

RE: EAST-WEST RAIL 2 INQUIRY

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QUESTIONS ASKED

ON FRIDAY 8 FEBRUARY 2019

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**1. What is the meaning of 'viewpoint' within the visual effects tables included in Appendix 12.8 of Volume 3 of the Environmental Statement?**

The visual impact assessment tables in ES Volume 3 Appendix 12.8 set out the magnitude of impact and significance of effect for 107 viewpoints along the Scheme route: 22 in Route Section 2A; 31 in 2B; 5 in 2C; 20 in 2D; 21 in 2E; and 8 in the HS2 Interface Area. The viewpoints have been chosen to be representative of groups of visual receptors along the Scheme, including residential and non-residential properties, public rights of way, open spaces, etc. The assessment outcomes shown in the tables reflect the most sensitive receptor type at each location, which is usually residential property, with other receptor types being covered in the descriptions of the views in the tables. Significant adverse effects are highlighted by colour in the right hand column of the assessment tables.

The tables include a column headed 'Proximity' in which the distance from the Scheme of the viewpoint location is described as either near, middle or distant. These distances are not defined in the assessment methodology but can be broadly described as 'near' being within about 400m; 'middle' being about 400m to about 1km; and 'distant' being more than about 1km.

**2. What sorts of properties are included in the 15 viewpoints shown as having significant adverse effects at year 15?**

As stated in the ES Volume 2i, chapter 12 page 12-43, para 12.7.41: *"Viewpoint locations where receptors would experience likely significant effects during year 15 are generally located close to the Scheme Boundary where there are changes to views from high sensitivity receptors or little opportunity to fully mitigate the impacts of the project."*

Not all viewpoints that are near the railway are assessed as having significant adverse effects; however, all the 15 viewpoints that are assessed as having significant adverse effects at year 15 are classed as 'near' the railway. These 15 viewpoints are all much closer than 400m, with the furthest away being 2B14 about 150m from the Scheme. One of these viewpoints is within Route Section 2A and the rest are within Route Section 2B. The number of residential properties associated with each of these 15 viewpoints varies considerably and one of the viewpoints does not relate to a residential property.

For ease of reference, the table below shows only those viewpoints that are assessed as having significant adverse effects at year 15 and includes the descriptions of only the baseline views and the year 15 assessments. The 'Proximity' column has information added that indicates the quantity of residential properties associated with each of these viewpoints and having views similar to those in the assessment descriptions, although this does not mean that every such property will have significant adverse effects at year 15, due to individual variation in screening by vegetation and outbuildings, etc. Many of these residential properties have gardens that abut the proposed railway boundary or abut roads that run alongside or close to it.

View-point No.	Type	Residential	Recreational	Community	Work	Transport	Sensitivity	Grid Ref	Proximity	Angle of View (deg)	Baseline View	Year 15 View	Magnitude of Impact	Significance of Effect
2A17	Viewpoint						High	465004, 224542	Near 2 houses	315	View representative of Station House on Station Road, north of Marsh Gibbon. View dominated by the railway bridge and embankment with mature vegetation in close proximity to the residential property. The surrounding view includes adjacent agricultural land and a telegraph pole/wires.	Hedgerow with trees mitigation planting will be maturing and will be visually filtering views of embankment slopes and integrating the Project with the local hedgerow structure and screening views towards trains along the railway corridor to the west. Views from residential properties towards trains on the railway corridor immediately north would remain.	Low Adverse	Moderate adverse
2B02	Photomontage						High	470862, 226485	Near 1 house	180	Looking south from Claydon/Queen Catherine Road near to Pear Tree House seen on the left of picture, across an adjacent paddock that lies at a higher level to the disused railway, which is screened in cutting and by vegetation. Distant views are filtered by intervening trees on the field boundary and upper railway cutting slope.	Hedgerow with trees mitigation planting would be maturing and would screen views from the property towards traffic along the new Queen Catherine Road alignment and towards trains along the railway corridor.	Low Adverse	Moderate adverse
2B04	Photomontage						High	471092, 226281	Near 7 houses, 1 caravan	45	Looking north east from Queen Catherine Road and NCR 51 towards Railway Cottages and section of disused railway clearly visible on a low embankment. Adjacent field used for grazing horses are contained by hedgerows with some hedgerow trees. A row of telegraph poles are visible heading east. From Railway Cottages the view is of the disused railway corridor and telegraph poles in the foreground with open views across the agricultural landscape beyond.	Mitigation planting would mature and filter views towards the railway corridor from Queen Catherine Road and NCR 51. From Railway Cottages there would remain clear views towards the railway corridor and passing trains in the foreground.	High Adverse	Large adverse
2B05	Viewpoint						High	471522, 226385	Near 1 house	340	View north west from the Bernwood Jubilee Way near to Rectory Farm, looking across flat arable farmland punctuated by small copses and low hedgerows. The disused railway corridor is clearly visible on low embankment with little vegetation cover. Telegraph poles and associated overhead wires cross the view.	The hedgerow with trees mitigation planting could be seen as a positive feature against the baseline of the exposed, disused railway corridor, however this is balanced by the filtered view towards the Middle Claydon No.8 footbridge and trains travelling along the railway corridor.	Low Adverse	Moderate adverse
2B07	Viewpoint						High	472221, 226782	Near 3 houses	350	View from an elevated position on public footpath MCL/6/2 near Mount Pleasant Farm, north of Middle Claydon. The view looks north across horse grazing paddocks towards arable farmland, with small copses and low hedgerows in the distance. Vegetation alongside the disused railway corridor forms the field boundary to the west of this viewpoint.	The hedgerow with trees mitigation planting would restore the vegetated boundary to the agricultural fields and filter views towards passing trains and the Middle Claydon No.4a and No.6 footbridge.	Low Adverse	Moderate adverse
2B10	Viewpoint						High	473682, 227327	Near 7 houses	315	Looking north west from the southern fringes of Verney Junction towards Littleworth, NCR 51 follows the road corridor at this location. The foreground view is dominated by the residential property and roadside hedgerow. Beyond is rising agricultural land that is crossed by two rows of pylons and associated overhead lines. A number of mature hedgerow trees are visible on the skyline. To the right of the view the grassed embankment of the disused railway corridor is visible heading west. A number of properties within Verney Junction have direct views north onto the disused railway corridor and associated vegetation.	From the viewpoint location, hedgerow with trees and scrub mitigation planting would be maturing and will serve to visually soften and screen the railway corridor, passing trains and Littleworth Farm accommodation overbridge. The overall nature of the baseline view would remain.	Medium Adverse	Moderate adverse
2B13	Viewpoint						High	475112, 227883	Near 5 houses	135	Looking south east from Verney Road adjacent to Bridge Farm Cottages. NCR 51 follows the road corridor at this location and a public footpath alongside the disused railway corridor. The near view is dominated by the railway on embankment, which contains the view and is vegetated by scrub vegetation.	Hedgerow with trees mitigation planting adjacent to the road corridor would be maturing and provide a filtered screen towards the railway embankment. Hedgerow with trees would also be planted at the base of the railway embankment which would also be planted with areas of scrub to restore the baseline condition and filter views towards passing trains,	Low Adverse	Moderate adverse
2B14	Viewpoint						High	476143, 228044	Near 1 house, plus about 10 properties being built east of Furze Lane	0	View to represent that from Furze Cottage, located behind tall garden vegetation seen on the right of picture and from the Cross Bucks Way (at the eastern end of public footpath ADD/11/1), which crosses the railway via level crossing. The disused railway is screened by dense vegetation seen in the background beyond the danger sign. Other features of the view include small agricultural fields and pylons with associated overhead lines.	Hedgerow with trees mitigation planting adjacent to the railway corridor would be maturing and provide a filtered screen towards the railway embankment and passing trains.	Low Adverse	Moderate adverse

View-point No.	Type	Residential	Recreational	Community	Work	Transport	Sensitivity	Grid Ref	Proximity	Angle of View (deg)	Baseline View	Year 15 View	Magnitude of Impact	Significance of Effect
2B15	Photomontage						High	476315, 228348	Near 1 house, 1 school	85	View from Sir Thomas Fremantle school and public footpath WIS/6/6, looking across a small field near to Lakers residential property. The view includes a small sub-station within the field beyond mesh fencing that forms the school boundary, and dense trees along the disused railway corridor. From the residential property, which is a bungalow, views are contained by roadside vegetation along Furze Lane.	Planting associated with the station car park and external spaces will have matured, filtering views towards Winslow Station for users of the PRoW and Sir Thomas Fremantle school, however this would still be a notable change to the baseline view of an agricultural field. Hedgerow with trees mitigation planting along the railway corridor would restore some of the baseline view characteristics, enclosing the view along the field boundary. Passing trains would be clearly visible from the footbridge over the railway.	Medium Adverse	Moderate adverse
2B17	Viewpoint						High	477611, 228625	Near about 30 properties plus about 40 to the west with close views of noise barrier	10	View from the north east residential edges of Winslow, from public footpath WIS/7/1 off Maggie Way in the direction of mature vegetation within the Horwood Brook corridor and railway bridge beyond. The small field in the foreground is used for informal recreation such as dog walking. There are clear views of the field and vegetation along the disused railway corridor from residential properties.	Hedgerow and trees mitigation planting alongside the railway corridor would visually soften the embankment and filter views towards passing trains.	Low Adverse	Moderate adverse
2B18	Viewpoint						High	477816, 228832	Near. 4 houses (including 1 on south side)	250	View from Little Horwood Road, Winslow adjacent to The White House at the bend leading to the railway crossing the road on an overbridge. The view is enclosed by vegetation associated with the road, houses and railway on embankment. There are clear views from the property across boundary hedgerow towards the bridge.	Reinstated vegetation along the roadside would filter views towards passing trains and restore some of the baseline context.	Medium Adverse	Moderate adverse
2B20	Photomontage						High	478966, 228808	Near 1 house	15	Open character view across pastoral farmland with woodland blocks from public footpath WIS/9/1 close to Moco Farm, east of Winslow looking towards the disused railway corridor and Moco Farm overbridge.	Hedgerow and hedgerow with trees mitigation planting alongside the railway corridor and Moco Farm accommodation overbridge would restore some of the vegetation visible in the baseline view from this location. Mitigation measures would help to integrate the Project into the landscape but passing trains would still be a new feature of the view beyond.	Low Adverse	Moderate adverse
2B23	Viewpoint						High	480088, 229315	Near 1 house - Station Fields (Station House will be demolished)	45	View along the Midshire's & Swan's Way and NCR 51 running parallel with the railway corridor, looking in the direction of Horwood Road overbridge. The disused railway lies close to the road and Station House (Swanbourne Old Station) with a low embankment containing a number of trees that filter views from the road/PRoW towards the railway corridor. Further west the amount of vegetation decreases with views opening up across the agricultural landscape to the north and south.	Space restrictions within the Scheme Area would preclude mitigation planting on the south side meaning that train movements along the railway corridor on slight embankment would be apparent.	Medium Adverse	Moderate adverse
2B25	Viewpoint						Medium	480424, 229599	Near road and waymarked routes only	180	Rural view from Swan's Way public footpath and NCR 51, running immediately parallel to the railway corridor, looking along a single track country lane and beyond roadside hedgerows across open arable fields back towards Grove Lodge, which is partly screened by surrounding garden vegetation. To the north the disused railway corridor is located immediately behind the roadside hedgerow.	Space restrictions within the Scheme Area would preclude mitigation planting on the south side meaning that train movements along the railway corridor in slight cutting would be apparent.	Medium Adverse	Moderate adverse
2B31	Viewpoint						High	485259, 232685	Near about 150 properties with close views of noise barrier on embankment on south edge of Bletchley	200	Urban view from Newton Road, Bletchley, near to residential properties, looking towards the disused railway corridor on vegetated embankment, which dominates and restricts the view south. Tall street trees within the road verge provide a strong presence and linear avenue along the road corridor. Chepstow Local Park is located to the West of Newton Road and to the north of the disused railway corridor, views from here and properties alongside the Park extend across the Park and include mature trees, vegetation, area of open water, children's play areas and allotments. Scrub vegetation along the disused railway corridor embankment provides a backdrop to the view filtered by vegetation within the Park.	Replanted trees and scrub vegetation would have matured to restore some of the characteristics of the baseline view. However, passing trains would still be visible on top of the embankment and in filtered views from Chepstow Local Park.	Medium Adverse	Moderate adverse