

VIEWPOINT 06: A506 COUNTY ROAD NEAR EXISTING RAILWAY UNDERBRIDGE

Location: Located on the A506 County Road near an existing railway underbridge.
Grid Reference: E 341173 N 399599
Approx Elevation: 25m
General Direction of View: Looking northeast
Approximate distance to nearest site boundary: 50m

Description of Visual Baseline
Receptors in this location have slightly elevated, north-easterly and near distance views across the original County Road (now a cul-de-sac providing access to the properties) towards the railway underbridge on the A506 County Road in the near distance. A wide grass verge slopes down from the original County Road towards the A506 County Road as it descends to pass under the railway line. The railway in this location is on high embankment, which to the west of the bridge is mostly devoid of vegetation. Some evergreen conifer tree in the front gardens of the houses and occasional mature trees in the sloping grass verge provide some partial screening of the underbridge but the view is typically open and the rail infrastructure and associated road and rail traffic are very noticeable in this location. On the far side of the A506 County Road, the grass verge slopes up to trees and shrubs within the wester end of Northwood Woodland.

Beyond the railway underbridge, the rising landform curtails longer views but there are glimpses of lighting columns and the mature trees around the Headbolt Lane/ A506 County Road junction.

Passing trains and road traffic contribute to a busy semi-urban outlook.

Construction Effects

Removal of trees and shrubs along the railway embankment and the works to the railway overbridge, will be prominent in near distance views from both the properties and the road. However, the views currently experienced from this location include a busy road and passing trains. The disturbance introduced by the construction activity will not be entirely out of keeping and will be of short-term duration.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor will therefore be low. The effect during construction is anticipated to be **moderate adverse**.

Operational Effects - Year 1

Receptors will have oblique near distance views of the chan.g es to the existing bridge, which will be slightly wider and closer (<2 m in either direction) to the viewpoint to accommodate the additional track. Due to the clearance of vegetation during construction, passing trains will be more noticeable than at present.

Based on the above, the magnitude of visual change in relation to this medium sensitivity receptor during operation will be low. The effect during operation at Year 1 is anticipated to be **minor adverse**.

Reasons for Selection:
To represent the views experienced by receptors including occupants of the properties fronting onto County Road whose attention or interest is likely to be focussed on the view. It also represents the views experienced by transient users of the A506 County Road, whose attention may be partially focussed on the view but it will not be their primary focus.

Value of view: Medium
Receptor susceptibility: High
Receptor sensitivity: Medium



LOCATION MAP

Operational Effects - Year 15

There are no landscape proposals for this location therefore the view experienced at Year 15 will be broadly the same as at Year 1.

Based on the above, the magnitude of change in relation to this medium sensitivity receptor is anticipated to remain low. The effect during operation at Year 15 is anticipated to be **minor adverse**.



Photographs taken with a Canon EOS 6D, Canon EF 50mm f/1.8 fixed focal lens on 26th April 2021. Weather clear with good visibility. Time of photo: 12.45

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