

PORTISHEAD BRANCH LINE PRELIMINARY
ENVIRONMENTAL INFORMATION REPORT
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APPENDIX 11.2

General Summer and Winter Views



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SECTION 1

General Summer and Winter Views

- 1.1.1 This Appendix describes a number of general views of the landscape along the railway line and views towards it. The aim is to illustrate the landscape character as described in general terms, some of the views of the DCO Scheme in the landscape, and how the landscape character changes between the winter and summer months and what effect this has on the visibility of the scheme. The views are described in relation to the winter and summer month photographs taken from the same point.
- 1.1.2 The photographs were taken in August 2015 and the end of September 2015. It should be noted that vegetation clearance for the topographical survey of the line was being undertaken at the same time so in some views the low lying vegetation has been removed. In addition some of the tree felling was also being carried out. Where relevant this has been described in the text below.
- 1.1.3 The location of the photographs are shown on Figure 11-3 Sheets 1 to 3 in the PEI Report Volume 3 Book of Figures.

Tansy Lane, Portishead

- 1.1.4 Figure SWV1 shows the view south towards the disused railway line from the north side of the open space on Tansy Lane close to Trinity School visible to the left. The view varies noticeably between summer and winter. In the winter, gaps in the vegetation and under the trees allow occasional, glimpsed views of the railway line and long views beyond. In the summer, the vegetation is in leaf and comparatively lush in character. The railway line is screened from this view point with the longer views also screened by the trees. The proposed footbridge would be most noticeable in the winter months visible through the existing trees. Passing trains would also be visible from this location.



- 1.1.5 Figure SWV2 shows the view eastwards from Tansy Lane towards Trinity School with the houses to the left of view and the open space between the road and along the disused railway line. In the winter, gaps in the vegetation allow occasional, glimpsed views of the railway line. In the summer, the railway line is screened from this view point. It should be noted that some of the larger trees by the disused railway line have since been removed, and that the low lying vegetation adjacent to the line would be removed. This view would be dominated by the proposed footbridge which sits parallel to the railway line on the grass area, and its associated footpaths, footpath lighting and landscaping.



- 1.1.6 Figure SWV3 shows the direct view looking south from Tansy Lane towards the disused railway line and vegetated corridor to properties beyond in Galingale Way. Summer and winter views vary. In winter, views in close proximity to railway line are direct and open. A number of young, small trees along the railway line are not large or dense enough to provide any screening in the winter. In the summer months, trees are in leaf and low lying summer vegetation covers the railway line resulting in glimpsed views to the railway line and beyond. The vegetation in the foreground between the grass and disused railway would be removed as part of the DCO Scheme.



Galingale Way, Portishead

- 1.1.7 Figure SWV4 shows the view south from Galingale Way towards the disused line. It is an enclosed view towards existing vegetation and the car garage. In winter, the gap through the vegetation along the fence line allows glimpsed view towards the disused railway line and Tansy Lane beyond. In summer months, the disused railway line is completely screened by vegetation from this view point. There would be glimpsed views to the new footbridge from this location along with views to slow moving trains.



The Vale Park, Portishead

- 1.1.8 Figure SWV5 shows the view northeast towards vegetation on the bank of The Vale Park Lake and properties beyond. The houses are heavily screened by vegetation, particularly in the summer months. There would be limited views through the tops of this vegetation to the top of the new footbridge in the winter months. New footpath lighting is proposed alongside the paths.



- 1.1.9 Figure SWV6 shows the view from the seating area on the south side of The Vale Park Lake northwards towards the properties beyond which are adjacent to the disused railway line. The disused line forms a small and distant component of the overall view, and is heavily screened by vegetation, particularly in summer months when the trees, shrubs and pond plants are in full leaf. There would be views through the existing vegetation to the new footbridge in the winter, screened in the summer.



Railway corridor adjacent to Trinity Anglican Methodist Primary, Portishead

- 1.1.10 Figure SWV7 is the view looking east along the railway corridor, with oblique view of the school play area to the left and properties on Tarragon Place beyond. In the summer, low lying vegetation including grasses and ruderals currently covers the railway line. In the winter the railway line is exposed and visible. The winter photo shows the stumps of trees within the track which have been removed. The two tracks would be replaced by a single line. The larger trees adjacent to the school would be removed along with some of the larger poplar trees on the right of the view. The hedge and lower trees would be retained. A new hedge is proposed along the school boundary.



Railway corridor backing on to Tarragon Place and Fennel Road, Portishead

- 1.1.11 Figure SWV8 shows the long view looking east along the disused railway corridor, with view of the properties on Tarragon Place set a slightly higher level. Trees edging the railway line create a tunnel directing views along the railway line which is broadly retained during summer and winter months. Some of the larger trees both sides of the disused line would be removed, in particular the larger poplar trees to the right of view (south side). The view would be more open generally without the larger trees, with more open views to the houses.



Footpath backing on to Holmlea and Tydeman Road, Portishead

- 1.1.12 Figure SWV9 is the view looking along the footpath with oblique view of houses on Tydeman Road and disused railway line to the left with its associated vegetated corridor. Views looking along and down onto the railway line are partially screened by vegetation. The level of screening is increased in summer when the trees are in leaf. This view is unlikely to change significantly except that the large poplar in the distance would be removed.



Sheepway

- 1.1.13 Figure SWV10 shows the open view from Sheepway Bridge across open fields to the south, with distant views of the M5 motorway and Portbury Hundred, which is screened by vegetation in summer. This view of the open landscape retains the same general character between summer and winter.



- 1.1.14 Figure SWV11 is a long, elevated view from Sheepway Bridge looking west along the disused line. Trees edging the disused railway line create a tunnel directing views along the railway line. Summer and winter views vary. In the summer, low lying vegetation including grasses and ruderals currently covers the railway line. In the winter the railway line is more exposed and visible. The vegetation to the left of view (south side) would be retained with that on the north side lost during construction. A replacement hedge on the north side would reinstate the lost vegetation and screen the line once established.



Pill

- 1.1.15 Figure SWV12 is the view from Station Road overbridge looking down from an elevated position towards the railway line and the station platforms. The current view to the railway line is similar for winter and summer months, although the bank is more vegetated in the summer. This is the location of the new station with its extensive retaining walls, ramps and steps and the loss of all the vegetation on the bank.



1.1.16 Figure SWV13 shows the view along Monmouth Road with the operational railway line in the view to the left side. The winter view is fairly open, with partial screening from the fence and vegetation. In the summer, the vegetation is denser and in leaf, and the railway line is screened from this viewpoint, with limited, glimpsed views through gaps. There would be views through this vegetation to the upper portion of the new station from these houses in the winter months. New street lighting is proposed.



Watchhouse Hill, Pill

- 1.1.17 Figure SWV14 shows the view looking from Watchhouse Hill towards the fencing alongside the freight railway line. Winter and summer views vary. In the winter months, there are near, glimpsed views of the railway line and its associated fencing, and to the houses beyond. In the summer months, the view is heavily screened by trees in leaf and tall grasses and ruderals along the edge of the open space. Some of these larger trees have been removed resulting in a more open view across the valley. There are more open views to passing trains in the winter months.



Shirehampton

- 1.1.18 Figure SWV15 shows a long distance view taken from Grove Leaze looking south west towards the Avon Valley, with distant views of the operational railway line, which is screened by vegetation. The general character of the landscape in the summer and winter views from this location do not significantly vary. In winter, there are glimpsed views of the railway line just possible between the houses. In summer, with the vegetation in leaf, the level of screening is increased. There would be no significant change in view as a result of the DCO Scheme.



- 1.1.19 Figure SWV16 shows the view from the top of Nibley Road towards with the operational railway line beyond the river in the distance. In winter, distant, glimpsed views of the railway line are possible through the vegetation along the railway line. In summer months, the railway line is completely screened by vegetation from this viewpoint. The railway line does not make up a significant proportion of the view.



- 1.1.20 Figure SWV17 shows the view from Lamplighters open space in Shirehampton southwards towards Pill. In the winter, gaps in the vegetation allow occasional, glimpsed views of the viaduct. In the summer, the vegetation is in leaf and the operational railway line is mostly screened from this viewpoint. There would be no significant change in view as a result of the DCO Scheme.



- 1.1.21 Figure SWV18 also towards Pill from the Lamplighters open space, Shirehampton, showing there is little difference between winter and summer views, as there is limited deciduous vegetation in the area. There will be a slight increase in movement in the landscape with the increase in trains passing over the viaduct.



Clifton Down

- 1.1.22 Figure SWV19 shows the open, panoramic view across the Avon Gorge towards Bristol looking south from an elevated position at the edge of the Downs. The railway line snakes through the landscape at the bottom of the gorge visible as a linear gap in the trees and makes up a small proportion of the overall view. Views looking along and down onto the railway line are partially screened by vegetation. The level of screening is increased in summer when the trees are in leaf, although the gaps is still visible. There would be some loss of trees adjacent to the freight line to provide clearance for trains and also to be able to install new fencing. There would be increased movement in the landscape with the passing passenger trains.



- 1.1.23 Figure SWV20 of the open, panoramic view across the Avon Gorge looking northwest from the same location as an elevated position also looking across the River Avon to Leigh Woods. The railway line is visible as a linear gap in the vegetation, which is emphasised slightly by shadow in the summer view.



Portway

- 1.1.24 Figure SWV21 shows the view looking across the River Avon from Portway with glimpsed views of the railway line which is partially screened by vegetation. The level of screening is increased in summer when the trees are in leaf. The character is broadly the same between winter and summer months. There would be some loss of trees adjacent to the freight line to provide clearance for trains and also to be able to install new fencing. There would be increased movement in the landscape with the passing passenger trains.



Clifton Observatory

- 1.1.25 Figure SWV22 shows the elevated, open view looking from the open space at Clifton Observatory towards Bristol and the Avon Gorge. The railway line is visible in the distance as a small proportion of the view behind the Suspension Bridge, snaking along the base of the valley next to the river. Vegetation partially screens the railway line, allowing glimpsed views, particularly in winter months when the vegetation is not in leaf. The line in the gorge is not visible from this location. It would be possible to just make out trains moving in the landscape behind the Suspension Bridge.



Clifton Suspension Bridge

- 1.1.26 Figure SWV23 shows the view down to the freight line from the east side bridge pier. The limited space between the track and river bank means there is little vegetation to screen the line with the wooded cliff slopes behind are relatively consistent in the views. There would be some loss of vegetation adjacent to the line resulting in a slightly more open view. There would be increased movement with the passing passenger trains.



- 1.1.27 Figure SWV24 shows the open, panoramic view south across Ashton Vale from the east side bridge pier. The line is clearly visible adjacent to the river bank with the narrow strip of vegetation between the tow path and the line. The open character and wooded slopes are broadly consistent between winter and summer. There would be some loss of trees adjacent to the freight line to provide clearance for trains and also between the track and tow path to be able to install new fencing which itself would be more visible. There would be increased movement in the landscape with the passing passenger trains.



- 1.1.28 Figure SWV25 is also from the east bridge pier looking downstream with Leigh Woods and Nightingale Valley central to the view. The railway line is similarly visible adjacent to the river bank with the narrow strip of vegetation between the tow path and the line. There would be some loss of vegetation as described above.



Ashton Court

- 1.1.29 Figures SWV26 shows the view looking from Ashton Court car park eastwards towards Bristol. There are glimpsed views of freight line railway line beyond the open sloping grassland in the middle distance. The level of screening is increased in summer when the trees are in leaf. The railway line does not make up a significant proportion of the view.

