adverse	Additional elements within views along this stretch of the PROW include a new vehicular bridge as part of the vehicle storage compound, the reconstructed railway line, its associated fencing and passing passenger trains partially screened by boundary vegetation. Magnitude: moderate adverse Significance: moderate adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains beyond, partially screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line. Limited views through vegetation in the summer and partial views through in the winter. Magnitude: moderate adverse Significance: moderate adverse
18	Old Station House, Sheepway	Direct views north, in close proximity, of existing railway line and old station platform which is currently used as the property's patio. Boundary vegetation associated with the railway line screens longer views out to the north. Longer views east and west from the property's garden along the railway line.	Direct open view, in close proximity, of construction activity associated with the construction of the line. View includes construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Some screening from acoustic/screen fence if that is implemented early. Magnitude: major adverse Significance: very large adverse	Open view in close proximity looking towards the acoustic and screen fencing with occasional passing passenger trains behind. Magnitude: major adverse Significance: large adverse	Open view in close proximity looking towards the acoustic and screen fencing with occasional passing passenger trains behind. Magnitude: major adverse Significance: large adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
19	The Meadows, Sheepway	Direct views north, , looking across garden towards lineside and garden vegetation partially screening railway line beyond. Low boundary vegetation around garden affords views into the field to the west.	Direct view, in close proximity of construction activity associated with the construction of the line only partially screened by retained vegetation. View includes construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Garden, lower and upper storey views west into the Portbury Hundred compound located to the west. This compound would be used for the duration of the works from Portishead to Portbury junction, and include parking, welfare facilities, and offices as well as storage of plant and materials and associated lighting. Magnitude: major adverse Significance: very large adverse	Direct view, in close proximity, of the reconstructed railway line, its associated fencing and occasional passing passenger trains partially screened by retained vegetation. In addition, view of scrubby regrowth following vegetation removal. View west to the restored fields of the compound. Limited views through vegetation towards the reconstructed railway line in the summer and partial views through in the winter. Magnitude: moderate t adverse Significance: moderate adverse	Direct view, in close proximity, of the reconstructed railway line, its associated fencing and occasional passing passenger trains partially screened by retained vegetation and well established naturally regenerated vegetation alongside railway line. Limited views through vegetation in the summer and partial views through in the winter. Magnitude: minor t adverse Significance: slight adverse
20a	National Cycle Network National Cycle Route 26 where it shares the formation of the railway to pass under the M5, under Marsh Lane and under Royal Portbury Dock Road. The length of National Cycle Route 26 along the Southern boundary of Toyota Import Centre, and between Royal Portbury Dock Road and the M5 that run immediately north of the disused line.	Where the NCN Route 26 meets the disused railway (sharing its formation) glimpsed views are achieved down the line and, occasionally, to the wider field network. Along the other stretches of NCN Route 26 that run immediately north of the disused line, there are partial and glimpsed views of the disused line filtered by boundary vegetation south of the NCN.	Views will be afforded to construction activities associated with the line, including construction activity at the compound, construction traffic on haulage routes, heavy machinery, temporary fencing, lighting and vegetation removal along railway line. Magnitude: major adverse Significance: large adverse	Additional elements within views along this stretch of the NCN route include a new vehicular bridge as part of the vehicle storage compound, the reconstructed railway line, its associated fencing and passing passenger trains partially screened by boundary vegetation. Magnitude: moderate adverse Significance: moderate adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains beyond partially screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line. Limited views through vegetation in the summer and partial views through in the winter. Magnitude: moderate adverse Significance: moderate adverse
20b	Elm Tree Farm and the stretch of NCN Route 26 between Royal Portbury Dock Rd and The Drove.	Views from the PROW are screened by dense vegetation, with occasional glimpsed winter views of the disused line.	Views along these stretches of NCN Route 26 are screened by dense vegetation, with occasional glimpsed winter views of construction activities (heavy machinery, fencing, temporary lighting and vegetation removal). Views are limited by dense intervening vegetation as well as orientation of the PROW. Magnitude: minor adverse Significance: moderate adverse	Views along these stretches of the NCN Route 26 are screened by dense vegetation, with winter views to new fencing and occasional glimpsed towards passing passenger trains. Views are limited by dense intervening vegetation as well as orientation of the NCN route. Magnitude: negligible adverse Significance: slight adverse	As intervening vegetation matures, the occasional passing passenger trains will continue to define the presence of the railway, with glimpsed views through dense vegetation to new fencing along the line. Magnitude: negligible adverse Significance: slight adverse/neutral

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
21	Court House Farmhouse (Grade II)	This grade II listed farmhouse is enclosed by vehicle storage areas to the west vegetation on its eastern and southern boundary. The disused line is partly screened by trees along its southern edge.	During construction vegetation along the southern edge of the railway will be removed opening up views from the Courthouse Farmhouse north to the works along the disused line (including fencing, haul roads, heavy machinery, lighting and additional vegetation removal). It is likely that views towards works along the disused line will be partially screened by the storage compound Magnitude: moderate adverse Significance: moderate adverse	Additional elements within views from this listed receptor include, a new vehicular bridge as part of the storage compound, the reconstructed railway line, its associated fencing and passing passenger trains partially screened by boundary vegetation. Magnitude: minor / slight adverse Significance: slight adverse	The reconstructed railway line, its associated fencing and passing passenger trains partially screened by boundary vegetation. Magnitude: minor adverse Significance: slight adverse
22	NCN Cycle Route 41 (off Road Cycle Route/Public Right of Way) alongside disused railway and M5 (LA8/68/10), to west of Pill (LA8/6/5)	View looking toward M5 motorway which dominates views. Railway line to south of cycle path elevated on a bank.	Views from the NCN would be diverted during the construction period. Magnitude: major adverse Significance: large adverse	View looking towards the reconstructed railway line, its associated fencing and occasional passing passenger trains, with restored fields beyond. In addition, view of new replacement planting to the south side. Planting is not yet dense enough to provide substantial additional screening. Magnitude: minor adverse Significance: slight adverse	Filtered transitional views towards the reconstructed railway line, its associated fencing and occasional passing passenger trains, with restored fields beyond. Magnitude: minor adverse Significance: slight adverse
23	Bridleway alongside disused railway and M5 (LA8/67/10), to west of Pill	View looking toward M5 motorway which dominates views. Railway line to southwest of bridleway in a slightly elevated position screened by intervening vegetation	View looking towards construction activity associated with the construction of the line from realigned, raised bridleway due to localised vegetation removal along the disused line. Filtered views of construction features such as heavy machinery, temporary fencing and lighting, in particular within the M5 compound to the northeast and associated haulage route supporting the movement of construction traffic. Magnitude: moderate adverse Significance: moderate adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains. Planting is not yet dense enough to provide substantial additional screening. Magnitude: minor adverse Significance: slight adverse	As vegetation along the reconstructed line matures, views to the reconstructed line and associated replacement fencing will be further screened, with the occasional passenger train providing the main visual evidence of the presence of a railway. Magnitude: negligible adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
24	Public Right of Way to east of M5 and west of Pill/The Landun	Distant, partial view looking southwest across grassland and shrubs towards railway line, which is screened by vegetation. Limited views through vegetation in the summer and partial views through vegetation in the winter. The M5 is dominant in the view.	Distant, partial filtered winter views looking southwest across grassland and shrubs towards construction activity associated with the construction of the line. View of construction features such as heavy machinery, fencing and lighting. Limited view across railway line towards Lodway Farm construction compound with its ballast storage area, as well as vegetation removal on the south side of the Portbury Dock railway line. Magnitude: moderate adverse Significance: moderate adverse	Distant, partial view looking southwest across grassland and shrubs towards the reconstructed railway line, its associated fencing and passing trains, with restored fields beyond partially screened by vegetation. Magnitude: negligible adverse Significance: slight adverse	Distant, partial view looking southwest across grassland and shrubs towards the reconstructed railway line, its associated fencing and passing trains, with restored fields beyond partially screened by replanted hedgerows. Magnitude: negligible adverse Significance: slight adverse
25	Residential Buildings, Lodway Close (houses on north side), Pill	View from residential properties across back gardens to the existing freight line on embankment as well as Avon Bridge. Some screening from existing large trees and other garden vegetation. Oblique views to elevated M5.	View north from residential properties across back gardens towards construction works associated with the rebuilding of the Avon Street Bridge. This would include partial loss of garden to allow access for embankment works, loss of vegetation including large trees, views to construction machinery in close proximity including large crane, heavy machinery, temporary fencing and lighting. Loss of trees opens up views to the M5. The widening of the railway to accommodate a second track will result in steeper banks and trains running closer to residential properties along Lodway Close with no opportunity to screen the trains using new mitigation planting. Open views to The Portbury Hundred compound to the west Acoustic barrier Magnitude: major adverse Significance: very large adverse	Open views to the new, steeper embankment, passenger and freight trains, signal mast, the newly widened Avon Road bridge, and new fence line along the boundary of gardens that back onto the railway. The widening of the railway to accommodate a second track will result in steeper banks and trains running closer to residential properties along Lodway Close with no opportunity to screen the trains using new mitigation planting. Open views to M5 due to loss of boundary vegetation. Magnitude: major adverse Significance: very large adverse	Views to the new embankment and bridge, new fence line on the rail boundary and of passing passenger and freight trains. The widening of the railway to accommodate a second track will result in steeper banks and trains running closer to residential properties along Lodway Close with no opportunity to screen the trains using new mitigation planting. Open views above embankment to M5 beyond. Magnitude: major adverse Significance: very large adverse
26	Avon Road Public Right of Way (LA8/4/10), Pill	Limited view along narrow footpath between existing railway line and back of garages.	Potentially closed during construction. Magnitude: major adverse Significance: very large adverse	More open views to the embankment due to loss of trees and other vegetation. Views to the replacement fencing and passing trains. Depending on construction option, views to the rear of the replacement garages. Magnitude: major adverse Significance: large adverse	More open views to the embankment due to loss of trees and other vegetation. Views to the replacement fencing and passing trains. Depending on construction option, views to the rear of the replacement garages. Magnitude: major adverse Significance: large adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
27a	Sambourne Lane	Glimpsed but elevated views northeast from back windows of across railway line towards properties on Monmouth Road and Monmouth Court, and Severn Road beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Oblique views to Station House demolition, vegetation clearance immediately north of the boundaries on Sambourne Lane as well as excavation, steepening and soil nailing Views to construction of the forecourt (at Station House), and implementation of platform, the ramps retaining structures as well as fencing, construction of the new Pill Station shelters for ticket machine, waiting area, seating and cycle parking. Views northwest to the Pill compound containing welfare facilities, storage units and parking as well as vehicle restraint barriers. Magnitude: major adverse Significance: large adverse	Views from the rear of the properties over the boundary and over the majority of the rebuilt station located in the cutting towards properties on Monmouth Road and Monmouth Court, and Severn Road beyond. Some more oblique views to the station forecourt shelters with its lighting. Magnitude: minor / moderate adverse Significance: slight / moderate adverse	Views from the rear of the properties over the boundary and over the majority of the rebuilt station located in the cutting towards properties on Monmouth Road and Monmouth Court, and Severn Road beyond. Some more obliques views to the station forecourt shelters with its lighting. The proposed tree planting will provide some limited screening. Magnitude: minor adverse / moderate Significance: slight / moderate adverse
27b	Hardwick Road	Glimpsed but elevated views northeast from back windows across railway line towards properties on Monmouth Road and Monmouth Court and Severn Road beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	During construction a compound will be located to the north of these receptors, containing car parking, welfare facilities, temporary lighting fencing and storage of materials, latter converted to the station car park. Oblique views east towards the construction of the station platform, access ramps and other facilities. Magnitude: moderate adverse Significance: moderate adverse	Upper storey filtered views to the new carpark and through tree planting to housing along Monmouth Road. Oblique views east towards the new station. Magnitude: minor adverse Significance: slight adverse	Upper storey filtered views to the new carpark and through tree planting to housing along Monmouth Road. Oblique views east towards the new station. Magnitude: minor adverse Significance: slight adverse
28a	Residential buildings, Monmouth Court/Severn Road	Views southeast towards car storage area with existing track in cutting mostly screened by existing boundary vegetation.	Direct views from property frontages towards construction compound with material and equipment storage, views to track works beyond and with activity associated with the construction of the station car park toward the end of construction. Magnitude: major adverse Significance: large adverse	Direct views from property frontages towards new car park, including view of new surfacing, lighting and parked cars. Planting is not yet dense enough to provide screening. Magnitude: moderate adverse Significance: moderate adverse	Direct views from property frontages towards new car park planting at boundary. Planting to car park boundary is now mature and established, providing screening in summer months and glimpsed views through in winter months. Views to car park lighting above. Magnitude: minor adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
28b	Residential buildings Monmouth Road	Direct views looking south east across Monmouth Road to the adjacent railway line beyond, partially screened by vegetation alongside the road and partially in cutting. Limited views through vegetation in the summer and partial views through vegetation in the winter.	During construction there will be partially screened views to the demolition of station house opposite, views through vegetation to the station construction with the construction of the ramps, rebuilding of platforms and soil nailing. Following the works to the station and reconstruction / installation of railway infrastructure, the compound will become the station forecourt. Magnitude: major adverse Significance: large adverse	Views to the new station access ramps and the station forecourt behind filtered by existing vegetation. Magnitude: minor adverse Significance: slight adverse	Views to the new station access ramps and the station forecourt behind filtered by existing vegetation. Magnitude: minor adverse Significance: slight adverse
29a	Residential buildings Station Road	Direct views across Station Road with its car parking towards the health centre and Station House	During construction there will be open views to the demolition of Station house opposite, its use as a construction compound and of the station forecourt construction. Possible views to the embankment works beyond including excavation, soil nailing, concrete wall construction and installation of ramps. Magnitude: major adverse Significance: large adverse	Open views to the new station forecourt with its boundary wall, shelters, disabled parking and drop off with most of the station screened within the cutting. Magnitude: moderate adverse Significance: moderate adverse	Open views to the new station forecourt with its boundary wall, shelters, disabled parking and drop off with most of the station screened within the cutting. Magnitude: moderate adverse Significance: moderate adverse
29b	Residential buildings along Station Road and Heywood Road	Glimpsed views to the disused railway line. Views limited by intervening housing and vegetation along Station Road and Heywood Road.	Narrow views of the demolition of Station House and the construction of a compound serving Pill Station will be afforded looking north east along Station Road. More open views south west to the construction works in the Memorial Club to widen Heywood Road to improve bus stop facilities and widen footpaths. A small compound at Pill Memorial Club serving the works will be visible in direct views from housing bordering the works, and in oblique views of housing further to the north and west. Magnitude: minor adverse Significance: slight adverse	Narrow view to the new shelter at the Station forecourt (for ticket machine, waiting area, seating and cycle parking), with most of the station set within the cutting and out of view. Open views to the completed bus stop improvement works and car park which would not be significantly different in appearance. Magnitude: minor adverse Significance: slight adverse	Narrow view to the new shelter at the Station forecourt (for ticket machine, waiting area, seating and cycle parking), with most of the station set within the cutting and out of view. Open views to the completed bus stop improvement works and car park which would not be significantly different in appearance. Magnitude: minor adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
30	Sustrans Cycle Path (Route 410 Avon Cycleway), Pill	Located on Monmouth Road adjacent to railway line with view to the existing railway, partially screened by existing vegetation.	<p>View looking northwest/southeast along Monmouth Road and adjacent construction works associated with the construction of the station, including view of lighting, heavy machinery, retaining wall and ramp construction. Retaining wall construction works include excavation of slope and soil nailing, as well as installation of concrete retaining wall.</p> <p>View looking from Monmouth Road/Station Road junction towards works associated with the demotion of Station House, implementation of construction compound and associated fencing and lighting and building of the station forecourt. View north east to the construction of the car park, also used as a construction compound.</p> <p>Magnitude: major adverse Significance: large adverse</p>	<p>View looking northwest/southeast along Monmouth Road and adjacent new station, including view of retaining wall, new shelter, ramp, fencing, lighting and both stationary and moving passenger and freight trains. View north west to the new car park. In addition, view of new, young planting.</p> <p>View looking from Monmouth Road/Station Road junction towards the station forecourt.</p> <p>Planting is not yet mature enough to provide screening.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>View looking northwest/southeast along Monmouth Road and adjacent new station, including view of retaining wall, shelter, ramp, fencing, lighting and both stationary and moving passenger and freight trains. Planting behind ramp, which is now mature and established. View north west towards car park partially screened by established planting.</p> <p>View looking from Monmouth Road/Station Road junction towards the station forecourt.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>
31	Pump Square, Pill	Direct view looking south along River Avon inlet and Underbanks Road towards public open space with the railway line viaduct beyond. Limited screening in summer from a number of mature/semi-mature specimen trees.	<p>Direct view looking south towards the River Avon inlet and across to construction activity associated with works to viaduct beyond. Construction features include view repointing, waterproofing and trackworks and machinery/trains on top of viaduct and drainage works on the highway.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Direct view looking south towards the River Avon inlet and across to the repointed viaduct with occasional passing passenger and freight trains line on top.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>	<p>Direct view looking south towards the River Avon inlet and across to the repointed viaduct with occasional passing passenger and freight trains on top.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>
32	Residential buildings, Underbanks, Bank Place	Oblique view south to viaduct and elevated railway line.	<p>Oblique view south to construction activity associated with works to viaduct, including repointing, waterproofing and trackworks and machinery/trains on top of viaduct and drainage works on the highway.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Oblique view south to the repointed viaduct with occasional passing passenger and freight trains line on top.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>	<p>Oblique view south to the repointed viaduct with occasional passing passenger and freight trains line on top.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
33	Sustrans Cycle Path (National Route 41), Pill	Cycle route runs along Underbanks with view to viaduct and Pill inlet.	View to construction activity associated with works to viaduct, including view of repointing, waterproofing and track works and machinery/trains on top of viaduct and drainage works on the highway. Magnitude: minor adverse Significance: slight adverse	View to the repointed viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse	View to the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse
34	Residential buildings, New Road (south arm)/Star Lane, Pill	Oblique views from residential buildings looking northeast towards the viaduct and elevated railway line.	Oblique views from residential buildings looking northeast towards construction activity associated with works to viaduct, including repointing, waterproofing and track works and machinery/trains on top of viaduct. Possible working from the garden. Magnitude: moderate adverse Significance: moderate adverse	Oblique views from residential buildings looking northeast towards the repointed viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse	Oblique views from residential buildings looking northeast towards the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse
35	Baltic Place flats above shops, Pill	Direct views north to viaduct and elevated railway line across open space.	Direct view north to construction activity associated with works to viaduct, including drainage works in the highway, repointing, waterproofing and track works and machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: moderate adverse	Direct view north to the repointed viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse	Direct view north to the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse
36	Residential buildings, Eirene Terrace/Mount Pleasant	Direct views looking north-east from rear of buildings across back gardens up to the adjacent elevated railway line beyond, partially screened by vegetation alongside it. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Direct open views north-east from back windows of properties towards construction activity associated with construction of the line, partly within gardens including view of temporary fencing and lighting, earthworks including soil nailing, heavy machinery and vegetation removal. Gardens may be closed at times. Magnitude: major adverse Significance: very large adverse	Direct open views north-east from back windows of properties towards the reconstructed railway line, steeper and de-vegetated embankment slopes, its associated fencing and passing passenger and freight trains. Widening of existing track with the introduction of a parallel track results in greater visual intrusion in upper storey views from Eirene Terrace which experience steeper banks, and closer passenger / freight trains as well as existing and new palisade fences. A new signal mast and repeater site are visible from properties on Ham Green and detract from views. Magnitude: major adverse Significance: large adverse	Direct views north-east from back windows of properties towards the reconstructed railway line steeper embankment, its associated fencing and passing passenger and freight trains. Some screening from re-established garden planting. Magnitude: moderate adverse Significance: moderate adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
37	Victoria Park and Waterloo Wharf, Pill	Direct view looking north/south across public open space towards railway line viaduct, which forms a prominent feature in the view. Limited screening in summer from a number of mature/semi-mature specimen trees.	Direct view looking north/south across public open space towards construction activity associated with works to viaduct, including repointing, drainage works, waterproofing and track works with machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: large adverse	Direct view looking north/south across public open space towards the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse	Direct view looking north/south across public open space towards the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse
38	Residential buildings, Watchhouse Road, Pill	Oblique views south to viaduct and elevated railway line.	Oblique view south to construction activity associated with works to viaduct, including repointing, waterproofing and track works with blockade and machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: moderate adverse	Oblique view south to the repointed viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse	Oblique view south to the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: slight adverse
39	River Avon National Trail/Sustrans Cycle Path (National Route 41)/Off Road Cycle Route at Watchhouse Hill, Pill	Direct view looking northwest along cycle path towards Pill and elevated M5 beyond. View southwest through vegetation and fencing adjacent to railway line towards the railway line, with properties on Eirene Terrace/Mount Pleasant at a lower level beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	View southwest towards construction activity associated with construction of the line, including view of fencing and temporary lighting, earthworks and soil nailing, installation of gabion baskets, heavy machinery and vegetation removal. Magnitude: moderate adverse Significance: large adverse	View southwest towards the reconstructed railway line, its associated fencing and passing passenger and freight trains. In addition, there will also be a view of re-profiled slopes. Magnitude: minor adverse Significance: slight adverse	View southwest towards the reconstructed railway line, its associated fencing and passing passenger and freight trains. In addition, there will also be a view of re-profiled slopes. Magnitude: minor adverse Significance: slight adverse
40	Severn Way National Trail, Shirehampton section (Lamplighters open space to the M5)	Looking southwest towards Pill, partial views over the River Avon towards the railway line and viaduct which form a small proportion of the view.	Looking southwest to Pill, partial view over the River Avon towards construction activity associated with works to viaduct, repointing, waterproofing and track works with machinery/trains on top of viaduct. Magnitude: minor adverse Significance: slight adverse	Looking southwest to Pill, partial view over the River Avon towards the repointed viaduct with occasional passing passenger and freight trains on top. Magnitude: negligible adverse Significance: slight adverse	Looking southwest to Pill, partial view over the River Avon towards the repointed viaduct with occasional passing passenger and freight trains on top. Magnitude: negligible adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
41	The Breaches	View looking northeast, from rear windows, across fields towards M5 and the railway line partially screened by vegetation in back gardens.	View looking northeast from rear windows and through boundary vegetation towards Lodway construction compound. View is variable depending on proximity of properties to the compound. View of construction features such as heavy machinery, associated temporary fencing and lighting, and vegetation removal and notably the ballast storage mounds. Limited views through boundary vegetation in the summer and partial views through vegetation in the winter. Magnitude: major adverse Significance: large adverse	View looking northeast from rear windows and through boundary vegetation towards restored fields as well as the reconstructed railway line in the distance, its associated fencing and passing passenger and freight trains beyond. In addition, view of new replacement planting. Planting is not yet established enough to provide screening. Magnitude: minor adverse Significance: slight adverse	View looking northeast from rear windows and through boundary vegetation towards restored fields as well as the reconstructed railway line in the distance, its associated fencing and passing passenger and freight trains beyond. In addition, view of replacement planting, which is mature and established, providing screening in summer months and glimpsed view in winter months. Magnitude: negligible adverse Significance: slight adverse
42	Not used	-	-	-	-
MEDIUM SENSITIVITY					
43	Town Centre/Waitrose, Portishead	View east from Waitrose across car park, with fencing partially screening open grassland scrub on Harbour Road and commercial properties beyond.	Partially screened and narrow views towards the construction of the station main car park with more distant views to the station construction beyond. Magnitude: moderate adverse Significance: moderate adverse	Partially screened and narrow views towards the station main car park with more distant views to the station. Magnitude: minor adverse Significance: slight adverse	Partially screened and narrow views towards the station main car park with more distant views to the station. The new tree planting would offer some screening of the station building in the distance. Magnitude: negligible adverse Significance: neutral
44	Commercial Buildings, north side Harbour Road, Portishead	Views south from commercial properties across amenity landscape and road to dense vegetation, with the railway line beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	View south towards the construction of the station main car park and footpath widening with oblique views east to the station construction beyond, and vegetation removal to the east. In addition, view of construction activity associated with the new highway arrangement. Magnitude: major adverse Significance: moderate adverse	Views south towards retained vegetation with the station main car park beyond with more open oblique views to roundabout and the station and its forecourt to the east, as well as vertical features such as lighting. In addition, view of new planting. Magnitude: moderate adverse Significance: moderate adverse	Views south towards the retained vegetation, the station main car park beyond and station to the south east, with its maturing tree planting, providing screening. Magnitude: minor adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
45	Commercial Buildings, Serbert Road	Views north from the back of the buildings towards the adjacent disused line and beyond to buildings along Harbour Road.	<p>View north and east towards the Quays Avenue compound to the north east, serving the construction of Trinity Primary School Bridge and the Portishead Station as well as the view of construction activity associated with the new highway layout. Views to the construction of the station main car park and station. View east of station construction features such as heavy machinery including piling rigs and cranes, associated temporary fencing and lighting, vegetation removal and construction traffic.</p> <p>Magnitude: major / moderate adverse Significance: large adverse</p>	<p>Whilst formal boulevard style planting is proposed to the north of the receptors, views to the proposed carpark will remain fairly open until the boulevard planting can establish and provide intermittent screening. Views further north and east include the associated highway works, the car parking, new Portishead Station building and the Trinity Primary School Bridge more obliquely. Additional features include proposed lighting columns in the car parks in addition to lighting on Trinity Primary School Bridge and Portishead station.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Views north and east towards the main car park and station, as well as vertical features such as lighting are only partially filtered by the formal boulevard tree planting due to proximity.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>
46	Trinity Anglican Methodist Primary School, Marjoram Way	Open views south from the grounds to the railway line.	<p>Open view of construction activity associated with the construction of the line and new Trinity Primary School Bridge. Construction features include heavy earth moving machinery, temporary fencing and lighting, piling rigs and cranes used to lift the bridge into place.</p> <p>Magnitude: major adverse Significance: large adverse</p>	<p>Open view of the reconstructed railway line, Trinity Primary School Bridge, its associated fencing and passing passenger trains, with view west to the station building.</p> <p>Magnitude: major adverse Significance: moderate adverse</p>	<p>As proposed planting establishes to the south west of the School, views to Trinity Primary School Bridge will become partially screened. Whilst views of occasional passenger trains will become filtered by new planting to the southern boundary of the School, new features such as lighting on the bridge, and proposed fencing, will be visible.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>
47	Not used	-	-	-	-

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
48	Elm Tree Farm	Slight view south through dense vegetation towards railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months.	View towards construction activity associated with the construction of the line well screened by boundary vegetation. View of construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: minor adverse Significance: slight adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains well screened by boundary vegetation. In addition, view of scrubby regrowth following vegetation removal. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: slight adverse	View looking towards the reconstructed railway line, its associated fencing and passing passenger trains well screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line. Glimpsed views through vegetation in winter months and dense screening during the summer months. Magnitude: negligible adverse Significance: neutral
49	Industrial Units, Portbury Way/The Drove/Bradley Road/Banyard Road/Marsh Lane, Easton-in-Gordano	View south from industrial units over the car storage area to dense vegetation screening railway line, with the M5 beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Partial view towards construction activity associated with the construction of the line, which is well screened by boundary vegetation. View includes construction features such as heavy machinery, fencing and temporary lighting, and vegetation removal along railway line. Limited views through boundary vegetation in the summer and partial views through in the winter. Magnitude: minor adverse Significance: slight adverse	Partial view looking towards the reconstructed railway line, its associated fencing and passing passenger trains, which is well screened fencing by boundary vegetation. In addition, view of scrubby regrowth following vegetation removal. Limited views through vegetation in the summer and partial views through in the winter. Magnitude: minor adverse Significance: slight adverse	Partial view looking towards the reconstructed railway line, its associated fencing and passing passenger trains, which is well screened by fencing and boundary vegetation and well established naturally regenerated vegetation alongside railway line. Limited views through vegetation in the summer and partial views through in the winter. Magnitude: negligible adverse Significance: neutral

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
50	Co-operative Food, Pill	View south west across Chapel Row to bridge and wall partially screening railway line which is in a cutting.	View southwest, across Chapel Row towards construction works associated with the construction of the station, partially screened in cutting and retained vegetation. Partial view of temporary fencing and lighting, heavy machinery, retaining wall and ramp construction. Retaining wall construction works include excavation of slope and soil nailing, as well as installation of concrete retaining wall. In addition, view southwest towards works associated with the demolition of Station House, and implementation of a small construction compound and associated fencing, lighting, minor highway works, access point to the station via proposed steps and a ramp. Magnitude: major adverse Significance: moderate adverse	View southwest, across Chapel Row towards the new station, partially screened in cutting and retained vegetation. View of features including retaining wall, shelter, ramp, fencing, lighting and both stationary and moving passenger and freight trains. In addition, view southwest towards the new station forecourt with shelters, boundary wall and new planting. Magnitude: moderate adverse Significance: moderate adverse	View southwest, across Chapel Row towards the new station, partially screened in cutting and retained vegetation. View of features including retaining wall, shelter, ramp, fencing, lighting and both stationary and moving passenger and freight trains. In addition, view southwest towards the new station forecourt with shelters, boundary wall and new planting. Magnitude: moderate adverse Significance: moderate adverse
51	Commercial Buildings, Underbanks, Bank Place, Pill	Oblique view north to viaduct and elevated railway line.	Oblique view north to construction activity associated with works to viaduct, including view of repointing, drainage works in the highway, along with waterproofing and track works and machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: moderate adverse	Oblique view north to the repointed viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: neutral	Oblique view north to the viaduct with occasional passing passenger and freight trains line on top. Magnitude: negligible adverse Significance: neutral
LOW SENSITIVITY					
52	Harbour Road	View south towards the line partially screened by existing vegetation.	Direct open views to the highways on Harbour Road with traffic management and works in close proximity. View south towards the construction of the station main car park the station construction and Trinity Primary School Bridge beyond, as well as vegetation removal to the east. Magnitude: major adverse Significance: moderate adverse	View of the new highway layout. View south towards the station main car park and the station as well as features such as lighting and new planting. Planting is not yet dense enough to provide substantial screening. Magnitude: moderate adverse Significance: slight adverse	View south towards the station main car park and the station and vegetation which is mature and established, providing screening in summer months and open view in winter months. Magnitude: moderate adverse Significance: neutral adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
53	Quays Avenue	View north and south with views out generally enclosed by hedges and adjacent buildings.	<p>Direct open view to the highway works with traffic management works in close proximity. Open view of station construction and of main car park construction.</p> <p>Magnitude: major adverse</p> <p>Significance: moderate adverse</p>	<p>Direct view looking north east and south west along Quays Avenue of new highway and partial view of station beyond. In addition, view of new planting.</p> <p>Magnitude: moderate adverse</p> <p>Significance: slight adverse</p>	<p>Direct view looking north east and south west along Quays Avenue, with partial view of station beyond. In addition, view of screening planting, which is mature and established, providing screening of station in summer months and open view in winter months.</p> <p>Magnitude: moderate adverse</p> <p>Significance: slight adverse</p>
54	Sheepway	Views outwards partially enclosed by boundary hedges but with views of the adjacent fields and longer views across the flat rural landscape. Elevated view from bridge over the disused railway to road, with its associated vegetation, and adjacent open fields.	<p>During construction there will be views south from Sheepway Road to a one way haulage route that runs either side of existing vegetation bordering the southern edge of the railway. This route then connects to The Portbury Hundred compound, with views of construction traffic moving through the landscape, partially screened by intervening vegetation along field boundaries. View of construction features such as heavy machinery, temporary fencing and lighting and vegetation removal along railway line. Slight view from eastern section of road towards construction compound on the north side of the railway line. Open view of the entrance to the compound which is combined with that of the Hinkley Connection project.</p> <p>Magnitude: major adverse</p> <p>Significance: moderate adverse</p>	<p>View towards fields, with the reconstructed railway line, its associated fencing and passenger trains beyond screened by boundary vegetation. In addition, view of scrubby regrowth following vegetation removal from the bridge.</p> <p>View of the car parking and entrance to compound.</p> <p>The railway line will be barely discernible due to speed of travel and angle of view.</p> <p>Magnitude: moderate</p> <p>Significance: slight adverse</p>	<p>View towards fields, with the reconstructed railway line, its associated fencing and passenger and beyond well screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line.</p> <p>The railway line will be barely discernible due to speed of travel and angle of view.</p> <p>Magnitude: minor adverse</p> <p>Significance: slight adverse</p>
55	The Portbury Hundred/A369	Views outwards from the road limited by the roadside planting with occasional views through gaps. More open in winter.	<p>View north looking outwards from the road towards construction compound and haul route, which are partially screened by roadside vegetation. Glimpsed views through gaps in planting of features such as lighting, heavy machinery. Glimpsed views through roadside vegetation in winter months and dense screening during the summer months. In addition, view of large lorries on small stretch of road as they transport materials to and from site.</p> <p>Magnitude: moderate adverse</p> <p>Significance: slight adverse</p>	<p>View towards restored field, with the reconstructed railway line, its associated fencing and passenger trains beyond well screened by boundary vegetation accept at the point of permanent access to the site, which allow glimpsed views into the restored compound.</p> <p>Magnitude: minor negligible</p> <p>Significance: slight adverse</p>	<p>Glimpsed view at speed towards restored field, with the reconstructed railway line, its associated fencing and passenger trains beyond well screened by boundary vegetation and well established naturally regenerated vegetation alongside railway line.</p> <p>Magnitude: adverse negligible</p> <p>Significance: neutral adverse</p>

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
56	M5 Junction 19	Variety of open and more enclosed views, whilst travelling at speed. View varies depending on roadside planting and adjacent landform. Views north at the junction enclosed by planting and landform with increasingly extensive views from the approach embankments on to the River Avon bridge.	Partial view of construction activity including haul routes, and distant views to Lodway construction compound, mostly screened by existing vegetation. View of features such as temporary fencing, lighting and heavy machinery. Magnitude: minor adverse Significance: slight adverse	The railway line will be barely discernible due to speed of travel and angle of view. Magnitude: negligible adverse Significance: Neutral adverse	The railway line will be barely discernible due to speed of travel and angle of view. Magnitude: negligible Significance: neutral
57	Marsh Lane, Easton-in-Gordano	Views out partially screened by adjacent vegetation with views west to adjacent car storage areas. Elevated views from the bridge over the railway line down onto the track.	View of construction activity and construction traffic, particularly in relation to haul route, with access from Marsh Lane. View of features such as temporary fencing, lighting, heavy machinery and vegetation removal. In addition, view of large lorries on small stretch of road as they transport materials to and from site. Direct view to works to the bridge parapets. Magnitude: moderate adverse Significance: slight adverse	Elevated views from the bridge to the reconstructed railway line, its associated fencing and passenger trains. In addition, view of scrubby regrowth following vegetation removal. Magnitude: minor adverse Significance: slight adverse	Elevated views from the bridge to the reconstructed railway line, its associated fencing and passenger trains. In addition, view of well established naturally regenerated vegetation alongside railway line. Magnitude: minor adverse Significance: slight adverse
58	Underbanks / Watchhouse Road/Baltic Place, Pill	Direct views north and south to viaduct and elevated railway line across open space.	Direct views north and south towards construction activity associated with works to viaduct, in the highway waterproofing and track works with machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: slight adverse	Direct views north and south towards the viaduct with occasional passing passenger and freight trains above. Magnitude: negligible Significance: neutral	Direct views north and south towards the viaduct with occasional passing passenger and freight trains above. Magnitude: negligible Significance: neutral
59	Back Lane and Crusty Lane, Pill	Channelled view looking southwest towards Back Lane footbridge and Station House. Views to the railway line screened by cutting and existing vegetation, although direct view looking down towards railway line from bridge.	Direct, channelled view of works associated with the demotion of Station House and implementation of construction compound and associated temporary fencing, lighting, storage and site access as well as construction traffic. Works within cutting are screened by landform and retained vegetation. Partial view of excavation works by small excavators and dumpers and construction of station forecourt, retaining wall, ramp and stairs as well as associated lighting and fencing. Magnitude: moderate adverse Significance: slight or moderate adverse	Channelled view looking southwest towards station forecourt. New station within cutting is screened by landform and retained vegetation. Limited view of ramp and retaining wall, the station forecourt and new planting behind ramp. Magnitude: minor adverse Significance: slight adverse	Channelled view looking southwest towards station forecourt. New station within cutting is screened by landform and retained vegetation. Limited view of ramp and retaining wall, the station forecourt and new planting behind ramp. Magnitude: minor adverse Significance: slight adverse

Table 1: Summary of Visual Receptors and Views along the Portishead to Pill Section

No	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
60	Mount Pleasant, Pill	Direct views northwest along road and across public open space towards viaduct. Limited screening in summer from a number of mature/semi-mature specimen trees.	Direct views northwest along road and across public open space towards construction activity associated with works to viaduct, including repointing, waterproofing and track works and machinery/trains on top of viaduct. Magnitude: moderate adverse Significance: slight adverse	Direct views northwest along road and across public open space towards the repointed viaduct with occasional passing passenger and freight trains. Magnitude: negligible Significance: neutral	Direct views northwest along road and across public open space towards the repointed viaduct with occasional passing passenger and freight trains. Magnitude: negligible Significance: neutral
61	Severn, Avon and Newport Road, Pill	Limited narrow views looking southwest along the road to adjacent railway line partially screened by vegetation alongside it. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Some views to construction activity at the Pill compound containing welfare facilities, storage units and parking. Views south to the car park construction as works progress. Magnitude: major adverse Significance: moderate adverse	View south to the new compound screened by existing planting, and open view south to the new car park with its fencing and lighting. Magnitude: moderate adverse Significance: slight adverse	View south to the compound screened by existing planting and view south to the car park now screened by planting. Magnitude: minor adverse Significance: slight adverse

Summary of Key Receptors and Views along the Portbury Freight Line Section

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
HIGH SENSITIVITY					
62	Residential buildings, Nibley Road, Shirehampton	Nibley Road east of The Lamplighters, view from back of houses across open space and the River Avon, with limited view to Pill Viaduct on other side of river.	Limited view to towards construction activity associated with works to viaduct on the other side of river, including view of repointing, waterproofing and track dualling, with machinery/trains on top of viaduct. Magnitude: minor adverse Significance: slight adverse	Limited view towards the repointed viaduct with occasional passing passenger and freight trains on top. Magnitude: no change Significance: neutral	Limited view towards the viaduct with occasional passing passenger and freight trains on top. Magnitude: no change Significance: neutral
63	Chapel Pill Lane properties, Ham Green (including Rock Cottages)	Views south through vegetation towards lake, with limited section of railway line at end of lake beyond. Looking southeast, railway line is hidden by landform. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Glimpsed view looking southwest across lake and through vegetation towards construction activity associated with the construction of Pill Tunnel access, including view of site compound and haul route including temporary fencing and lighting, excavators, earthworks and vegetation removal. Limited and filtered elevated views through vegetation in the summer and partial views through vegetation in the winter. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed view looking southwest across lake and through vegetation towards permanent compound for tunnel access. View to embankment, fencing and restored field. Hedge and tree/woodland planting to the compound boundary it is not yet dense enough to provide screening. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed view looking southwest across lake and through vegetation towards permanent compound for tunnel access. Hedge and tree planting to the compound boundary and on embankment is mature and established, providing dense screening of the fence and compound in summer months and glimpsed views to compound in winter months. Magnitude: minor adverse Significance: slight adverse
64	Residential buildings, Hart Close (east end of road) and Fitzharding Road (east end of road), Ham Green	View looking north-east/east from properties towards vegetation bounding existing farm track, with parkland/field beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.	View looking north-east/east from properties towards existing boundary vegetation with farm track beyond, with activity associated with the construction of Pill Tunnel access beyond. Construction features include temporary fencing and lighting, excavations and earthworks. Screened views through existing vegetation in the summer and partial views through vegetation in the winter. Magnitude: minor adverse Significance: slight adverse	View looking north east from properties towards existing boundary vegetation with farm track beyond, and access road beyond that and some views to the turning area. Features associated with the compound include fencing, tarmac surface and young hedge and tree/woodland planting. Screened views through existing vegetation in the summer and partial views through vegetation in the winter. Magnitude: minor adverse Significance: slight adverse	View looking north east from properties towards existing boundary vegetation with farm track beyond, and access road beyond that and some views to the turning area. Screened views through existing vegetation in the summer and partial views through vegetation in the winter. Magnitude: minor adverse Significance: slight adverse

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
65	Residential buildings, Sea Mills	Views looking south across River Avon towards the existing railway set mostly within cutting and screened by vegetation.	<p>Possible limited, filtered winter views of construction works along the railway track to the west. Oblique filtered views south through intermittent vegetation towards new signal mast just north of the bridge which forms a small part of the overall panoramic view.</p> <p>Magnitude: negligible adverse Significance: slight adverse</p>	<p>Filtered and glimpsed winter views of passenger trains passing through the Avon Gorge.</p> <p>Magnitude: no change Significance: neutral</p>	<p>Filtered and glimpsed winter views of passenger trains passing through the Avon Gorge.</p> <p>Magnitude: no change Significance: neutral</p>
66	Sea Mills Signal Station Allotments	View looking south through established boundary vegetation towards the River Avon and railway line beyond. Glimpsed views of the railway line in winter, however in the summer the railway line is completely screened.	<p>View south through established vegetation of glimpsed filtered winter view of construction works along the line in winter months. Construction features include temporary fencing and lighting, track works, with blockades at night and on weekends. Removal of some gorge vegetation, both to facilitate the works and to remove invasive trees, will result in a slight change in view.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>View south through established vegetation, glimpsed and heavily filtered winter view of the new fencing and occasional passenger trains. Possible view of small areas of more exposed cliff at areas of vegetation management.</p> <p>Magnitude: minor adverse Significance: moderate adverse</p>	<p>View south through established vegetation, glimpsed, heavily filtered winter view of the new fencing and occasional passenger trains.</p> <p>Some regrowth of vegetation around the fencing providing screening.</p> <p>Magnitude: no change Significance: neutral</p>
67	Severn Way National Trail, Avon Gorge section (Part of the Roman Settlement at Abonae to Cumberland Basin)/Part of the Roman Settlement at Abonae Scheduled Monument	View looking south along the River Avon by the southern portion of scheduled monument towards the railway line. Small section of railway line as it bends round Avon Gorge is visible but screened by vegetation.	<p>Looking south, a small section of construction works along the route of the line is visible. Construction features include temporary lighting, track works, with blockades at night and on weekends. Removal of some vegetation to install new fencing.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Looking south, a small section of the reconstructed railway line as it bends round the Avon Gorge, as well as associated new fencing and passenger trains passing.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Looking south, a small section of the reconstructed railway line as it bends round the Avon Gorge, as well as associated new fencing and passenger trains passing.</p> <p>Some regrowth of vegetation around the fencing provides screening.</p> <p>Magnitude: negligible adverse Significance: neutral</p>

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
68	Severn Way National Trail, Sneyd Park section	Views looking north/south along the Avon Gorge, with views across the River Avon, towards the railway line. A range of open views and views partially screened by vegetation.	Views looking north/south along the gorge and across the River Avon of construction activity associated with the construction of the line, including view of new fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be an oblique view of rock picking works along the Avon Gorge to the south. Removal of some vegetation, both to facilitate the works and to remove invasive trees, will result in a change in view. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Magnitude: moderate adverse Significance: moderate adverse	Views looking north/south along the Avon Gorge and across the River Avon of the reconstructed railway line, its associated fencing and passenger and freight trains passing through the gorge. In addition, limited view of exposed areas of cliff following vegetation removal as part of the management plan. Magnitude: moderate adverse Significance: moderate adverse	Views looking north/south along the Avon Gorge and across the River Avon of the reconstructed railway line, its associated fencing and passenger and freight trains passing through the gorge. Some regrowth of vegetation around the fencing provides screening. Magnitude: minor adverse Significance: slight adverse
69	Residential buildings, south west edge of Sneyd Park	Limited view from buildings on the south west edge of the residential area through existing trees across the Avon Gorge to the wooded eastern slope of the gorge. Possible views to the existing railway line from an elevated position. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Elevated and partially screened view from buildings towards construction activity including view of new fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Possible oblique view of the rock picking works along the cliff. Magnitude: minor adverse Significance: slight adverse	Elevated view from buildings towards the reconstructed railway line, its associated fencing and passenger and freight trains passing through the gorge. Magnitude: minor adverse Significance: slight adverse	Elevated view from buildings towards the railway line, its associated fencing and passenger trains and freight trains passing through the Avon which are partially screened by naturally regenerated vegetation. Magnitude: no change Significance: neutral
70	Clifton Down viewing terrace on Circular Road	Long views north and south along the Avon Gorge to the Clifton Suspension Bridge to the south and across the Avon Gorge to Leigh Woods. Views down from the edge to the river, the Portway and the railway line. Views set back from the edge across the Avon Gorge to Leigh Woods opposite with no views down to the railway.	Views down from the edge to the river, the Portway and construction activity, including view of new fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be a view of rock picking works along the cliff. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Magnitude: moderate adverse Significance: moderate adverse	Views down from the edge to the river, the Portway and the reconstructed railway line, its associated fencing and occasional passenger and freight trains passing through the gorge. View of the track and fencing more exposed due to vegetation removal. View of exposed areas of cliff following vegetation removal as part of vegetation management. Magnitude: minor adverse Significance: slight adverse	Views down from the edge to the river, the Portway and the reconstructed railway line, its associated fencing and passenger trains passing through the Avon Gorge, which are now partially screened by naturally regenerated vegetation alongside the fence. View of managed areas of cliff now with well-established naturally regenerated vegetation. Magnitude: negligible adverse Significance: slight adverse

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
71	Public Right of Way, Clifton Down	Elevated view from edge of Avon Gorge looking down across the River Avon towards the railway line, which is partially screened by vegetation. Limited views through vegetation to the track in the summer and partial views through vegetation in the winter. Longer views looking towards Clifton Suspension Bridge.	Elevated view from edge of Avon Gorge looking down across the River Avon towards construction activity including view of fencing and temporary lighting, 'Groundhog' units. Track works, with blockades at night and on weekends. In addition, there will be a view of rock face works along the gorge. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Magnitude: moderate adverse Significance: moderate adverse	Views down from the edge to the river, the Portway and the reconstructed railway line, its associated fencing and occasional passenger and freight trains passing through the gorge. View of the track and fencing more exposed due to vegetation removal. View of exposed areas of cliff following vegetation removal as part of vegetation management. Magnitude: minor adverse Significance: slight adverse	Views down from the edge to the river, the Portway and the reconstructed railway line, its associated fencing and passenger trains passing through the Avon Gorge, which are now partially screened by naturally regenerated vegetation alongside the fence. View of managed areas of cliff now with well-established naturally regenerated vegetation. Magnitude: negligible adverse Significance: slight adverse / neutral
72	Stokeleigh Camp	Enclosed site with very glimpsed views looking east down the gorge. Heavy screening from vegetation. No view of railway line from this site.	No change.	No change.	No change.
73	River Avon National Trail/Sustrans Cycle Path (National Route 41)/Off Road Cycle Route, Avon Gorge section (Ham Green Hospital to Clifton Suspension Bridge)	Long views looking up and down the Avon Gorge, but contained within the cliffs. Enclosed views, looking towards the North Somerset side of the gorge, of Leigh Woods and railway line. Railway line in close proximity, elevated and screened in places by vegetation. Looking towards Bristol side of gorge, enclosed views of cliff with edges of Clifton, Clifton Down, and Sneyd Park to top of cliff.	Views of construction activity in close proximity, including view of fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be a view of rock face works and catch fencing along the gorge. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. There will also be diversions for some periods. Magnitude: major adverse Significance: large adverse	Long view looking up and down the gorge, with the reconstructed railway line, its associated fencing and passenger and freight trains passing in close proximity. Magnitude: moderate adverse Significance: moderate adverse	Long view looking up and down the gorge, with the reconstructed railway line, its associated fencing and passenger and freight trains passing in close proximity. Some regrowth of vegetation around the fencing provides screening. Magnitude: minor adverse Significance: slight adverse

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
74	Public Right of Way, Leigh Woods	Channelled view east looking down the slope from the eastern section of the Leigh Woods PROW towards the railway line and railway bridge, with the River Avon trail and River Avon beyond. Views north/south of the railway line are well screened by vegetation.	Channelled view east looking down the slope from the eastern section of the Leigh Woods PROW towards construction activity associated with the bridge strengthening works and construction of the line. Construction features new fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Magnitude: moderate adverse Significance: moderate adverse	Channelled view towards the bridge which would be slightly more visible in the view due to minor vegetation loss and the occasional passing train. Magnitude: minor adverse Significance: slight adverse	Channelled view towards the bridge now with regenerated vegetation and the occasional passing train. Magnitude: negligible adverse Significance: shift adverse
75	Public Right of Way at Clifton Down Camp	Views towards the operational railway line are only achieved from the very edge of Clifton Down Camp, where the Portway and River Avon can also be seen. Elsewhere in the camp views are limited to the upper section of the cliff and Leigh Woods opposite. Limited views through trackside vegetation to the track in the summer and partial views through vegetation in the winter. Longer views looking towards Clifton Suspension Bridge and south Bristol. The Clifton Suspension Bridge forms a significant feature in the view.	Elevated view from edge of gorge looking down towards the Portway, River Avon and construction activity associated with the construction of the line, including view of fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be a view of cliff rock face works along the gorge. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Magnitude: moderate adverse Significance: moderate adverse	Elevated view from edge of gorge looking down towards the Portway, River Avon and the reconstructed railway line, its associated fencing and passenger trains passing through the gorge. In addition, view of exposed areas of cliff with some scrubby regrowth following vegetation removal. Magnitude: minor adverse Significance: slight adverse	Elevated view from edge of gorge looking down towards the Portway, River Avon and the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation. In addition, view of exposed areas of cliff with areas of well-established naturally regenerated vegetation. Magnitude: minor adverse Significance: slight adverse / neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
76	Clifton Observatory	View looking southwest from Clifton Observatory and Camera Obscurer, down towards the Portway, River Avon and railway line, which is partially screened by vegetation. The Clifton Suspension Bridge forms a significant feature in the view. Limited views through vegetation in the summer and partial views through vegetation in the winter.	<p>View looking southwest from Observatory, down towards the Portway, River Avon. Narrow view of construction activity associated with the construction of the line, including new fencing and temporary lighting, ‘Groundhog’ units, track works, with blockades at night and on weekends. In addition, there will be a view of cliff rock face works along the gorge. Loss of gorge vegetation, both to facilitate the works and to remove invasive trees, will result in a change in view.</p> <p>Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Views to the signal masts and signal mast construction activities will be possible given their scale and exposed location.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Filtered winter view looking southwest from Observatory, down towards the Portway, River Avon and the reconstructed railway line, its associated new fencing and passenger trains passing through the gorge. In addition the two new signal masts proposed to the south of the Suspension Bridge will be visible given their location and scale.</p> <p>In addition, view of exposed areas of cliff with some scrubby regrowth following vegetation removal.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Heavily filtered winter view looking southwest from Observatory, down towards the Portway, River Avon and the reconstructed railway line, its associated new fencing and passenger trains passing through the gorge. In addition the two new signal masts proposed to the south of the Suspension Bridge will be visible given their location and scale.</p> <p>In addition, view of exposed areas of cliff with well-established naturally regenerated vegetation.</p> <p>Magnitude: minor adverse Significance: slight adverse / neutral</p>

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
77	Clifton Suspension Bridge	Open and long views south across Ashton Gate and Bedminster and more limited views north along the line of the gorge. Views down from the edge to the river, the Portway and the railway line. Views south to the railway line open up in views from mid way across the suspension bridge.	<p>Views from bridge looking north and south along the gorge with partial and filtered views downwards towards construction activity associated with the construction of the line, including view of fencing and temporary lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Removal of some gorge vegetation, both to facilitate the works include rock face works and catch fencing and to remove invasive trees, will result in a change in view.</p> <p>Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. Views afforded south to signal mast construction south of the bridge due to exposed location and scale of signal masts.</p> <p>View looking southwest across open parkland, allotments and railway line towards site compound Clanage Road and its associated temporary fencing and lighting, machinery and surfacing. Views are partially screened by vegetation.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Views from bridge looking north and south along the gorge with partial and filtered views downwards towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge.</p> <p>In addition, view of exposed areas of cliff with some scrubby regrowth following vegetation removal for rock face works.</p> <p>View looking southwest across open parkland, allotments and railway line towards permanent compound for track access. Infill planting to the compound boundary it is not yet dense enough to contribute to the existing screening. Views afforded south to signal mast construction south of the bridge due to exposed location and scale of signal masts.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Views from bridge looking north and south along the gorge with partial, filtered winter views downwards towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation.</p> <p>In addition, view of managed exposed areas of cliff with areas of well-established naturally regenerated vegetation.</p> <p>Planting to the Clanage Road compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months</p> <p>Views afforded south to signal mast construction south of the bridge due to exposed location and scale of signal masts.</p> <p>Magnitude: minor adverse Significance: slight adverse / neutral</p>
78	Residential buildings, Hotwells (A number of listed buildings within Hotwells will afford views of the railway line. Refer to the Listed Buildings section for additional descriptions of views and impacts.)	View from buildings on Hotwell Road across the busy Hotwells Road and the River Avon towards railway line partially screened by vegetation on the western bank. Limited views through vegetation in the summer and partial views through vegetation in the winter.	<p>Open views from buildings towards construction activity associated with the construction of the line, including view of fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be a view of cliff rock face works along the gorge.</p> <p>View looking southwest across open parkland, allotments and railway line towards site compound on Bedminster Cricket Club are mostly screened by vegetation.</p> <p>Magnitude: major adverse Significance: large adverse</p>	<p>Views west towards the reconstructed railway line, its associated new fencing and passenger trains passing through the gorge more open in the view due to trackside vegetation loss.</p> <p>In addition, view of exposed areas of cliff with some scrubby regrowth following vegetation removal.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Views west towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation.</p> <p>In addition, view of managed exposed areas of cliff with well-established naturally regenerated vegetation.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
79a	Residential buildings, Clifton, Wellington Terrace and the Paragon (A number of listed buildings within Clifton will afford views of the railway line. Refer to the Listed Buildings section for additional descriptions of views and impacts.)	Elevated panoramic views from these receptors include the western cliffs of the gorge which make up the majority of the middle distance of the view.	Elevated filtered views west to track works including fencing and lighting, 'Groundhog' units, high output train and traditional dig works, with blockades at night and on weekends. Removal of some gorge vegetation, both to facilitate the works with rock face works and catch fencing, and to remove invasive trees, will result in a slight change in view. Magnitude: moderate adverse Significance: moderate adverse	Elevated filtered views to the occasional passing passenger train as well as glimpsed views to the new boundary fencing, catch fencing and rock face works and signal mast. Magnitude: minor adverse Significance: slight adverse	Elevated heavily filtered views west to the occasional passenger train, new boundary fencing, catch fencing, rock face works and signal mast now mostly screened by naturally regenerating vegetation. Magnitude: negligible adverse Significance: slight adverse / neutral
79b	Residential buildings, Royal York Crescent, Clifton, (A number of listed buildings within Clifton will afford views of the railway line. Refer to the Listed Buildings section for additional descriptions of views and impacts.)	Views south from an elevated position. Open views from properties on Royal York Crescent with views from other areas often limited by other buildings. Views to the railway line partly screened by the roads of Brunel Way and Winterstoke Road and then the commercial buildings further south.	Views south towards construction activity associated with the construction of the line, which is partially screened by existing roads and built form. Construction features include temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Removal of some gorge vegetation, both to facilitate the works and to remove invasive trees, will result in a slight change in view. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity. View looking southwest across open parkland, allotments and railway line towards site compound on Clanage Road are partially screened by vegetation. Magnitude: minor adverse Significance: slight adverse	Views south towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by existing roads and built form. View looking southwest across open parkland, allotments and railway line towards permanent Clanage Road compound for track access, with young tree and hedge planting to the compound boundary. Magnitude: minor adverse Significance: slight adverse	Views south towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by existing roads and built form, as well as by naturally regenerated vegetation. In addition, view of managed exposed areas of cliff with areas of well-established naturally regenerated vegetation. View looking southwest across open parkland, allotments and railway line towards permanent compound for track access well screened by established tree and hedge planting to compound boundary. Magnitude: negligible adverse Significance: slight adverse / neutral
80	Windsor Terrace & Windsor Court, Clifton, Bristol	Panoramic views south from an elevated position overlooking Cumberland Basin, the Bonded Warehouses, Brunel Way and towards Ashton Gate Industrial Estate.	Views towards the construction compound at Clanage Road and down to works on the freight line. Magnitude: moderate adverse Significance: moderate adverse	Views towards the Clanage Road access point which forms a small part of the overall panoramic view. Magnitude: minor adverse Significance: slight adverse	Views towards the Clanage Road access point, screened by the new planting. Magnitude: negligible adverse Significance: slight adverse / neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
81	Public Right of Way, Hinton Lane, Hotwells	Channelled view from western portion of PROW looking south-west across Hotwell Road and the River Avon towards the railway line beyond. Glimpsed, view of railway line, which well screened by gorge vegetation. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Narrow view along narrow passage to the gorge and minor track works including possible view of temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Magnitude: negligible adverse Significance: slight adverse	Narrow view along passage to the gorge occasional passenger trains. Limited view to new fencing. Magnitude: negligible adverse Significance: slight adverse	Narrow view along passage to the gorge occasional passenger trains. Regenerating vegetation screens fencing Magnitude: negligible adverse Significance: slight adverse
82	Shirehampton Golf Course Public Right of Way	Open and elevated view through vegetation, from edge of gorge looking down across River Avon, with railway line on opposite side in cutting and partially screened by gorge vegetation. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Elevated view of construction activity associated with the construction of the line and bridge strengthening work mostly screened by existing vegetation at a distance. Magnitude: minor adverse Significance: slight adverse	Elevated view of towards the reconstructed railway line in cutting, its associated fencing and passenger trains passing through the gorge. Magnitude: negligible adverse Significance: slight adverse	Elevated view of towards the reconstructed railway line in cutting, its associated fencing and passenger trains passing through the gorge. Magnitude: negligible adverse Significance: slight adverse
83	Ashton Court grounds	Views east, sometimes open and others enclosed by trees, towards the line of the railway in the middle distance behind the Cricket Club.	View east towards construction compound at Cricket Club and associated temporary fencing, lighting and heavy machinery. Compound is partially screened by blocks of vegetation to the eastern edge of Aston Court, west of Clanage Road. Limited views through vegetation in the summer and partial views through vegetation in the winter. The compound forms a small proportion of the overall view of Bristol. Magnitude: minor adverse Significance: slight adverse	View east towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Compound is partially screened by blocks of vegetation to the eastern edge of Aston Court, west of Clanage Road. Limited views through vegetation in the summer and partial views through vegetation in the winter. The compound forms a small proportion of the overall view of Bristol. Glimpsed views of passenger trains passing through the landscape below. Young hedge and tree planting to the compound boundary is not yet dense enough to provide substantial additional screening. Magnitude: negligible adverse Significance: slight adverse	View east towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Compound is partially screened by blocks of vegetation to the eastern edge of Aston Court, west of Clanage Road. Limited views through vegetation in the summer and partial views through vegetation in the winter. The compound forms a small proportion of the overall view of Bristol. Glimpsed views of passenger trains passing through the landscape below. Hedge and tree planting to the compound boundary is mature and established, providing additional dense screening in summer months and glimpsed views to compound in winter months. Magnitude: negligible adverse Significance: neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
84	Public Right of Way to south of Mounted and Dogs Section, Bower Ashton	Direct view looking south along national trail towards railway, which is partially screened by vegetation and fencing bounding the line. Limited views through vegetation in the summer and partial views through vegetation in the winter. Channelled views looking north/south from pedestrian bridge over the railway with the Clifton Suspension bridge forming a feature of the view looking north. Looking southwest, view across railway line and through vegetation towards Bedminster Cricket Club playing fields.	View looking south interrupted by compound on the boundary of the field running parallel to the footpath. Views south dominated by temporary fencing and construction machinery, storage of materials and welfare facilities visible above the temporary fencing. Magnitude: major adverse Significance: large adverse	View looking southwest across railway line and through boundary vegetation towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Young hedge and tree planting to the compound boundary is not yet dense enough to provide substantial screening. Magnitude: major adverse Significance: large adverse	View looking southwest across railway line and through boundary vegetation towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Hedge and tree planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Additional screening provided by vegetation bounding the railway line. Magnitude: moderate adverse Significance: moderate adverse
85	Residential buildings, Paxton Drive, Bristol	Glimpsed views west from buildings, particularly from upper floors, over AVTM and houses towards vegetation partially screening railway line and cricket club beyond.	Glimpsed views west from buildings particularly from upper floors, over the railway towards construction compound and associated temporary fencing, lighting and heavy machinery. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed views west from buildings, particularly from upper floors, towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Young hedge and tree planting to the compound boundary is not yet dense enough to provide substantial additional screening. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed views west from buildings, particularly from upper floors, towards permanent compound for track access and associated fencing, tarmac and concrete ramp. Hedge and tree planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Magnitude: minor adverse Significance: slight adverse
86	Residential buildings, Clanage Road, Bristol	Views northeast from rear of properties through boundary vegetation to Cricket Ground and railway line beyond.	Views looking from rear of properties through boundary vegetation across playing fields towards construction compound and associated temporary fencing, lighting and heavy machinery. Limited views to works on the track. Magnitude: moderate adverse Significance: moderate adverse	Views looking from rear of properties through boundary vegetation across playing fields towards permanent compound with track access ramp and associated fencing. Young hedge and tree planting to the compound boundary it is not yet dense enough to provide substantial screening to the compound. Magnitude: moderate adverse Significance: moderate adverse	Views looking from rear of properties through boundary vegetation across playing fields towards permanent compound with ramp for track access and associated fencing. Hedge and tree planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Magnitude: minor adverse Significance: slight adverse

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
87	Leigh Court grounds	There are elevated views north west from Leigh Court grounds towards Ham Green and the operational railway, which is screened by vegetation along its boundaries.	Glimpsed and partial views of the Pill Tunnel Eastern Portal compound, including temporary fencing, lighting, storage and welfare facilities as well as earthworks and construction traffic. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed views in winter months to the occasional passing trains. Potential views to the Pill Tunnel Eastern Portal maintenance access. Magnitude: negligible adverse Significance: slight adverse	Glimpsed views in winter months to the occasional passing trains. Potential views to the Pill Tunnel Eastern Portal maintenance access. Magnitude: negligible adverse Significance: slight adverse
MEDIUM SENSITIVITY					
88	The Lamplighters Public House, Shirehampton	View southwest from Public House and beer garden across open, low-lying land towards the River Avon with Pill beyond. The viaduct and elevated railway line form a small proportion of the view towards Pill.	View southwest across the River Avon towards Pill. Construction activity associated with works to viaduct forms a small proportion of the view. Viaduct works include scaffolding erection, repointing, waterproofing and track works with machinery/trains on top of viaduct. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: minor adverse Significance: slight adverse	View southwest across the River Avon towards Pill. The repointed viaduct with occasional passing passenger trains on top. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: negligible adverse Significance: neutral	View southwest across the River Avon towards Pill. The viaduct with occasional passing passenger trains on top as a small proportion of the view. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: negligible adverse Significance: neutral
89	Avonmouth Sea Cadets, Shirehampton	View southwest towards the River Avon with Pill beyond. The viaduct and elevated railway line form a small proportion of the view towards Pill.	View southwest across the River Avon towards Pill. Construction activity associated with works to viaduct forms a small proportion of the view. Viaduct works include scaffolding erection, repointing, waterproofing and track works with machinery/trains on top of viaduct. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: minor adverse Significance: slight adverse	View southwest across the River Avon towards Pill. The repointed viaduct with occasional passing passenger trains on top forming a small proportion of the view. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: negligible adverse Significance: neutral	View southwest across the River Avon towards Pill. The viaduct with occasional passing passenger trains on top forming a small proportion of the view. The new features would not be discernible due to the scale of the change in relation to the overall scene. Magnitude: negligible adverse Significance: neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
90	Penny Brohn Cancer Care	Views east over parkland/field, with some views southeast through existing vegetation towards the railway line.	View looking southeast from upper floor windows through vegetation on Chapel Pill Lane and across parkland towards construction activity associated with the construction of Pill Tunnel Access. Construction features include temporary fencing and lighting, heavy machinery mostly at the site entrance, earthworks and site compound. Loss of existing roadside hedge opens up views from the entrance area. Magnitude: moderate adverse Significance: moderate adverse	View looking southeast from upper floor windows through vegetation on Chapel Pill Lane and across parkland towards permanent compound for tunnel access and associated fencing. Young hedge and tree/woodland planting to the access road boundary is not yet dense enough to provide substantial screening. Limited views through vegetation on Chapel Pill Lane in the summer and partial views through vegetation in the winter. More open views at the entrance area. Magnitude: moderate adverse Significance: moderate adverse	View looking southeast from upper floor windows through vegetation on Chapel Pill Lane and across parkland towards permanent compound for tunnel access and associated fencing. Hedge and tree/woodland planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Replacement hedgerow at the entrance has established to reform the boundary. Magnitude: minor adverse Significance: slight adverse
91	Sea Mills Station	View looking south across River Avon towards the freight railway line, which is partially screened by Severn Beach railway line. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Looking south, a small section of construction works along the route of the line is visible. Construction features include temporary fencing and lighting, track works, with blockades at night and on weekends. Magnitude: minor adverse Significance: slight adverse	Looking south, a small section of the reconstructed railway line as it bends round the gorge is visible, as well as associated fencing and passenger trains passing through the gorge. Magnitude: negligible adverse Significance: slight adverse	Looking south, a small section of the reconstructed railway line as it bends round the gorge is visible, as well as associated fencing and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation. Magnitude: negligible adverse Significance: neutral adverse
92	Avon and Somerset Constabulary, Mounted & Dogs Section, Clanage Road, Bristol (currently unoccupied)	Views east to adjacent railway line partially screened by vegetation alongside it. Limited views through vegetation in the summer and partial views through vegetation in the winter. View south through boundary vegetation towards cricket club.	View south through boundary vegetation towards construction compound and associated temporary fencing, lighting and heavy machinery. Views towards the works on the freight line. Magnitude: major adverse Significance: moderate adverse	View south through boundary vegetation towards permanent compound and ramp for track access and associated fencing. Planting to the compound boundary it is not yet dense enough to provide substantial screening. Increase in the number of passing trains. Magnitude: moderate adverse Significance: moderate adverse	View south through boundary vegetation towards permanent compound and ramp for track access and associated fencing. Planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Increase in the number of passing trains. Magnitude: minor adverse Significance: slight adverse

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
93	A Bond and B Bond	Glimpsed views through vegetation towards the River Avon and elevated Brunel Way. Railway line and gorge vegetation is visible beyond. Elevated view of the railway line from upper floors. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Glimpsed views through vegetation towards the River Avon, with construction activity associated with the construction of the line beyond. Construction features include temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In the distance machinery within Clanage Road Compound will be visible above intervening vegetation. Some views towards the rock stabilisation works and its associated vegetation removal and the removal of invasive trees. Loss of vegetation adjacent to the track to install fencing opening up views of the track and construction activity in places. Magnitude: moderate adverse Significance: moderate adverse	Glimpsed views through vegetation towards the River Avon, with the reconstructed railway line, its associated fencing and passing passenger trains beyond. In addition, view of small areas of exposed areas of cliff after rock stabilisation works. Increase in the number of passing trains. Magnitude: minor adverse Significance: slight adverse	Glimpsed views through vegetation towards the River Avon, with the reconstructed railway line, its associated fencing and passing passenger trains beyond. These features are partially screened by naturally regenerated vegetation. In addition, view of areas of rock stabilisation areas of cliff now with areas of well-established naturally regenerated vegetation. Increase in the number of passing trains. Magnitude: negligible adverse Significance: neutral adverse
94	Bedminster Cricket Club and Nursery/Preschool on Clanage Road, Bristol	Views looking east/northeast across playing fields towards adjacent railway line and vegetation alongside it. Beyond the railway line, the bonded warehouses are visible in the distance. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Views east and northeast dominated by Clanage Road compound on the boundary of the buildings. Visual detractors such as associated temporary fencing, lighting and heavy machinery. Views also from the rear of building to track works on the freight line. Magnitude: major adverse Significance: large adverse	Views looking from Bedminster Cricket Club and Nursery towards the permanent compound with its track access ramp and associated fencing. Young hedge and tree planting to the compound boundary it is not yet dense enough to provide substantial screening. Magnitude: moderate adverse Significance: moderate adverse	Views looking from Bedminster Cricket Club and Nursery towards the permanent compound with its track access ramp and associated fencing. Hedge and tree planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Increase in the number of passing trains. Magnitude: minor adverse Significance: slight adverse
95	Allotments, adjacent to Bedminster Cricket Club, Bristol	Direct view looking west towards railway line, which is partially screened by vegetation alongside it. Limited views through vegetation in the summer and partial views through vegetation in the winter.	Partially screened view west to construction compound containing temporary fencing, lighting, hard-core surfacing, storage and heavy machinery. Magnitude: moderate adverse Significance: moderate adverse	Increase in the number of passing trains. Magnitude: negligible adverse Significance: neutral	Increase in the number of passing trains. Magnitude: negligible adverse Significance: neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
96	Industrial buildings, Marsh Road, Bristol	Narrow oblique views west along the road towards the line with the MetroBus AVTM bridge over.	Narrow oblique views towards the installation of the access ramp, rail construction traffic on the existing freight line, and associated changes to the traffic signal works at the junction with Winterstoke Road Magnitude: moderate adverse Significance: moderate adverse	Narrow oblique views west along the road towards the line and the junction with Winterstoke Road. Magnitude: negligible adverse Significance: neutral	Narrow oblique views west along the road towards the line the junction with Winterstoke Road. Magnitude: negligible adverse Significance: neutral
97	Commercial Buildings, Winterstoke Road to Ashton Drive, Bristol	Views from the rear of the buildings to nearby railway line partially screened by occasional vegetation alongside it.	Open views towards the track realignment on the existing freight line. Magnitude: moderate adverse Significance: moderate adverse	Views towards the twin tracked line with an increase in passing trains with the passenger service. Magnitude: minor adverse Significance: neutral	Views towards the twin tracked line with an increase in passing trains with the passenger service. Magnitude: minor adverse Significance: neutral
98	Not used				
99	Ashton Gate Industrial Estate	A variety of views mostly towards Ashton vale Road and it's on street parking and passing commercial vehicles.	Limited views down the road to the road works on Winterstoke Road. Views to passing rail construction vehicles/track on the existing railway line as well as temporary fencing, lighting, storage and welfare facilities. Magnitude: minor adverse Significance: slight adverse	Limited views down the road to occasional passing passenger trains. Magnitude: negligible adverse Significance: neutral	Limited views down the road to occasional passing passenger trains. Magnitude: negligible adverse Significance: neutral
LOW SENSITIVITY					
100	Portway A4 – North of Avon Gorge, Bristol	Long, glimpsed views south through roadside vegetation, across River Avon to the railway line and vegetation alongside it. Heavily filtered partial views through vegetation in the winter. View west across the River Avon towards Pill, with the viaduct not discernible due to speed of travel along the Portway.	Heavily filtered winter views through retained vegetation along the operational line of construction activity associated with construction of the line including view of temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Glimpsed view of construction activity associated with works to viaduct, which would not be discernible due to speed of travel along the Portway. Magnitude: minor adverse Significance: slight adverse	Heavily filtered winter views of the occasional passenger or freight train through retained boundary vegetation along the operational line. Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. In places vegetation clearance and limited space for replanting may result in exposed stretches of railway and associated 1.8 m tall fencing. Magnitude: minor adverse Significance: slight adverse	Heavily filtered winter views of the occasional passenger or freight train through retained boundary vegetation along the operational line. Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. Areas previously cleared to install fencing becoming naturally regenerated offering some screening of the fence. In addition, view of previously exposed areas of cliff well-established naturally regenerated vegetation. Magnitude: negligible adverse Significance: neutral

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
101	Severn Beach Railway Line	<p>A small section of the Severn Beach Railway Line runs to the east of the Avon Gorge from Shirehampton to the Old Sneed Park Nature reserve. Views from north of the gorge along this route are screened by dense vegetation. Views further southeast along the track are limited by dense vegetation on the operational line, which restricts views to heavily filtered glimpses of occasional trains on the operational railway.</p> <p>View of viaduct and freight train line, from Shirehampton section of route, would not be discernible due to speed of train journey.</p>	<p>Heavily filtered winter views through retained vegetation along the operational line of construction activity associated with construction of the line including view of temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. Some loss of gorge vegetation, both to facilitate the works and to remove invasive trees, will result in a slight change in view.</p> <p>Magnitude: moderate adverse Significance: slight adverse</p>	<p>Heavily filtered winter views of the occasional passenger or freight train through retained boundary vegetation along the operational line (which sits approximately 250 m away at its nearest point). Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. In places vegetation clearance and limited space for replanting results in exposed stretches of railway and associated 1.8 m tall fencing.</p> <p>Magnitude: minor adverse Significance: slight adverse</p>	<p>Heavily filtered winter views of the occasional passenger or freight train through retained boundary vegetation along the operational line (which sits approximately 250 m away at its nearest point).</p> <p>Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. Areas previously cleared to install fencing becoming naturally regenerated offering some screening of the fence.</p> <p>In addition, view of previously exposed areas of cliff well-established naturally regenerated vegetation.</p> <p>Magnitude: minor adverse Significance: neutral</p>
102	Portway A4 – Within Avon Gorge and Hotwell Road, Bristol	<p>Open views looking across River Avon towards vegetation alongside railway and railway line beyond. Limited views through vegetation in the summer and partial views through vegetation in the winter.</p>	<p>Open views looking across River Avon – whilst travelling at speed - towards construction activity associated with construction of the line including view of temporary fencing and lighting, 'Groundhog' units, track works, with blockades at night and on weekends. In addition, there will be a view of cliff rock picking and catch fencing along the gorge.</p> <p>Magnitude: moderate adverse Significance: moderate adverse</p>	<p>Open views looking across River Avon – whilst travelling at speed - towards the reconstructed railway line, its associated fencing, signal masts and passenger trains passing through the gorge.</p> <p>Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. In places vegetation clearance and limited space for replanting results in exposed stretches of railway and associated 1.8 m tall fencing being more visible.</p> <p>In addition, limited view of exposed areas of cliff and rock anchors and catch fencing.</p> <p>Magnitude: moderate adverse Significance: slight adverse</p>	<p>Open views looking across River Avon – whilst travelling at speed - towards the reconstructed railway line, its associated fencing, and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation.</p> <p>Proposed signal masts, mounted on raised platforms along the operational line may be visible above existing vegetation. Areas previously cleared to install fencing becoming naturally regenerated offering some screening of the fence.</p> <p>In addition, view of previously exposed areas of cliff well-established naturally regenerated vegetation.</p> <p>Magnitude: minor adverse Significance: neutral / slight adverse</p>

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
103	Clanage Road, Bristol	View looking northeast screened by low existing stone wall, with playing field beyond.	View looking northeast/southwest partially screened by low existing stone wall. Partial break in stone wall to allow access to construction compound with parking, plant and some materials. View looking towards temporary fencing, lighting, heavy machinery and stone surfacing. Magnitude: moderate adverse Significance: moderate adverse	View looking northeast/southwest partially screened by low existing stone wall. Break in stone wall to allow access to permanent compound and track access. View looking towards gated compound, track access and associated fencing, tarmac and concrete ramp. Young hedge and tree planting to the compound boundary is not yet dense enough to provide substantial screening. Magnitude: minor adverse Significance: slight adverse	View looking northeast/southwest partially screened by low existing stone wall. Partial break in stone wall to allow access to permanent compound and track access. Hedge and tree planting to the compound boundary is mature and established, providing dense screening in summer months and glimpsed views to compound in winter months. Limited views into compound at entrance point. Magnitude: minor adverse Significance: slight adverse
104	Brunel Way, Bristol	Oblique views north from elevated Brunel Way looking across the River Avon and gorge to the Clifton Suspension Bridge, with gorge vegetation partially screening railway line to the west. Limited views through vegetation in the summer and partial views through vegetation in the winter. At the point where Brunel Way passes over the railway line further along the road, brief, long views looking north and south along the railway line.	Oblique views north from elevated Brunel Way looking across the River Avon – whilst travelling at speed - towards construction activity associated with construction of the line including view of temporary fencing and lighting, ‘Groundhog’ units, track works, with blockades at night and on weekends. Limited views to rock stabilisation works with it associated vegetation clearance. Magnitude: moderate adverse Significance: slight adverse	Oblique views north from elevated Brunel Way looking across the River Avon – whilst travelling at speed - towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge. Slightly more open views to the railway line where existing vegetation has been removed for fencing. In addition, limited view of exposed areas of cliff and rock anchors. Magnitude: minor adverse Significance: Slight adverse	Oblique views north from elevated Brunel Way looking across the River Avon – whilst travelling at speed - towards the reconstructed railway line, its associated fencing and passenger trains passing through the gorge, which are partially screened by naturally regenerated vegetation. In addition, view of previously exposed areas of cliff well-established naturally regenerated vegetation. Magnitude: negligible adverse Significance: Neutral
105	Winterstoke Road, Bristol	Views looking west towards railway line, with some open views and some screened by commercial buildings. The MetroBus AVTM bridge is a locally dominant feature.	Open views to the road works extending the left turn into Ashton Vale estate. Also views to rail construction vehicles passing on the existing track. Views to the works installing the ramp including cranes to lift in ramp components. Magnitude: moderate adverse Significance: slight adverse	No significant change in view with increased left turn lane. Limited views to passing passenger trains. The ramp would be seen against adjacent building. Magnitude: minor adverse Significance: neutral	No significant change in view with increased left turn lane. Limited views to passing passenger trains. The ramp would be seen against adjacent building. Magnitude: minor adverse Significance: neutral
106	Not used.				

Table 2: Summary of Key Receptors and Views along the Portbury Freight Line Section

No.	Location	Existing View	Construction Impacts	Operational Impacts after 1 year	Operational Impacts after 15 years
107	Ashton Vale Road	Views limited to generally along the road enclosed by the various commercial buildings.	Enclosed view down the road towards the road works at the junction with Winterstoke Road, including security fencing, lighting, storage and welfare facilities. Magnitude: moderate adverse Significance: slight adverse	No significant change other than increase in numbers of passing passenger trains. Magnitude: minor adverse Significance: neutral	No significant change other than increase in numbers of passing passenger trains. Magnitude: minor adverse Significance: neutral



MetroWest+

Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council

6.25, Environmental Statement, Volume 4, Appendix 11.4 Photomontages Technical Report

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(a)
Planning Act 2008**

Author: CH2M

Date: November 2019



Notice

© Copyright 2019 CH2M HILL United Kingdom. The concepts and information contained in this document are the property of CH2M HILL United Kingdom, a wholly owned subsidiary of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs’ client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by Jacobs for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested. Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work. This work has been undertaken in accordance with the quality management system of Jacobs.

Document history

Project	Portishead Branch Line (MetroWest Phase 1) Development Consent Order Scheme
Planning Inspectorate Scheme Reference	TR040011
Part and Application Document Reference	6, 6.25
Document title	Environmental Statement, Volume 4, Appendix 11.4 Photomontages Technical Report
Regulation Number	Regulation 5(2)(a)
Applicant	North Somerset District Council
Lead Author	AL at CH2M

Version	Date	Status of Version
Rev: 01	15/11/19	Application Issue

Table of Contents

Section	Page
1 Introduction	1
1.1 Purpose of Photomontages	1
1.2 Methodology	1
2 Portishead Station and Trinity Primary School Bridge	2-1
2.1 Photomontage Locations	2-1
2.2 3D Digital Model	2-6
2.3 Photomontage 1	2-8
2.4 Photomontage 2	2-11
2.5 Photomontage 3	2-13
2.6 Photomontage 4	2-16
2.7 Photomontage 5	2-19
2.8 Photomontage 6	2-23
3 Pill Station and Car Park.....	3-1
3.1 Photomontage Locations	3-1
3.2 Photomontage 7	3-2
3.3 Photomontage 8	3-6
3.4 Photomontage 9	3-9

Introduction

1.1 Purpose of Photomontages

- 1.1.1 This document presents and describes the production of photomontages related to the Portishead Railway Station and Trinity Primary School Bridge, and Pill Station and car park which form part of the proposed Portishead Branch Line (MetroWest Phase 1) Development Consent Order.
- 1.1.2 It has been recognised there is a need for more accurate visualisation of the Portishead Station and Trinity Primary School Bridge proposals, and the Pill Station and car park proposals. Photomontages are an appropriate way of showing these proposals.

1.2 Methodology

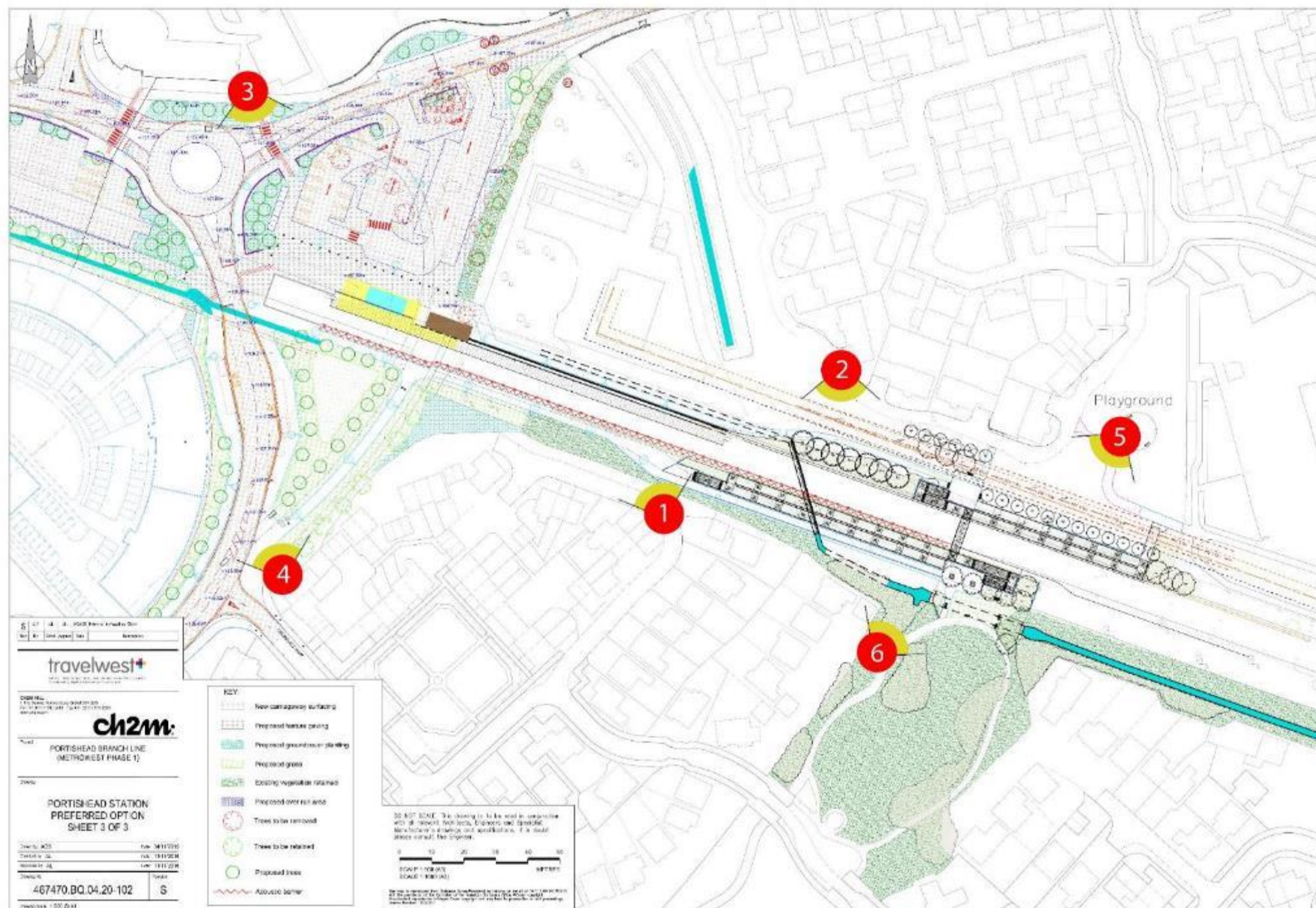
- 1.2.1 The methodology for the production of the photomontages is generally based on the guidance contained in the Landscape Institute's 'Photography and Photomontage in Landscape and Visual Impact Assessment: Advice Note' (2011) but with limitations as described below.
- 1.2.2 The photomontage process involves a photograph being taken from a known location.
- 1.2.3 A 3D topographical survey has been used as a ground base where possible. The 3D digital model of the proposed DCO Scheme, including highway changes and station design, is then incorporated into the survey base. The 3D model has been created in Autodesk Civil 3D and exported to Trimble SketchUp Pro.
- 1.2.4 The photograph locations points are identified within the Trimble SketchUp Pro 3D model and camera views are created within the digital model in order to match with the photographs taken on site. The locations of the camera positions are based on known existing features within the topographical survey, as described below. The exact location of camera has not been surveyed into the digital model with detailed X, Y, Z co-ordinates due to survey data limitations.
- 1.2.5 The wireframe and rendered views from the 3D model are superimposed on the photographs using Adobe Photoshop. Areas of the 3D model rendered image which do not form part of the proposals are then removed (e.g. model buildings) to reveal the underlying photograph and matched to existing features.
- 1.2.6 The various design elements are colour rendered and then blended into the photograph. Additional elements such as planting and vehicles are added to provide a more realistic representation of the proposal for display purposes.
- 1.2.7 The images in this document are to be printed at A3.

Portishead Station and Trinity Primary School Bridge

2.1 Photomontage Locations

2.1.1 A desktop study and site visit were undertaken to identify the locations which were representative of visual receptors, or of views which would be experienced by a number of people and would illustrate the proposals effectively. The locations for photomontages were also selected to provide a representative range of the views from the surrounding area.

2.1.2 A total of 6 locations were identified around Portishead Station and Trinity Primary School Bridge. The plan opposite shows the locations of the selected photomontages, and these locations are shown in more detail on the Photomontage location reference photos below. Note the plan opposite should be used for referencing the photomontage locations only.



2.1.3 The location of photograph locations is shown on the adjacent photos. The camera positions within the 3D model relate to these locations.



View 1: Peartree Field - corner of the service cover



View 2: Tansy Lane - by the lighting column



View 3: Harbour Road - by the lighting column



View 4: Quays Avenue/Galingale Way – corner of tactile paving



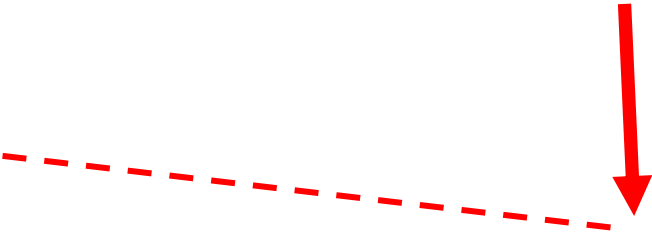
View 5: Public Path off Tansy Lane, at junction with path to playground.



View 6: From footpath on the western edge of The Vale Pond, Galingale Way, The Vale, Portishead. The viewpoint aligns with the edge of the second house from the north.



View 5: Public Path off Tansy Lane, at junction with path to playground.



View 6: From footpath on the western edge of The Vale Pond, Galingale Way, The Vale, Portishead. The viewpoint aligns with the edge of the second house from the north.

- 2.1.4 The 6 photographs shown on this page and the next are the existing views used as a base for the photomontages.
- 2.1.5 All photos were taken using full frame DSLR camera - Canon EOS 6D with Canon EF 24-70mm lens, set at 50mm. They are panoramas consisting of 5-7 individual photos. Adobe Photoshop CC was used to stitch the photos together using Photomerge.



Photo 1



Photo 2



Photo 3



Photo 4



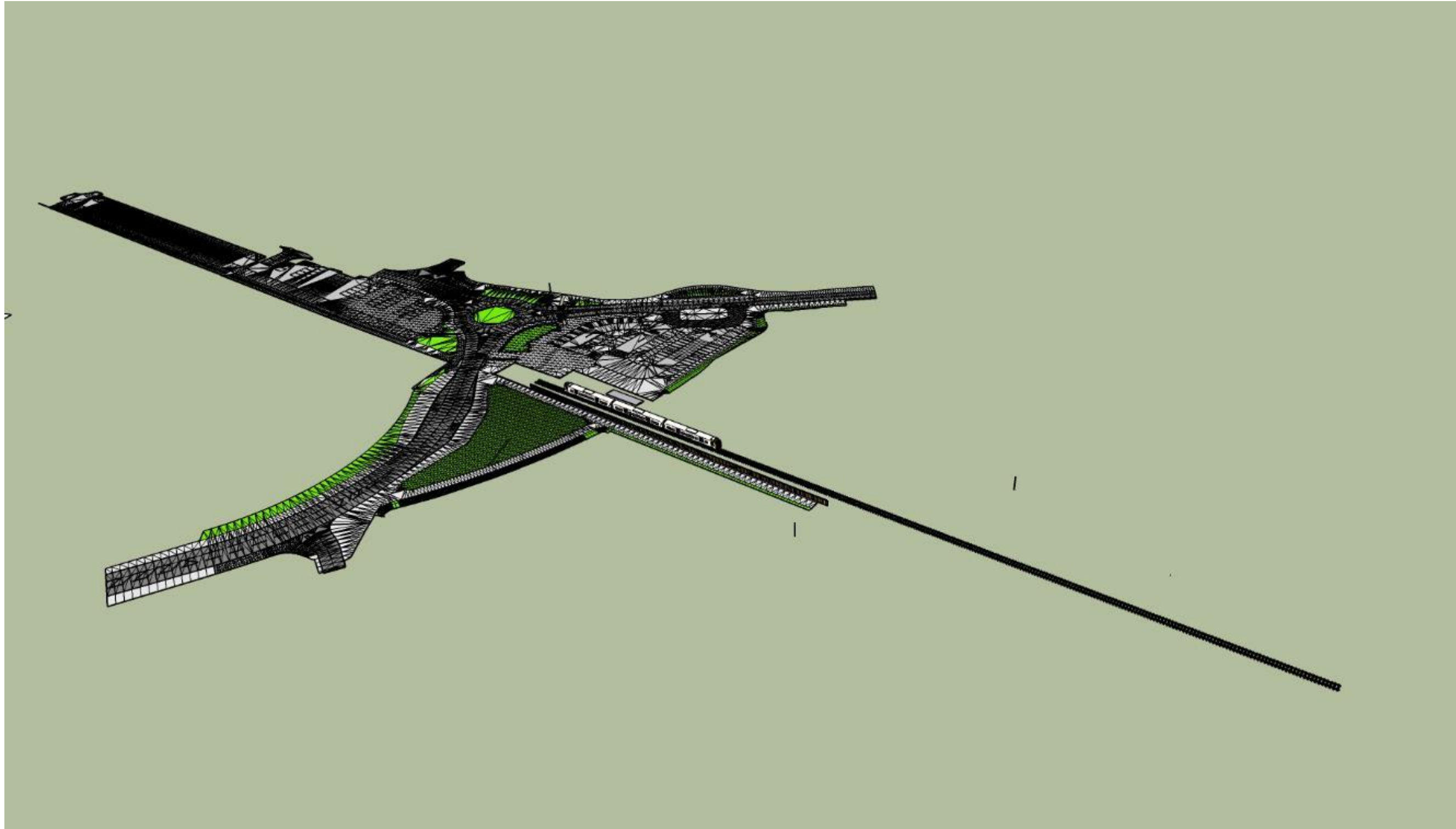
Photo 5



Photo 6

2.2 3D Digital Model

2.2.1 The image below shows an extract from the 3D digital model of the proposed highway works and station car park at Portishead. The 3D model has been generated using Autodesk Civil 3D software and then exported to Trimble SketchUp.



2.2.2 The image below shows the 3D model creation in progress. In this stage, the station model, surrounding buildings, bus stops, and street furniture have been added. The proposed trees have been marked as a vertical line as a reference point for the rendering stage. Surrounding buildings have been added for reference, taken from GIS data which gives correct X and Y coordinates, however the Z coordinate (building height) is an interpretation and therefore should not be considered as exact.



2.3 Photomontage 1

2.3.1 The final stage of creating the 3D model involved setting up camera locations within the model so that the model image output matches with the existing photograph.



2.3.2 The existing photograph and image from the final stage of the model rendering were matched in Photoshop to prove that the rendered image from the 3D model is the correct size and location in relation to the photograph. As noted above, some of the vertical matching is not accurate due to the estimating of building heights within the 3D digital model.



2.3.3 Photomontage stage in progress exposing background information in the photograph whilst retaining model components.



2.3.4 Photomontage 1 with foreground vegetation retained and estimated vegetation losses shown revealing more of the buildings behind.



2.3.5 Existing photograph 1



2.3.6 Photomontage 1



2.4 Photomontage 2

2.4.1 In order to create Photomontage 2, the same process as described above was followed.

2.4.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop with some of the render image being removed to expose existing buildings and kerbs underneath to match features.



2.4.3 Photomontage in progress stage.



2.4.4 Final photomontage stage.



2.4.5 Existing photograph 2



2.4.6 Photomontage 2



2.5 Photomontage 3

2.5.1 In order to create Photomontage 3, the same process as described above was followed.

2.5.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop with some of the model being removed to expose existing buildings and vegetation to match features.



2.5.3 Photomontage stage in progress.



2.5.4 Additional render showing supplementary detail such as cars, road markings, street furniture, bus stops and the locations of proposed trees marked as ‘posts’.



2.5.5 Photomontage stage in progress.



2.5.6 Existing photograph 3



2.5.7 Photomontage 3



2.6 Photomontage 4

2.6.1 In order to create Photomontage 4, the same process as described above was followed.

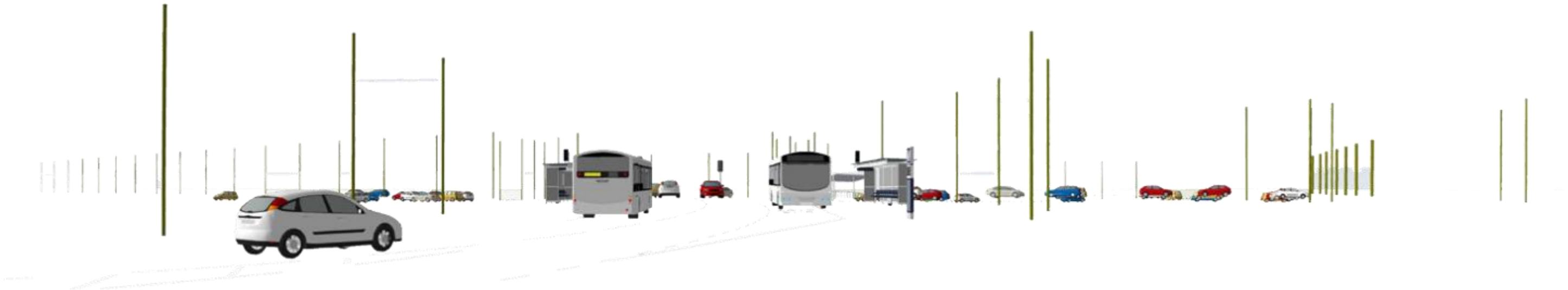
2.6.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop with some of the model being removed to expose existing buildings to match features.



2.6.3 Photomontage stage in progress.



2.6.4 Additional render showing supplementary detail such as cars, road markings, street furniture, bus stops and the locations of proposed trees marked as ‘posts’.



2.6.5 Photomontage stage in progress.



2.6.6 Existing photograph 4



2.6.7 Photomontage 4



2.7 Photomontage 5

2.7.1 In order to create Photomontage 5, the same process as described above was followed.

2.7.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop with some of the model being removed to expose existing buildings to match features.



2.7.3 Photomontage stage in progress, bridge cut out for overlay in Photoshop.



2.7.4 Photomontage stages in progress, whole SketchUp model cut out to use as guide for rendering and ascertain initial visibility.



2.7.5 Photomontage stages in progress, Sketchup Model replaced with real images e.g. proposed trees, and the initial cut out, which was edited to be made sharper within the scene. The previous overlay was then used to guide the placement of features within the scene.



2.7.6 Existing photograph 5



2.7.7 Photomontage 5



2.8 Photomontage 6

2.8.1 In order to create Photomontage 6, the same process as described above was followed.

2.8.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop with some of the model being removed to expose existing buildings to match features.



2.8.3 Photomontage stage in progress, bridge and proposed vegetation cut out for overlay in Photoshop.



2.8.4 Photomontage stages in progress, whole SketchUp model cut out to use as guide for rendering and ascertain initial visibility.



2.8.5 Photomontage stages in progress, existing vegetation (where being removed) removed from stitched photograph. The ramp is just visible in this winter view.



2.8.6 Photomontage stages in progress, existing vegetation features added and initial SketchUp overlay replaced.



2.8.7 Existing photograph 6



2.8.8 Photomontage 6



Pill Station and Car Park

3.1 Photomontage Locations

- 3.1.1 A desktop study and site visit were undertaken to identify the locations which were representative of visual receptors, of views which would be experienced by a number of people and would illustrate the proposals. The locations for photomontages were also selected to provide a representative range of the views from the surrounding area.
- 3.1.2 A 3D digital model of the proposed highway works has not been prepared for this area at this stage. The proposed station forecourt has therefore been estimated into position in the view. This is localised work and it is considered to be accurate enough to present the proposals effectively. In addition, the ground plane of the main car park has also not been modelling in 3D. The vertical aspect of the ground level has therefore been estimated in the photomontage production process.
- 3.1.3 A total of 3 locations were identified around Pill Station and car park. The adjacent plan shows the locations of the selected photomontages, (1) is Photomontage 7, (2) is Photomontage 8, and (3) is Photomontage 9. Note the plan opposite should be used for referencing the photomontage locations only.



3.2 Photomontage 7

3.2.1 In order to create Photomontage 7, the same process as described above was followed.

3.2.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop.



3.2.3 Photomontage stage in progress with some of the model being removed to expose existing buildings to match features.



3.2.5 Photomontage stage in progress. Localised adjustments are made to the 'flat' 3D digital model, e.g. kerb lines, to match the existing adjacent ground levels.



3.2.6 Existing photograph.



3.2.7 Photomontage 7



3.3 Photomontage 8

3.3.1 In order to create Photomontage 8, the same process as described above was followed.

3.3.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph in Photoshop.



3.3.3 Some of the model render image being removed to expose existing buildings to match features between model and existing photograph.



3.3.4 Photomontage 8



3.4 Photomontage 9

3.4.1 In order to create Photomontage 9, the same process as described above was followed.

3.4.2 The image below shows the SketchUp rendered image being matched on top of the existing photograph.



3.4.4 Photomontage stage in progress with the 'flat' 3D digital model surface level adjusted to fit existing levels.



3.4.6 Additional render showing supplementary detail such as cars, fences and gates.



3.4.7 Photomontage stage in progress.



3.4.8 Existing Photograph



3.4.9 Photomontage 9. This view assumes the worse case situation in which the existing hedgerow around the site has to be removed and new vegetation replanted.



ch2m.SM