Heathrow

EASTERLY ALTERNATION INFRASTRUCTURE PROJECT

Environmental Impact Assessment Environmental Statement, Volume III Appendix 10.2: Viewpoint Analysis

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1.1 Introduction

1.1.1 The viewpoint analysis set out in this Appendix is used to assist the design and further define the scope of the assessment process. In particular, the outer distance of the Proposed Development, where significant visual effects may be likely has been identified. This has been used to focus the baseline information and detailed reporting of the Landscape and Visual Impact Assessment (LVIA) in **Chapter 10: Landscape and Visual Impact Assessment, Volume II** of the Environmental Statement.

1.2 Viewpoint analysis

Introduction

1.2.1 The viewpoint analysis has been conducted from six viewpoint locations which are illustrated in **Figures 10.2 to 10.7** in **Appendix 10.3: LVIA Figures**. The viewpoint locations are indicated on **Figure 10.1** in **Appendix 10.3: LVIA Figures**.

Geographical extent of likely significant visual effects

1.2.2 The viewpoint analysis indicates that no significant visual effects are likely to arise from the noise barrier component of the Proposed Development during construction or operation.

1.2.3 From most viewpoints, the noise barrier would be largely screened by intervening vegetation with the greatest effects during winter. Visibility from the Weekly House (**Viewpoint 5** in **Figure 10.6** of **Appendix 10.3: LVIA Figures**) would be restricted due to a combination of screening from intervening vegetation and built form at the Padbury Office Complex. Elsewhere, the noise barrier would be visible alongside other existing infrastructure, including the 'Heathrow Pod' bridge, hydroelectric infrastructure along the Duke of Northumberland's River, and fencing.

Interpretation of viewpoint analysis summary tables

1.2.4 **Table 1.1** provides a summary of the viewpoint analysis of the effects of the noise barrier elements of the Proposed Development. The summary tables list the names of the viewpoints and include the following information:

- Viewpoint analysis:
  - Distance: Approximate distance of the viewpoint location from the closest point of the noise barrier, set out in **Table 1.1**;
  - Sensitivity: The sensitivity of the viewer at the viewpoint location is recorded (ranging from High, Medium-high, Medium, Medium-low, or Low) in accordance with the methodology in **Appendix 10.1: LVIA Methodology**;

- Magnitude of change: The magnitude of change, taking account of the noise barrier elements of the Proposed Development only is recorded (ranging from High, Medium - high, Medium, Medium-low, Low, and Negligible-Zero) in accordance with the methodology. The magnitude of change for the noise barrier is assessed during the construction and operational phases; and
- Level of effect: The level of visual effect for the noise barrier component of the Proposed Development is recorded and takes account of the sensitivity and magnitude of change in accordance with the methodology outlined in **Appendix 10.1: LVIA Methodology**. The level of effect for the noise barrier is assessed during the construction and operational phases.

Sunlight and weather/light conditions

1.2.5 The viewpoint analysis was conducted on Site in March 2023, June 2023 and May 2024. This has the advantage of assessing the 'worst case scenario' when there is reduced leaf cover to ensure that the analysis identifies the maximum visibility and likely visual effect of the noise barrier component of the Proposed Development. A disadvantage of this approach is that in some south facing views a low sun position is unavoidable and the levels of light are generally lower during the winter periods.

1.2.6 Changing weather/light patterns and local climatic conditions would influence the visibility of the noise barrier which will vary from periods of low visibility (fog, low cloud, and bright sunny conditions that are accompanied by haze generated by temperature inversions) as well as periods of high visibility in clear weather/light.

1.2.7 All of the viewpoint analysis and assessment has assumed conditions of good weather/light and clear visibility.

1.3 Viewpoint Summary

Table 1.1 Summary of viewpoint analysis

	Viewpoint title	Distance to noise barrier (m)	Sensitivity	Level of Effect: Construction	Level of Effect: Operation
1	Bridge over the Duke of Northumberland's River	74	Medium (walkers) Medium-Low (cyclists, vehicle users)	Minor to None (Not Significant)	Minor (winter) to Minor/Negligible (summer) (Not Significant)
2	Eastern section of Longford 'pocket park'	67	Medium	Moderate to None (Not Significant)	Minor (winter) to Minor/Negligible (summer) (Not Significant)
3	Western section of Longford 'pocket park'	77	Medium	Moderate/Minor to None (Not Significant)	Minor (winter) to Minor/Negligible (summer) to No View (Not Significant
4	Padbury Oaks office complex	95	Low	Minor/Negligible to None (Not Significant)	Negligible (Not Significant)
5	Weekly House Listed Building	119	Low	Negligible to None (Not Significant)	Negligible (Not Significant)
6	King's Bridge on Bath Road	50	Medium (walkers) Medium-Low (cyclists, vehicle users)	Moderate (Not Significant) (walkers) Minor (Not Significant) (cyclists and vehicle users)	Moderate to Minor (Not Significant) (winter) Minor to Negligible (Not Significant) (summer)

1.4 Detailed Viewpoint Analysis

Table 1.2 Viewpoint Analysis – Viewpoint 1

Figure 10.2, Volume III	**Viewpoint 1: Bridge over the Duke of Northumberland's River**		
Description	Viewpoint 1 is located on the bridge over Bath Road approximately 74m north of the noise barrier. Receptors at this viewpoint include walkers, vehicle users and cyclists using Bath Road. The existing view overlooks the Duke of Northumberland's River which is densely vegetated on both sides. The proposed noise barrier would be located beyond the river and parallel to Bath Road.		
Sensitivity	The sensitivity is assessed as Medium (walkers) and Medium-Low (cyclists and vehicle users).		
Magnitude of Change: Construction	During the construction phase of the Proposed Development, there would be limited visibility of the construction site and plant at Heathrow Airport Terminal 5 Car Park. Vehicular movement along the private access track between the car park and the Duke of Northumberland's River may be visible, albeit heavily filtered by vegetation. During the summer months, riparian woodland associated would obscure construction operations. Several trees to the south of the river would be removed to accommodate the proposed noise barrier, potentially increasing visibility of the construction site and plant in the car park beyond. The magnitude of change is assessed as Zero at the start of construction to Low at the height of construction activities.		
Magnitude of Change: Operation	The noise barrier would be screened by riparian woodland associated with the Duke of Northumberland's River. Vehicle users and cyclists would have transient, glimpsed views at an oblique angle to the direction of travel. Walkers who may stop at the bridge would have a static view. The magnitude of change is assessed as Low (winter) and Negligible-Zero (summer).		
Assessment	Sensitivity	Medium (walkers) Medium-Low (cyclists, vehicle users)	
	Magnitude of Change:	Construction	Operation
		Low to Zero	Low (winter) to Negligible-Zero (summer)
	Level of Effect:	Minor to None (Not Significant)	Minor (winter) to Minor/Negligible (summer) (Not Significant)
Type of Effect	Long term (reversible), indirect and neutral.		

Table 1.3 Viewpoint Analysis – Viewpoint 2

Figure 10.3, Volume III	**Viewpoint 2: Eastern section of Longford 'pocket park'**		
Description	Viewpoint 2 is within the eastern section of Longford 'pocket park', located approximately 67m from the noise barrier. The view is characteristic of the park with an enclosed landscape and managed amenity grass areas surrounded by trees and shrubs and an informal walking path. The viewpoint is located on the footpath adjacent to a bench which faces the proposed noise barrier and the Duke of Northumberland's River. The view onlooks a fenced area of scrub and wet woodland plantings, beyond which is the river, a private access track and Heathrow Airport Terminal 5 Car Park. To the right of the view is a timber fence and mature evergreen vegetation bordering a residence.		
Sensitivity	Viewpoint 2 would be experienced by walkers and recreational users within the park. The sensitivity is assessed as **Medium** (Medium value, Medium-Low susceptibility).		
Magnitude of Change: Construction	Due to the screening effects of trees and scrub in the foreground of the noise barrier, construction activities would be visible through filtered vegetation, increasing in visibility during the winter. There would be limited visibility of the temporary construction site and associated plant in the Terminal 5 Car Park. Vehicular movement along the access track between the river and the car park would be visible where vegetative screening is lower or sparse. The tree removal to the southeast of the viewpoint along the car park boundary would be screened by foreground vegetation. The magnitude of change would **be Zero to Medium.**		
Magnitude of Change: Operation	In the summer months, visibility of the noise barrier would be minimal due to vegetation in the foreground. Where scrub is low or trees are sparse, visibility of the noise barrier would be heavily filtered in the winter months. Additionally, where visible, the noise barrier would be seen alongside existing fencing and infrastructure within the park and the Terminal 5 car park, including telecom masts and equipment cabinets. The magnitude of change would be **Low** (winter) and Negligible-Zero (summer).		
Assessment	**Sensitivity**	Medium	
	Magnitude of Change:	**Construction**	**Operation**
		Medium to Zero	Low (winter) Negligible-Zero (summer)
	Level of Effect:	Moderate to No View (Not Significant)	Minor (winter) to Minor/Negligible (summer) (Not Significant)
Type of Effect	Long term (reversible), indirect and adverse to neutral.		

Table 1.4 Viewpoint Analysis – Viewpoint 3

Figure 10.4, Volume III	**Viewpoint 3: Western section of Longford 'pocket park'**		
Description	Viewpoint 3 is located within the western section of Longford 'pocket park', located approximately 77m from the noise barrier. The view is characteristic of the park with an enclosed landscape and managed amenity grass areas surrounded by trees and shrubs and an informal walking path. The viewpoint is located on the footpath looking south toward the Duke of Northumberland's River. The view onlooks a fenced area of scrub and wet woodland plantings, beyond which is the river, a private access track and Heathrow Airport Terminal 5 Car Park. In the mid-ground of the view is hydroelectric infrastructure in the river, and to the left is the timber fencing and evergreen vegetation that surrounds the curtilage of a residence.		
Sensitivity	Viewpoint 3 is representative of views experienced by walkers and recreational users of Longford 'pocket park'. The viewpoint is not within a designated area however views hold some scenic value. The user experience of Viewpoint 3 is unique compared with the surrounding urban area. The value of the view is assessed as Medium. Due to the mature parkland trees, the area is quite enclosed which reduces susceptibility. Additionally, existing infrastructure—including fencing, hydroelectric infrastructure, lighting and telecom masts—are visible from this location and throughout the park. The susceptibility to change therefore is assessed as Medium and the overall sensitivity is assessed as Medium.		
Magnitude of Change: Construction	During construction there may be glimpsed views of vehicles and machinery on the private access track between Heathrow Airport Terminal 5 Car Park and the Duke of Northumberland's River. The views would be limited in summer due to vegetative screening and heavily filtered in the winter months. Some visibility of construction activities may be visible behind the hydroelectric infrastructure and associated station to the south where there is a gap in vegetation. The construction site and plant would be visible in winter months, albeit heavily filtered by trees and scrub. There would be no visibility of the area where trees would be removed to accommodate the proposed noise barrier due to screening from a timber fence and evergreen vegetation. The magnitude of change would be Medium to Zero.		
Magnitude of Change: Operation	During the operational phase, the noise barrier would be mostly screened by vegetation with some visibility beyond the hydroelectric infrastructure and chain link fence to the south. The westernmost section of the noise barrier would be screened by an existing timber fence and evergreen planting bordering a residence. The magnitude of change would be Low (winter) and Negligible-Zero (summer).		
Assessment	Sensitivity	Medium	
	Magnitude of Change:	Construction	Operation
		Medium to Zero	Low (winter) to Negligible-Zero (summer)
	Level of Effect:	Moderate/Minor to None (Not Significant)	Minor (winter) to Minor/Negligible (summer) (Not Significant

Figure 10.4, Volume III	Viewpoint 3: Western section of Longford 'pocket park'		
Type of Effect	Long term (reversible), indirect and adverse to neutral.		

Table 1.5 Viewpoint Analysis – Viewpoint 4

Figure 10.5, Volume III	Viewpoint 4: Padbury Oaks office complex		
Description	Viewpoint 4 is located at Padbury Oaks Office Complex, approximately 95m from the noise barrier. The view is characterised by an open car park bordered by the Duke of Northumberland's River and riparian trees and scrub to the east and south. The car park is split in two by a chain link fence, and along the southern edge of the car park is a solid timber fence. Against the skyline is the 'Heathrow Pod' bridge, a rapid transit system which transfers passengers between the car park and Terminal 5 of Heathrow Airport. Taller elements of the Airport are visible in the background.		
Sensitivity	Viewpoint 4 is not within a designated area and the view does not possess scenic qualities; rather it is used by people at their place of work. Therefore, the value is considered Low. Due to the existing infrastructure elements within the car park and the semi-enclosure of the area by built form and vegetation, the susceptibility is assessed as Low with an overall **Low** sensitivity.		
Magnitude of Change: Construction	There would be no views of construction activities or plant on the private track south of the river due to mature, dense vegetation. Construction activity of the upper elements of the noise barrier would be visible to the south along Wright Way with the lower elements screened by the existing timber fence. The magnitude of change is assessed as **Zero to Medium-Low**.		
Magnitude of Change: Operation	The height of the noise barrier visible from Viewpoint 4 would vary between 5 to 7m. It would be barely perceptible against the skyline due to the transparency of the Perspex panels, and its setting beneath the 'Heathrow Pod' bridge. The Proposed Development is located behind an existing fence which would obscure the lower, timber sections of the noise barrier. The Heathrow Pod Bridge is more prominent in the view, and the noise barrier would 'blend' into the existing infrastructure. Its elements constitute a smaller scale component of the view and fit within the context of the surrounding infrastructure. The magnitude of change is assessed as **Low**.		
Assessment	**Sensitivity**	Low	
	Magnitude of Change:	**Construction**	**Operation**
		Medium-Low to Zero	Low
	Level of Effect:	Minor/Negligible to None (Not Significant)	Negligible (Not Significant)
Type of Effect	Long term (reversible), indirect and neutral.		

Table 1.6 Viewpoint Analysis – Viewpoint 5

Figure 10.6, Volume III	**Viewpoint 5: Weekly House**		
Description	Viewpoint 5 is located at Padbury Oaks Office Complex adjacent to the Weekly House approximately 119m from the noise barrier. The viewpoint is on the footpath along the entrance to the office complex and surrounded by buildings. Taller elements of the Airport, including the Terminal 5 'Heathrow Pod' bridge, are visible in the background between two office buildings in the winter, with mature trees screening the infrastructure in the summer.		
Sensitivity	Viewpoint 5 is not designated on a landscape basis and the view does not possess scenic qualities; rather it is used by people at their place of work. Due to the enclosure of the area by built form, the susceptibility is assessed as Low with an overall **Low** sensitivity.		
Magnitude of Change: Construction	There would be no views of construction activities. The magnitude of change is assessed as **Zero to Negligible-Zero**.		
Magnitude of Change: Operation	There would be very limited views due to screening from the office buildings and mature trees. The magnitude of change is assessed as **Negligible-Zero**.		
Assessment	**Sensitivity**	Low	
	Magnitude of Change:	**Construction**	**Operation**
		Negligible-Zero to Zero	Low
	Level of Effect:	Negligible to None (Not Significant)	Negligible (Not Significant)
Type of Effect	Long term (reversible), indirect and neutral.		

Table 1.7 Viewpoint Analysis – Viewpoint 6

Figure 10.7, Volume III	**Viewpoint 6: King's Bridge on Bath Road**
Description	Viewpoint 6 is located on King's Bridge approximately 50m from the Proposed Development. The view overlooks a culverted section of the Duke of Northumberland's River where it has been redirected for hydroelectric generation. The view is somewhat open to the south and characterised by the engineered river, an area of rough scrub and grass, and tree plantings. To the west, north and east are Bath Road and the busy intersection with the A3044. In the mid-ground behind the river is an existing timber fence, behind which is Wright Way and Heathrow Airport.
Sensitivity	This view is experienced by vehicle users, cyclists and walkers travelling on Bath Road. Vehicle users and cyclists are typically focused on the route ahead and any views will be fleeting, however walkers may stop to enjoy the view. The susceptibility to change is assessed as Medium-Low and the overall sensitivity is assessed as **Medium** (walkers) and **Low** (vehicle users and cyclists)**.**

Figure 10.7, Volume III	Viewpoint 6: King's Bridge on Bath Road		
Magnitude of Change: Construction	During the construction phase there would be partial views of vehicular movement and works on Wright Way where the existing timber fence ends. Wright Way is already characterised by heavy vehicular traffic; however, the proposed construction works would introduce plant and stationary works to the view at a close proximity. The magnitude of change is assessed as **Zero** at the start of construction to **Medium** at the height of construction.		
Magnitude of Change: Operation	The noise barrier would be partially located behind an existing wooden fence which is bordered by dense brambles and tree plantings. The noise barrier would be taller than the existing fence at a height of 5m, with some of the timber elements visible above the existing fence and transparent (Perspex) panels above. The two timber elements of the proposed and existing fences blend, with the noise barrier appearing as a vertical extension of the existing. During the winter months when vegetative screening is reduced, there would be direct views of the noise barrier which extends over a larger field of view due to reduced leaf cover. Vegetative screening during summer would obscure views of the lower elements and intermittently screen the upper elements. Vehicle users and cyclists would experience the view transiently, at a speed, and perpendicular to the direction of travel. Walkers who may pause on the footpath and may have their attention focused on the surrounding landscape would experience the view statically or transiently. The magnitude of change is assessed as **Medium** (winter) and **Low** (summer)**.**		
Assessment	**Sensitivity**	Medium (walkers) Low (vehicle users and cyclists)	
	Magnitude of Change:	**Construction**	**Operation**
		Medium to Zero	Medium
	Level of Effect:	Moderate (Not Significant) (walkers) Minor (Not Significant) (cyclists and vehicle users)	Moderate to Minor (Not Significant) (winter) Minor to Negligible (Not Significant) (summer)
Type of Effect	Long term (reversible), indirect and adverse to neutral.		