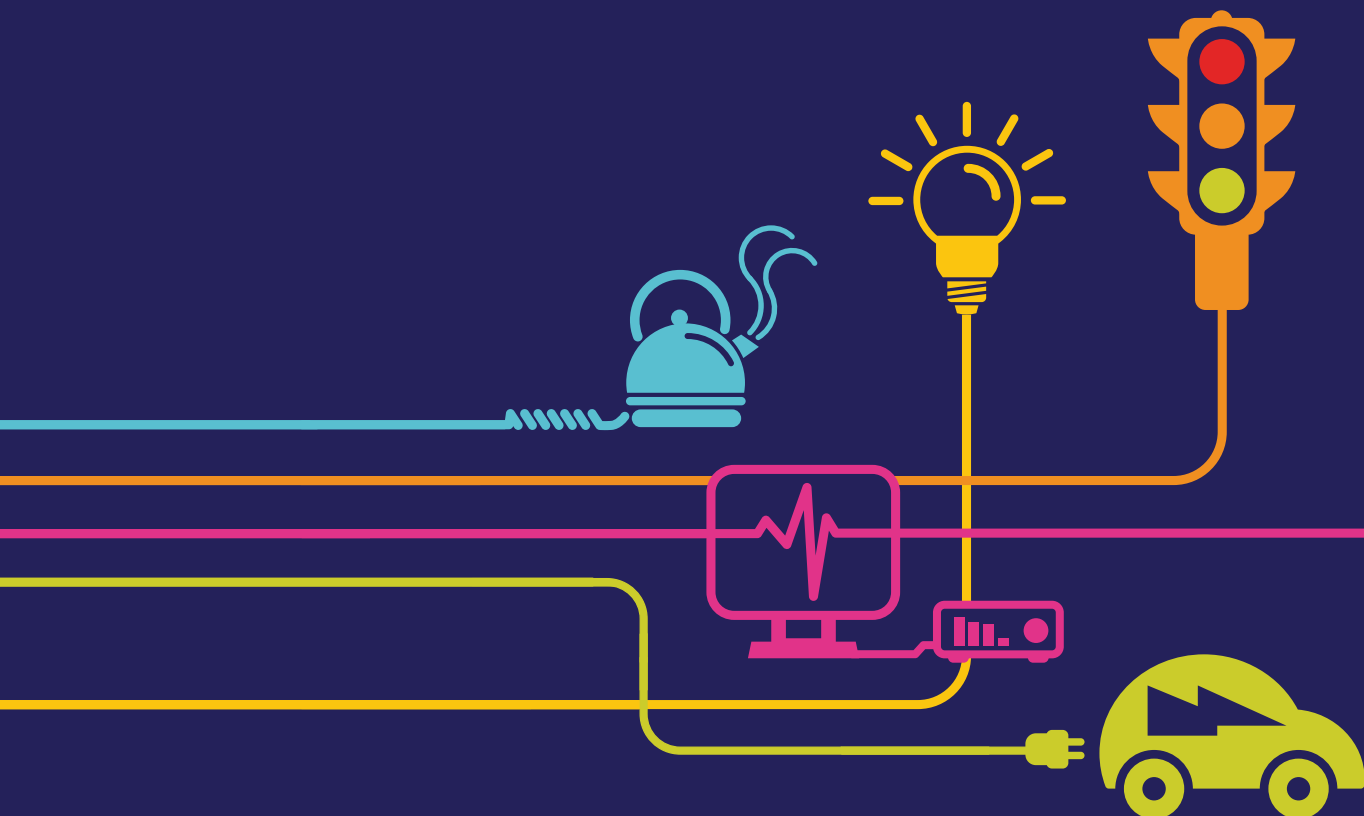


Environmental Statement Visual Effects Part 1 of 2

Hinkley Point C Connection Project

*Regulation 5(2)(a) of the Infrastructure Planning
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Hinkley Point C Connection Project

ENVIRONMENTAL STATEMENT – MAY 2014

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- Photograph 7.114: (Viewpoint G2.4) Existing view from residential area in Shirehampton on elevated land looking southwest towards the M5 motorway crossing over the River Avon, with the BW Route and G Route tall river crossing pylons visible and the route of the new 400kV overhead line
- Photograph 7.115: (Viewpoint G2.6) Existing view from Long Cross in Lawrence Weston looking northwest towards the BW Route, G Route and the route of the proposed new 400kV overhead line
- Photograph 7.116: (Receptor H1.F3) Existing view from PRoW WL 23/60 looking northwest and north across undulating fields and the low lying North Moor and Wick Moor towards the routes of the proposed line entries and towards the site of the proposed Hinkley Point C Power Station. The view north includes the ZZ Route, VQ Route and the ZG Route running north towards Hinkley B Substation
- Photograph 7.117: (Receptor H1.F3) Existing view from PRoW WL 23/60 looking north and east across pasture and Wick Moor and North Moor on lower ground towards the ZZ Route, VQ Route and the ZG Route running north towards Hinkley B Substation. The view includes the routes of proposed line entries closer in the view and in the context of the existing Hinkley Point Power Station Complex
- Photograph 7.118: (Viewpoint VPH1) Existing view from bridleway WL23/57 running along the minor road between Wick Moor Drove and Wick looking north (through a field entrance) towards the ZZ Route, and the ZG Route, the VQ Route and the existing Hinkley Point Power Station Complex
- Photograph 7.119: (Receptor H1.M1) Existing view from the permissive footpath running west towards the seat adjacent to Pixies Mound looking southwest and westwards towards the routes of the proposed line entries. The view looks towards the site of the proposed Shurton Substation and the proposed Hinkley Point C Power Station
- Photograph 7.120: (Receptor H1.M1) Existing view from the seat adjacent to Pixies Mound looking south and southeast looking towards the ZZ Route, VQ Route and ZG Route above intervening mature trees and towards the routes of the proposed line entries
- Photograph 7.121: (Receptor H1.R1) Existing view from Wick Moor Drove (also PRoW WL23/70), looking north and northeast across farmland towards the ZZ Route, VQ Route, and the ZG Route and towards the routes of the proposed line entries in the context of the existing Hinkley Point Power Station Complex

- Photograph 7.122: (Receptor H1.R1) Existing view from Wick Moor Drove (also PRoW WL23/70), looking east above field hedgerow and across farmland towards the ZZ Route, VQ Route and the ZG Route and towards the routes of the proposed line entries
- Photograph 7.123: (Receptor H1.F1a) Existing view from PRoW WL23/71 near Wick Moor Drove looking northeast east and southeast across North Moor and Wick Moor towards the ZZ Route, VQ Route and ZG Route running north towards Hinkley Point B Substation and southeast into the distance and towards the routes of the proposed line entries
- Photograph 7.124: Receptor H1.F1a) Existing view from PRoW WL23/71 near Wick Moor Drove looking southeast and south towards the routes of the proposed line entries on rising ground
- Photograph 7.125: (Receptor H1.F2) Existing view from PRoW WL23/61 looking west across Wick Moor and towards the ZZ Route, VQ Route and the ZG Route running north towards Hinkley B Substation. The view includes the routes of proposed line entries and extends northwest towards the site of the proposed Shurton Substation and the proposed Hinkley Point C Power Station in the context of the existing Hinkley Point Power Station Complex
- Photograph 7.126: (Viewpoint VPH6) Existing view from PRoW WL23/107 west of Stolford (near the junction with PRoW WL23/62) looking southwest and west across Wick Moor towards the ZG Route, VQ Route and the ZZ Route backgrounded by the Quantock Hills AONB in the distance. The view west includes the existing Hinkley Point Power Station Complex on the West Somerset Coast
- Photograph 7.127: (Receptor H1.F5) Existing view from PRoW WL 23/63 near East Brook looking northwest and north across West Brook and open rolling farmland towards the ZZ Route, VQ Route and the ZG Route and towards the routes of the proposed line entries in the context of the existing Hinkley Point Power Station Complex
- Photograph 7.128: (Receptor H1.F5) Existing view from PRoW WL 23/63 near East Brook looking east across farmland towards the ZZ Route, VQ Route and the ZG Route and towards the routes of the proposed line entries with screening by scattered trees
- Photograph 7.129: (Receptor H1.H4) Existing view from PRoW WL 23/61 adjacent to a field gate looking northwest and north along Middle Moor Drove towards the routes of proposed line entries above hedgerow and hedgerow trees. The existing Hinkley Point Power Station Complex is largely screened in the view by intervening hedgerow whilst the ZZ Route, VQ Route and the ZG Route are not visible
- Photograph 7.130: (Viewpoint VPH4) Existing view from PRoW WL23/56 looking east and northeast towards the upper part of the ZZ Route, VQ Route and the ZG Route partly visible, and towards the existing Hinkley Point Power Station Complex in the view northwest
- Photograph 7.131: (Viewpoint VPH2) Existing view from the north side of Wick Moor Drove (opposite the road layby) looking east to northwest towards the ZZ Route, VQ Route and the ZG Route above and between intervening trees, and towards the existing Hinkley Point Power Station Complex visible in the view
- Photograph 7.132: (Viewpoint VPH3) Existing view from the field entrance near the minor road on Farrington Hill (north of a group of properties on high ground) looking north towards the ZZ Route, VQ Route and the ZG Route partly visible and in the context of the existing Hinkley Point Power Station Complex

- Photograph 7.133: (Viewpoint VPH5) Existing view from the West Somerset Coastal Path (PRoW WL23/95) looking southwest and west across Wick Moor towards the ZG Route, VQ Route, and the ZZ Route backgrounded by the Quantock Hills AONB in the distance. The view west includes the existing Hinkley Point Power Station Complex on the West Somerset Coast
- Photograph 7.134: (Receptor H2.11) Existing view from PRoW WL23/45 looking north and northeast along the track north of Knighton running through the Holford Valley with views to the northeast screened by intervening mature hedgerow and landform
- Photograph 7.135: (Receptor H2.11) Existing view from the edge of a track (also PRoW WL23/45), running north to south between Knighton and the West Somerset Coastal Path long distance route looking northeast across rolling farmland towards the routes of proposed line entries and the site of the proposed Hinkley Point C Power Station Complex and the existing Hinkley Point Power Station Complex beyond the Holford Valley
- Photograph 7.136: (Receptor H3.2) Existing view from the West Somerset Coastal Path long distance route (also PRoW WL23/5) near the parking area adjacent to Steart Drove, looking northwest to southwest across Wall Common towards the routes of proposed line entries in the distance in the context of the existing Hinkley Point Power Station Complex
- Photograph 7.137: (Receptor H3.8) Existing view from Stowey Castle (Scheduled Ancient Monument) on elevated ground looking north and northeast towards the distant Hinkley Point Power Station Complex beyond Nether Stowey and lower lying undulating farmland and areas of woodland. The ZZ Route, the VQ Route and the ZG Route and the routes of the proposed line entries are barely perceptible in the panoramic and long distance view
- Photograph 7.138: (Receptor H3.12) Existing view from PRoW WL8/9 on Beacon Hill within the Quantock Hills AONB looking northeast towards the routes of proposed line entries and the existing Hinkley Point Power Station Complex barely perceptible in the far distance. The ZZ Route, the VQ Route and the ZG Route are not perceptible due to the distance

VERIFIED PHOTOMONTAGES (VOLUME 5.7.1)

Verified

Photomontage 7.1: (Viewpoint VPA3) Anticipated view south from Receptor A1.F4 PRoW BW2/46 of the 400kV overhead line including the proposed Bridgwater Tee connection and CSE compounds on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.3**)

Verified

Photomontage 7.2: (Viewpoint VPA8) Anticipated view northeast from Receptor A1.F7 PRoW BW 28/1 of the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.8**)

Verified

Photomontage 7.3: (Viewpoint VPA9) Anticipated view north from Horsey Lane (south of Receptor A1.H1 Manor Farm) of the 400kV overhead line supported by T-pylons and the Bridgwater Tee connection to the VQ Route supported by steel lattice pylons on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.9**)

Verified

Photomontage 7.4: (Viewpoint VPA4) Anticipated view north from Receptor A2.4 PRow BW2/50 north of Bradney with the F Route removed and the 400kV overhead line further west on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.4**)

Verified

Photomontage 7.5: (Viewpoint VPB26) Anticipated view northeast, from Southwick Road north of the main driveway entrance to Southwick Farm, of the proposed 400kV overhead line supported by T-pylons across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.36**)

Verified

Photomontage 7.6: (Viewpoint VPB7) Anticipated view west and northwest, from PRow AX 23/5 on Green Drove, of the proposed 400kV overhead line supported by T-pylons running north passing over Mark Causeway during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.15**)

Verified

Photomontage 7.7: (Viewpoint VPB11) Anticipated view north from PRow AX 23/14 between Vole and Pillrow Wall of the proposed 400kV overhead line supported by T-pylons during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.20**)

Verified

Photomontage 7.8: (Viewpoint VPB4) Anticipated view northwest from PRow AX 23/14 east of Vole, of the proposed 400kV overhead line supported by T-pylons during operation (including removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.12**)

Verified

Photomontage 7.9: (Viewpoint VPB2) Anticipated view south of the proposed 400kV overhead line supported by T-pylons running north of the ZG Route and over the Huntspill River, and towards the proposed overhead line connecting to the VQ Route and passing over Puriton Ridge during operation, with the F Route removed (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.10**)

Verified

Photomontage 7.10: (Viewpoint VPB8) Anticipated view west and southwest from Butt Lake Road, opposite properties on Yardwall Road, of the 400kV overhead line supported by T-pylons across Mark Moor during operation, and removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.16**)

Verified

Photomontage 7.11: (Viewpoint VPB9) Anticipated view east from Yardwall Road south of Mark Causeway, of the 400kV overhead line supported by T-pylons across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.17**)

Verified

Photomontage 7.11A: (Viewpoint VPB29) Anticipated view west from the B3139 Mark Causeway, of the 400kV overhead line supported by T-pylons passing over the road during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.17A**)

Verified

Photomontage 7.12: (Viewpoint VPB27) Anticipated view southwest and south from Southwick Road (to the east and southeast of properties at Southwick) of the proposed 400kV

overhead line across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.37**)

Verified

Photomontage 7.13:(Viewpoint VPB22) Anticipated view north from Chapel Road in Rooks Bridge near Willow Farm of the 400kV overhead line supported by T-pylons during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.31**)

Verified

Photomontage 7.14 (Viewpoint VPB23) Anticipated view southwest from Biddisham Lane north of Biddisham of the 400kV overhead line supported by T-pylons and the proposed South of Mendip Hills CSE compound including mitigation planting during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.32**)

Verified

Photomontage 7.15:(Viewpoint VPB6) Anticipated view south from near The Old Barn on the B3139 Mark Causeway of the 400kV overhead line supported by T-pylons visible in the distance above trees and the removed F Route during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.14**)

Verified

Photomontage 7.16:(Viewpoint VPB5) Anticipated view east from the B3139 Church Road between Chapel Lane and Merry Lane (B2.11) of the 400kV overhead line supported by T-pylons above trees and the removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.13**)

Verified

Photomontage 7.17:(Viewpoint VPB14) Anticipated view west from higher ground on Quarrylands Lane north of Stone Allerton (between Homestead Farm and Long Acre) across fields of the 400kV overhead line supported by T-pylons during operation (and the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.22**)

Verified

Photomontage 7.18:Viewpoint VPB12) Anticipated view northeast from a footpath east of PRoW AX17/16 on the top of Brent Knoll of the 400kV overhead line supported by T-pylons (and the removal of the F Route) (across the Somerset Levels and Moors), and of the South of Mendip Hills CSE compound during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.20**)

Verified

Photomontage 7.19:(Viewpoint VPC15) Anticipated view south from Receptor C1.F1 PRoW AX 21/2 west of Loxton, of the South of Mendip Hills CSE compound and the 400kV overhead line during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.45**)

Verified

Photomontage 7.20:(Viewpoint VPC13) Anticipated view north from Receptor C1.F27 PRoW AX 29/68 of Sandford Substation, and the 400kV and 132kV overhead lines during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.52**)

Verified

Photomontage 7.21:(Viewpoint VPC9) Anticipated view southwest and south from Receptor C1.F10 PRoW AX 29/28 of the proposed underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.48**)

Verified

Photomontage 7.22:(Viewpoint VPC10) Anticipated view south and southwest from PRoW AX 3/1 (Receptor C1.F17) of the 400kV underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.49**)

Verified

Photomontage 7.23:(Viewpoint VPC5) Anticipated view east from adjacent Receptor C1.H10 in Loxton, of the 400kV underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.43**)

Verified

Photomontage 7.24:(Viewpoint VPC8) Anticipated view south from adjacent Receptor C1.H2 in Christon, of the route of the proposed 400kV underground cables during operation including the removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.47**)

Verified

Photomontage 7.25:(Viewpoint VPD20) Anticipated view northwest from Receptor D1.CY1 the Strawberry Line north of Sandford towards Sandford Substation including the N Route connection on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.58**)

Verified

Photomontage 7.26:(Viewpoint VPD1) Anticipated view west from Receptor D1.CY2 the Strawberry Line on Drove Way Bridge towards Sandford Substation on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.54**)

Verified

Photomontage 7.27:(Viewpoint VPD2) Anticipated view from Receptor D1.F1 PRoW AX29/48 looking southeast towards the AT Route connection, Sandford substation and the proposed 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.60**)

Verified

Photomontage 7.28:(Viewpoint VPD3) Anticipated view from Receptor D1.F1 PRoW AX29/48 looking north towards the AT Route connection on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.61**)

Verified

Photomontage 7.29:(Viewpoint VPD10) Anticipated view from Nailsea Wall NCR 410 the Avon Cycle Route looking east across Nailsea Moor along the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.69**)

Verified

Photomontage 7.30:(Viewpoint VPD22) Anticipated view west from Receptor D1.F45 PRoW LA21/37 along the route of the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.70**)

Verified

Photomontage 7.31:(Viewpoint VPD14) Anticipated view from Receptor D1.F50 PRoW LA13/9 part of the Nailsea Round near the edge of Nailsea, looking northwest towards the 400kV overhead line on completion, visible beyond trees across Nailsea Moor with the W Route and F Route overhead lines removed (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.74**)

Verified

Photomontage 7.32:(Viewpoint VPD17) Anticipated view from Receptor D1.F51 PRoW LA16/21 looking south across Nailsea Moor towards the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 7.43.78**)

Verified

Photomontage 7.33: (Viewpoint VPD18) Anticipated view from Lampley Road representative of Receptor D1.M3 Acorn Carp Fishery, looking northeast towards the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.79**)

Verified

Photomontage 7.34: (Viewpoint VPD9) Anticipated view from NCNR 26 on Kennmoor Road adjacent to receptor D1.H100 Manor Farm, looking northeast towards the 400kV overhead line during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.67**)

Verified

Photomontage 7.35: (Viewpoint VPD21) Anticipated view from NCNR 26 on Kennmoor Road towards receptor D1.H99 Rose Bungalow, looking southwest along the 400kV overhead line during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.68**)

Verified

Photomontage 7.36: (Viewpoint VPD17) Anticipated view from PRoW LA16/21 adjacent to receptor D1.H159 Little Duck Lodge bungalow on Church Lane, looking south across Nailsea Moor towards the 400kV overhead line on completion with the W Route and F Route removed (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.78**)

Verified

Photomontage 7.37: (Viewpoint VPD12) (representative viewpoint D2.20) Anticipated view from public footpath along Land Yeo off Clevedon Road south of properties in Tickenham, looking southeast across Nailsea Moor towards the 400kV overhead line visible above trees on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.72**)

Verified

Photomontage 7.38: (Viewpoint VPE1) Anticipated view from receptor E1.F4 PRoW LA16/1 along Tickenham Ridge towards the proposed 400kV overhead line during operation with the F Route and W Route removed (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.82**)

Verified

Photomontage 7.39: (Viewpoint VPE9): Anticipated view from receptor E1.F4 PRoW LA16/1 looking towards the proposed 400kV overhead line supported by T-pylons during operation with the F Route and W Route removed (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.83**)

Verified

Photomontage 7.40: (Viewpoint VPE2) Anticipated view from receptor E1.F11 PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round long distance route looking towards the proposed 400kV overhead line supported by T-pylons on Tickenham Ridge with the F Route, W Route and the G Route removed during operation (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 7.50.84**)

Verified

Photomontage 7.41: (Viewpoint VPE7) Anticipated view from receptor E1.H40 properties on High Street on the eastern settlement edge of Portbury looking towards the M5 motorway and the preferred route (Option A) (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.91**)

Verified

Photomontage 7.42: (Viewpoint VPE5) Anticipated view from receptor E1.H42 properties on Priory Road in Portbury looking towards the M5 motorway bridge and the preferred

route (Option A) (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.87**)

Verified

Photomontage 7.43:(Viewpoint VPE10) Anticipated view from the narrow bridge over the M5 motorway north of Portbury looking southwest along the preferred route (Option A) towards Tickenham Ridge (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.88**)

Verified

Photomontage 7.44:(Viewpoint VPE10) Anticipated view southwest from PRoW LA 15/2 (Receptor F1.F4) of the proposed 400kV overhead line on the preferred route (Option A) supported by T-pylons during operation (including the removal of the W Route and the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.88**)

Verified

Photomontage 7.45:(Viewpoint VPF5) Anticipated view south and east from close to Receptor F1.H28 of the removal of the F Route and W Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.97**)

Verified

Photomontage 7.46:(Viewpoint VPG2) Anticipated view from Moorhouse Lane towards the proposed 400kV overhead line supported by lattice pylons, looking south along the M5 motorway towards the BW Route and industrial buildings in Avonmouth (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.100**)

Verified

Photomontage 7.47:(Viewpoint VPG9) Anticipated view of the proposed 400kV overhead line supported by lattice pylons across Hallen Marsh, looking north along the M5 motorway towards the Gas Works. (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.107**)

Verified

Photomontage 7.48:(Viewpoint VPG4) Anticipated view from PRoW BCC/555/40 on the Severn Road bridge over the M49 motorway, looking northwest along the proposed 400kV overhead line supported by steel lattice pylons towards Seabank Power Station (Image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.102**)

Verified

Photomontage 7.49:(Viewpoint VPG6) Anticipated view from receptor G1.H52 Clayton Street of the proposed 400kV overhead line supported by lattice pylons, looking west and southwest towards the industrial buildings of Avonmouth Dock (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 18.2.103**)

Verified

Photomontage 7.50:(Viewpoint VPG7) Anticipated view from the Severn Way long distance route on PRoW BCC/566/10 at Kings Weston House (Grade I Listed) on Kings Weston Hill, looking northwest over trees towards the proposed 400kV overhead line supported by steel lattice pylons (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 18.2.105**)

Verified

Photomontage 7.51:(Viewpoint VPH1) Anticipated view of the proposed Hinkley Line Entries supported by steel lattice pylons with the existing Hinkley Power Station Complex and the proposed Hinkley Point C Power Station visible beyond, including mitigation on completion. Mitigation planting is not visible due to foreground topography and existing vegetation (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.108**)

Verified

Photomontage 7.52:(Viewpoint VPH6) Anticipated view of the proposed Hinkley Line Entries supported by the steel lattice pylons in the context of the existing Hinkley Point Power Station Complex, and the proposed Hinkley Point C Power Station, including mitigation on completion (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.113**)

Verified

Photomontage 7.53:(Viewpoint VPH4) Anticipated view of the proposed Hinkley Line Entries supported by steel lattice pylons in the context of the proposed Hinkley Point C Power Station on completion, just visible above the mitigation proposals and partially backgrounded by the existing Hinkley Point Power Station Complex (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.111**)

Verified

Photomontage 7.54:(Viewpoint VPH2) Anticipated view of the proposed Hinkley Line Entries supported by steel lattice pylons, with the existing Hinkley Point Power Station Complex and the proposed Hinkley Point C Power Station visible beyond, including mitigation on completion (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.109**)

Verified

Photomontage 7.55:(Viewpoint VPH3) Anticipated view of the proposed Hinkley Line Entries supported by steel lattice pylons backgrounded by the existing Hinkley Point Power Station Complex and the proposed Hinkley Point C Power Station, including mitigation on completion (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.110**)

Verified

Photomontage 7.56:(Viewpoint VPH5) Anticipated view of the proposed Hinkley Line Entries supported by steel lattice pylons in the context of the existing Hinkley Point Power Station Complex, and the proposed Hinkley Point C Power Station, including mitigation on completion (Image for illustration only, for accurate perspective see **Volume 5.18.2, Figure 8.2.112**)

APPENDICES (VOLUME 5.7.2)

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Appendix 7A: Section A: Visual Assessment Tables

Appendix 7B: Section B: Visual Assessment Tables

Appendix 7C: Section C: Visual Assessment Tables

Appendix 7D: Section D: Visual Assessment Tables

VOLUME 5.7.2.2

Appendix 7E: Section E: Visual Assessment Tables

Appendix 7F: Section F: Visual Assessment Tables

Appendix 7G: Section G: Visual Assessment Tables

Appendix 7H: Section H: Visual Assessment Tables

Appendix 7I: Long Distance Routes: Visual Assessment Tables

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Appendix 7J: Method for the Production of Verified Photomontages

Appendix 7K: Landscape Specification for Site-Specific Mitigation

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Figure 7.2: Visual Receptors within 1km

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Figure 7.3: Long Distance Routes within 3km and Valued Views beyond 3km

Figure 7.4: Sequential and Representative Visual Receptors between 1 and 3km

VOLUME 5.7.3.3

Figure 7.5: Photograph Viewpoint Locations within 1km

Figure 7.6: Section A: Photographs of Existing Views within 1km

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Figure 7.7: Section B: Photographs of Existing Views within 1km

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Figure 7.15: Section A: Photographs of Existing Views between 1 and 3km and beyond 3km

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- Figure 7.22: Visual Receptors within 1km: Hinkley Line Entries
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- Figure 7.24: Photograph Viewpoint Locations within 1km: Hinkley Line Entries

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- Figure 7.25: Photographs of Existing Views within 1km: Hinkley Line Entries
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- Figure 7.29: Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Construction

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- Figure 7.30: Significance of Visual Effects on Receptors within 1km during Operation
- Figure 7.31: Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Operation

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- Figure 7.32: Bridgwater Tee CSE Compound – Landscape Mitigation and Detailed Planting Plans
- Figure 7.33: South of Mendip Hills 400kV CSE Compound – Landscape Mitigation and Detailed Planting Plans
- Figure 7.34: River Axe Cable Bridge Option – Landscape Mitigation and Detailed Planting Plan
- Figure 7.35: Sandford 400kV/132kV Substation - Landscape Mitigation and Detailed Planting Plans
- Figure 7.36: Towerhead Brook Bridge - Landscape Mitigation and Detailed Planting Plan
- Figure 7.37: Significance of Visual Effects on Receptors within 1km during Construction: Hinkley Line Entries

- Figure 7.38: Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during Construction: Hinkley Line Entries
- Figure 7.39: Significance of Visual Effects on Receptors within 1km on Completion: Hinkley Line Entries
- Figure 7.40: Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km on Completion: Hinkley Line Entries

7 VISUAL EFFECTS

7.1 Introduction

- 7.1.1 This chapter of the ES provides an assessment of the likely significant visual effects of the Proposed Development.
- 7.1.2 There is a close relationship between effects on views and effects on the landscape. These two assessments are often reported together in environmental statements because of their close association. The Hinkley Point C Connection project is a linear development of approximately 60km and the landscape and visual effects are presented in separate chapters to distinguish between these effects. The ‘Guidelines for Landscape and Visual Impact Assessment – Third Edition’ (Ref. 7.1), Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 2013 (GLVIA3) emphasises the distinction between landscape effects and visual effects suggesting that they are considered in separate chapters.
- 7.1.3 This chapter considers the visual effects of the Proposed Development. The assessment of landscape effects is reported separately in **Volume 5.6.1**.
- 7.1.4 This chapter should be read with relevant Baseline and Assessment Figures in **Volume 5.7.3** and with Verified Photomontage Figures in **Volume 5.18** as they assist the understanding of the descriptions and assessments presented in the text.
- 7.1.5 This visual assessment has identified and assessed the likely significant effects on views of the Proposed Development if implemented. It has also identified and assessed the likely significant effects on views during construction and decommissioning of all components of the Hinkley Point C Connection project. This has included assessment of the removal of 132kV overhead lines.
- 7.1.6 Tree and hedgerow removal and replacement planting required to construct the Proposed Development, identified in the Arboricultural Impact Assessment (AIA) at **Volume 5.21.1, section 7 to 9 and Volume 5.21.3, Figure 21.2 and Figure 21.3**, have been considered as part of this visual assessment.
- 7.1.7 The visual assessment also considers embedded mitigation measures that National Grid can guarantee and will deliver in accordance with the Development Consent Order (DCO). These guaranteed embedded mitigation measures include replacement tree and hedgerow planting ‘in-situ’ following construction works, and mitigation planting proposed to minimise adverse effects on views of site-specific development including proposed CSE compounds, the proposed Sandford Substation and proposed bridge crossings. Likely effects on views of guaranteed ‘in-situ’ replacement planting and proposed mitigation planting (embedded mitigation) have been considered during operation in the short and medium-term and following establishment in the long-term at approximately fifteen years after completion.
- 7.1.8 The guaranteed embedded mitigation works identified will be secured via Requirements set out in the DCO. These guaranteed mitigation measures are separate to the enhancement measures proposed in the Hinkley Point C Connection project Off-site Planting and Enhancement Scheme (OSPES) at **Volume 5.25**, which National Grid cannot guarantee because it relies on landowners’ agreement and the local planning authorities’ (LPA) actions. This

visual assessment does not take account of the OSPES. National Grid will enter into an agreement with relevant LPAs to fund the planting and enhancement works set out in the OSPES. The OSPES includes landscape enhancement works to further reduce the adverse residual effects on landscape character and views of the Proposed Development.

- 7.1.9 As explained in **Volume 5.3.1, section 3.2 and 3.7**, ‘Sections’ have been identified in the area through which the Proposed Development is proposed. These Sections were largely defined by existing landscape character and agreed with the Landscape and Views Thematic Group (Ref. 7.2). They are referenced A to H, including the proposed Hinkley Line Entries as Section H. As explained in **Volume 5.3.1, section 3.2 and 3.7**, ‘Sections’ have been identified in the area through which the Proposed Development would be constructed, based on landscape character. These Sections were defined in consultation with the Landscape and Views Thematic Group (Ref. 7.2) and have been referenced A to H, including the proposed Hinkley Line Entries as Section H. **Volume 5.3.1** provides a detailed description of Sections and the works proposed in each Section. The assessment of visual effects, presented in **Volume 5.7.1**, has also been prepared referring to each of these Sections.

Project Engagement

EIA Scoping

- 7.1.10 As part of the scoping phase of the Environmental Impact Assessment (EIA), National Grid prepared an EIA Scoping Report 2013 (Ref. 7.3), which set out the proposed approach to EIA for the Proposed Development. It explained the proposed topics to be assessed and assessment methods.
- 7.1.11 The Scoping Opinion is provided at **Volume 5.5.2, Appendix 5A**. A summary of the Scoping Opinion representations received (relevant to EIA) and National Grid’s responses are summarised at **Volume 5.5.2, Appendix 5B**. A summary of the main Scoping Opinion representations received in relation to visual effects are presented in the table below.

Table 7.1 Summary of Main Visual (and Landscape) Effects Scoping Representations Received

Representation	Response
<p>The SoS welcomes the commitment to work with the Landscape and Views Thematic Group. The SoS recommends that the following aspects of the Visual Impact Assessment should be defined in discussion with the relevant local authorities, Natural England (NE) and stakeholders such as parish councils and the Mendip Hills AONB unit to ensure that the effects of the project are fully assessed:</p> <ul style="list-style-type: none"> - Sensitive Receptors; and - Choice of viewpoints for photomontages. 	<p>Relevant stakeholders, including the Landscape and Views Thematic Group have been engaged in the location, design, assessment and mitigation of the Proposed Development. Opinion has been sought, and taken into account, on the sensitivity of receptors and choice of viewpoints. This is described in Volume 5.7.1, section 7.3.</p>

Representation	Response
The Applicant should be able to state clearly how the effects of existing projects are captured in the assessment of baseline conditions; it may be necessary to undertake additional work to establish the existing effects generated by the visual impacts of existing power lines to ensure that cumulative effects are fully addressed.	Existing projects and those where consent has been granted (Committed Development) are described in the 'Baseline Conditions' section of chapters where relevant. Existing overhead lines are taken into account in the 'Baseline Conditions' section of all chapters and in particular, determining the sensitivity of, and assessment of the effects upon, receptors in the Landscape and Visual Impact Assessment chapters, Volume 5.6.1, section 6.4 and Volume 5.7.1, section 7.4.
The SoS notes that detailed mitigation proposals will be factored into the ES. Residual effects should also be included. Where mitigation measures lead to a reduction in impacts, clear justification should be provided for the assessment of residual effects, including stated assumptions about heights that will be achieved by proposed planting over stated time frames.	Residual effects are described in all ES environmental topic chapters (Volumes 5.6 to 5.17), including justification as to how guaranteed mitigation measures have resulted in a reduction of effects where appropriate. Details regarding planting proposals, and assumptions thereof, are provided in Volume 5.6.1, section 6.7 and Volume 5.7.1, section 7.7.
Dynamic views, especially along PROWs, need to be assessed.	Views along public rights of way, including footpaths, bridleways and restricted byways, and along roads have been assessed sequentially and this is detailed in Volume 5.7.1, section 7.3 to 7.5.
“Guidelines for Landscape and Visual Impact Assessment”, published by the Landscape Institute and the Institute of Environmental Management and Assessment describe, in section 6, the use of “residential amenity assessment” to assess the local impacts of developments close to residential areas. The use of this methodology is appropriate for the proposed route near to Portbury given the scale of effect that is likely from the alternative blue route. In preparation for an assessment using this approach the “competent authority” is required to agree the detailed scope and approach including the viewpoints that will be used to gauge effects. We request that either the Planning Inspectorate, or North Somerset Council as the local specialist, sets out a process for a residential amenity assessment, using local knowledge and representation to agree a baseline.	National Grid has determined that a residential amenity assessment is not required in this instance. The visual assessment provided in Volume 5.7.1, sections 7.3 to 7.5 , considers effects on views identified within 1km of the proposed 400kV overhead line as well as effects in representative views between 1km and 3km, and important views beyond 3km of the proposed 400kV overhead line. This method has been agreed with the Landscape and Views Thematic Group (Ref 7.2) and has since been reviewed to ensure compliance with GLVIA3 (Ref 7.1).

Representation	Response
It is recommended that a Landscape Strategy outlining the proposed mitigation measures should be provided as part of the application. It should be prepared and agreed with the Joint Councils and form part of the DCO commitments.	An Off-site Planting and Enhancement Scheme (OSPES), Volume 5.25 , has been produced in consultation with the Landscape and Views Thematic Group (Ref 7.2).
Reference is made to accesses and construction traffic using the wider road network. The extent and significance of the landscape and visual effects should be assessed within the final ES, proposals for appropriate mitigation identified and the residual effects assessed.	Temporary construction effects, including those from construction traffic, on landscape and views are considered as part of the assessments in Volume 5.6.1, section 6.5 and Volume 5.7.1, section 7.5 .

Statutory Stage 4 Consultation

- 7.1.12 Statutory Stage 4 Consultation took place over a period of eight weeks between 3 September and 29 October 2013 in accordance with the Planning Act 2008. Statutory and non-statutory consultees and members of the public were included in the consultation. Various methods of consultation and engagement were used in accordance with the Statement of Community Consultation (SoCC) including letters, website, public exhibitions, publicity and advertising, inspection of documentation at selected locations and parish and town council briefings.
- 7.1.13 National Grid prepared a Preliminary Environmental Information Report (PEIR) which was publicised at this consultation stage. National Grid sought feedback on the environmental information presented in that report. Feedback received during Statutory Stage 4 Consultation was considered by National Grid and incorporated where relevant in the design of the project and its assessment and presentation in this ES.
- 7.1.14 A summary of the Statutory Stage 4 Consultation representations received (relevant to EIA) and National Grid's responses are summarised at **Volume 6.1** (Consultation Report). A summary of the main Statutory Stage 4 Consultation representations received in relation to visual effects are presented in the table below.

Table 7.2 Summary of Main Visual Effects Statutory Stage 4 Consultation Representations Received

Representation	Response
The terminology used and the scoring of factors such as the magnitude, nature and reversibility of effects is inconsistent and requires clearer justification throughout the assessment.	The terminology used has been addressed in the assessments provided in Volumes 5.6.1 and 5.7.1 . Visual Assessment Tables are provided in Volume 5.7.2, Appendix 7A to 7I and provide detailed assessment of visual effects resulting from the Proposed Development anticipated in each receptor view. Visual Assessment Tables identify the sensitivity of each receptor, the baseline view, the predicted magnitude of effect and the significance of the visual effect (during construction and operation) for each receptor assessed.
Refer to missing photomontages. Where photomontages have been provided, the judgements and discussions leading to the relevant assessments seldom refer to the photomontages; consequently it is unclear how they have influenced the assessment at this stage.	Photomontages for all viewpoints agreed with the Landscape and Views Thematic Group during 2013 are provided in Volume 5.18 and are included where appropriate in Volumes 5.6.1 and 5.7.1 . Photomontages are provided for illustrative purposes. Assessment of effects on landscape and the assessment of visual effects was undertaken independently from production of photomontages. There are far more receptors and views assessed within Volume 5.7.1 than there are photomontages.
There are many instances where it will be necessary for underground cables to cross watercourses such as the River Axe, Lox Yeo River and many smaller ditches/rhynes. It is currently unclear from the assessment how National Grid proposes to cross rivers and ditches.	The locations and designs for the cables bridge option over the River Axe and the cables bridge over Towerhead Brook; and other watercourse bridge crossings are described in Volume 5.3.1 , and the effects are assessed in the relevant ES topic chapters.
A landscape and visual study area has still not been defined. The figures provided in support of chapters 6 and 7 show 1km and 3km 'buffers', but no clear study area.	The study area for the landscape and visual assessments is discussed in the assessment methods provided in Volumes 5.6.1 and 5.7.1 . The study area boundary is that drawn 3km from the LoD for the Proposed Development where there is potential for significant adverse effects. Other viewpoints further than 3km from the Proposed Development have been assessed where these are important or 'valued' viewpoints (as defined in Volume 5.7.1) and in other instances to demonstrate that effects from this greater distance would not be significant. The study area for landscape and visual assessments is illustrated on ES Figures in Volumes 5.6.3 and 5.7.3 .

Representation	Response
<p>There is no consistent assessment made of the value, susceptibility or sensitivity of the landscape at a local level. It is considered that the whole assessment on landscape character should be carried out at the more detailed local level. Whilst the scale of this task is appreciated, it is an inevitable product of the linear type and large scale of the proposed development.</p>	<p>Landscape value and susceptibility to change have been considered in each Section of the project study area through which the Proposed Development would be constructed. 'Sections' have been identified based on landscape character, specifically because they represent appropriate 'landscape units' at a scale appropriate for assessment. Sections were defined in consultation with the Landscape and Views Thematic Group. Sections are referenced A to H, including the proposed Hinkley Line Entries as Section H.</p> <p>Where landscape susceptibility to change and landscape value varies within a Section this has been identified. Landscape sensitivity within each Section is described taking account of landscape value and susceptibility to change.</p> <p>The landscape assessment identifies the local landscape character areas which would experience direct and indirect landscape effects within the 3km study area as a result of the Proposed Development. The magnitude of predicted landscape effects resulting from the Proposed Development and the significance of these effects are identified within each Section.</p> <p>Paragraph 1.17 of GLVIA3 states that <i>"...identifying significant effects stresses the need for an approach that is in proportion to the scale of the project that is being assessed and the nature of its likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional."</i> (Ref 7.4)</p> <p>The ES landscape assessment has been undertaken to an appropriate level of detail to identify the likely significant effects of the Proposed Development on landscape character.</p>
<p>The assessment makes little acknowledgement that an alignment (Option A) bordering the M5 has the potential to impact on a visitor's initial view of North Somerset, when southbound on the motorway</p>	<p>Motorist views (local resident, regular commuter through the area and tourists) travelling along the M5 motorway were assessed in relation to both Option A and Option B and are detailed in Volume 5.7.1 and Volume 5.7.2, Appendix 71.</p>

Representation	Response
<p>The 'visual setting' of the Pixies Mound Scheduled Monument is not discussed in either the landscape or visual assessment, but has been assessed in the Historic Environment chapter. The conclusion in the Historic Environment chapter is that Pixies Mound would experience a moderate adverse significance of effect as a result of a low magnitude of changes to its very highly sensitive visual setting.</p> <p>Chapter 7 states that visual impacts to the public visiting Pixies Mound would be minor adverse. The receptors here are users of a permissive footpath accessing a Scheduled Monument. According to Table 7.2 such receptors should be assigned a high level of sensitivity. Therefore it is assumed that the magnitude of change predicted within the assessment is negligible."</p>	<p>The assessments of Landscape Effects (Volume 5.6.1), Visual Effects (Volume 5.7.1) and effects on the Historic Environment (Volume 5.11.1) were cross-referenced. The assessment of the effect on the significance of heritage assets is presented in Volume 5.11.1.</p> <p>Visual effects anticipated in views from the seating area adjacent Pixies Mound and from the permissive footpath providing access to Pixies Mound were assessed in Volume 5.7.1 and are detailed in Visual Assessment Tables at Volume 5.7.2, Appendix 7H. Effects on the 'visual setting' of the Scheduled Monument are considered in Volume 5.11.1.</p> <p>Anticipated effects on views from Pixies Mound were set out in the ES Visual Assessment Tables and included judgements on sensitivity, magnitude of effect and the significance of the effect.</p>

Representation	Response
<p>The residual landscape effects section is brief and accounts for the extremely limited mitigation measures proposed so far. Significant further work is recommended.</p> <p>Bristol City Council's representation relates specifically for the need for measures to ensure a quick and effective 'healing' of the landscape following construction of the 400kV and 132kV undergrounding routes to reduce the residual impact landscape and visual scar.</p>	<p>Volume 5.7.1, section 7.7 details guaranteed embedded mitigation as part of the Proposed Development including site-specific landscape proposals at proposed CSE compounds and at Sandford Substation, for the River Axe cables bridge option and for the Towerhead Brook cables bridge; and in-situ replacement planting. Residual landscape and visual effects presented in the ES have taken into account guaranteed embedded mitigation.</p> <p>The assessment of adverse landscape and visual effects on the Mendip Hills AONB has taken into account tree and hedgerow losses and replacements. Assumptions on tree growth (i.e. what heights trees will be after 15 years) were identified in supporting document Volume 5.21.1, Arboricultural Impact Assessment.</p> <p>Supporting document Volume 5.25.1, OSPES proposes enhancement measures off-site and on-site where appropriate.</p> <p>The routing of the 400kV connection and 132kV underground cables has sought to avoid mature vegetation as far as possible. The ES identifies tree and hedgerow losses and replacements resulting from the Proposed Development. Trees have been retained where possible and retained trees will be protected during proposed construction works.</p>
<p>It is important that on and off site mitigation proposals are informed by consultation with the Local Authorities and Landscape Thematic Group. The Landscape Strategy proposed in the draft DCO should be prepared and agreed with the Councils prior to submission of the DCO application.</p>	<p>Volume 5.25.1, OSPES was developed through consultation with the Local Authorities and the Landscape and Views Thematic Group (Ref 7.2) during September to December 2013.</p> <p>The comments provided were used to produce a draft version which the Local Authorities were consulted upon during February 2014 as part of the ES Consultation prior to the DCO submission. The further comments from this consultation were used to add to the final submitted document where appropriate.</p>

Representation	Response
A number of PRowS are affected by the Proposed Development. However, there is limited information in relation to path management; alternative routeing options; the impact on PRow used as, and crossed by construction access routes; and the definition of what constitutes a short duration closure. This information should be submitted for formal consultation prior to the main DCO submission.	Effects on PRow are detailed in Volume 5.15.1 and a PRow management plan detailing the affected PRow and the management procedures is provided as supporting document Volume 5.26.6 .

Draft ES and Supporting Documents

- 7.1.15 The Draft ES and a large number of the ES supporting documents were provided to a number of statutory and non-statutory bodies over a period of two weeks between 3 and 17 February 2014. This process of engagement (over and above that required by the statutory consultation process) was undertaken to provide an opportunity for these bodies to influence the assessment documents prior to their finalisation to accompany the DCO application.
- 7.1.16 A summary of the Draft ES representations received (relevant to EIA) and National Grid's responses are summarised at **Volume 5.5.2, Appendix 5C**. A summary of the main Draft ES representations received in relation to visual effects are presented in the table below.

Table 7.3 Summary of the Main Visual Effects Draft ES Representations Received

Representation	Response
<p>The Methodology has been substantially rewritten and generally the amended methodology appears to be more in keeping with GLVIA3, which is welcomed. However, there are still inadequacies in the methodology (see 'Assessment' below). In respect of the section on 'Assessing Significance of Visual Effects' and in particular the assessment of sensitivity, this methodology is fundamentally different to that presented for consultation in the PEIR.</p>	<p>The method has been reviewed further with GLVIA3 however the general basis of the method is the same. The key change has been in relation to duration and in particular the reduced effect of short-term construction effects.</p>
<p>This table provides criteria for only a limited range of scenarios. For instance where sensitivity and magnitude are both high a major effect is predicted and where sensitivity is medium or high and magnitude is medium the effect is considered to be of moderate significance. The judgement of moderate significance as a result of a medium magnitude of change to a highly sensitive receptor is questioned. If this were the case, then only one scenario (high + high) would result in an effect of major significance. This is thought to unduly moderate the assessment of effects. The table does not describe what significance level would be ascribed to a receptor with a medium sensitivity to change and a high magnitude of change. In accordance with Inset 5.1, it is considered that receptors with a medium sensitivity and a high magnitude of change should, in the vast majority of instances, be ascribed a major or at least a major to moderate significance of effect.</p> <p>It is considered that Table 7.6 is over simplified and that National Grid should consider an assessment methodology using a verbal scale with more increments such as 'Very high/low' or 'high/low to moderate'</p>	<p>As detailed in GLVIA3 significance of visual effect is not absolute and can only be defined in relation to each development and its specific location. It is for each development to determine the approach and if necessary to adopt a consistent approach across all the EIA topic areas. In determining the significance of effect the nature or type of development (proposed 400kV overhead line), size or scale, geographical extent and duration and reversibility have been considered.</p> <p>Table 7.8 (previously Table 7.6) has been updated to describe that a receptor with a medium sensitivity to change and a high magnitude of change would be ascribed a major significance of effect.</p> <p>The verbal scale used in the assessment method is felt to be sufficient and takes account of GLVIA3.</p>

Representation	Response
<p>There appears to have been no assessment made of visual effects on motorists on the M5 in Section B or C. Consideration of this receptor is particularly important in the northern part of Section B and the southern part of Section C, given the proximity of the 400Kv overhead lines, the CSEC and the proposed River Axe bridge.</p> <p>Whilst its value is relatively low it is still considered to be of regional importance as it is the main tourist route through the southwest. The number of receptors using this particular part of the route, with attractive views to the Mendip Hills, Brent Knoll and opening out over the Somerset levels, the susceptibility to changes as a result of this type of development and the associated construction activities is considered to be medium. The sensitivity of this receptor is considered to be medium</p> <p>The final ES needs to carefully assess the effects on views that will be experienced by users of the M5.</p>	<p>The M5 has been assessed sequentially as a long distance route through Sections A to G and included in Visual Assessment Tables at Volume 5.7.2, Appendix 7I. Tables are provided in the final ES, and an overview of effects is included in the draft ES visual effects chapter. Receptors using the M5 are of medium susceptibility to change and have views of regional value and have been ascribed as of medium sensitivity.</p>
<p>The 'site specific' mitigation proposals and the OSPES have been substantially amended in response to comments on the s42 consultation material. It is noted that the proposals for these two categories of mitigation are now closer to being appropriate and proportional to the effects predicted.</p>	<p>National Grid note the Joint Council's response.</p>

Representation	Response
<p>In the s42 response, the Joint Councils asserted the requirement for on-site mitigation measures at a number of 'pinch points' along the route (including Puriton Ridge, Mark, Tarnock, Tickenham and Nailsea) to address localised impacts including landscape and visual effects. This suggestion has not been addressed. The draft ES identifies a moderate significant effect in many of these locations. Notwithstanding the fact that the Councils view is that the effect is "major" in at least some of these instances, it is considered that it is reasonable to attempt to reduce the significance of effect to "minor" or better, by additional targeted, specific and deliverable mitigation. Such measures could not rely on landowner agreement and would need to be part of the DCO or / and deliverable localised compensation.</p>	<p>The significance of effect on many of these receptors is considered to be moderate adverse as the Proposed Development would include a partial alteration to the existing view and the introduction of prominent elements in the view. Views beyond the proposed 400kV overhead line would remain due to the nature of the Proposed Development.</p> <p>The Proposed Development would be seen in views for the long or medium-term with a moderate proportion of the view affected. There is some backgrounding in places which minimises the scale of change from the present situation.</p> <p>Refer to Visual Effects Tables at Volume 5.7.2, Appendix 7A to 7H for details of assessment.</p> <p>The OSPES at Volume 5.25 includes enhancement measures to further reduce adverse visual effects of the Proposed Development. The funding for the OSPES takes account of the costs to negotiate with landowners, prepare schemes, implement them and monitor and maintain them for 5 years. The funding for the OSPES would be secured via a S106 agreement. The implementation of the OSPES will be subject of landowner agreement and the programme for implementation will be in the remit of the LPAs implementing it.</p>

7.1.17 The themes of the representations received, relevant to visual effects related to:

- study area (clarification of study area);
- receptor sensitivity (further detailed assessment of value, susceptibility to change and sensitivity);
- assessment judgements (better clarity and consistency of assessment and judgements);
- construction effects (relating to assessment of temporary overhead lines, access tracks, route widening and bell mouths);
- adverse effects of the proposed underground cables (relating to tree and hedgerow loss, replacement planting and reinstatement, mitigation, plant establishment, link pillars, future access and maintenance, construction impact and width of the cable swathe);
- tree and hedgerow loss (further details of tree and hedgerow loss required to assess effects on landscape and views);
- cumulative effects of existing infrastructure resulting in a change to landscape character;
- effects on PRoW (relating to sequential effects of the Proposed Development and cumulative effects of construction);

- South of Mendip Hills CSE compound (relating to siting and significance of effect on views);
- river crossings (lack of information relating to the underground cable route crossing water bodies);
- sequential views from long distance routes (more detailed assessment required);
- Section F Route Options (relating to interpretation of summary of effects table, clarification of effects, robustness of assessment and tree loss);
- residual effects (further detail required);
- T-pylon vs Lattice pylon (consider proposing the T-pylon in Section A Puriton Ridge and provide further details of colour and finish of the T-pylon);
- visual effects in views from Mark, Badgworth, Biddisham and Tarnock (requirements for mitigation measures and contribution to GI Strategy objectives); and
- visual effects on Cadbury Camp (request for the route to be closer to the F Route or the colour of pylons to be more muted).

7.1.18 The above key themes have been considered during the preparation of this visual assessment. Additional information or clarification of project detail requested in the Statutory Stage 4 Consultation representations received is presented in this chapter and or in other relevant ES chapters where relevant and appropriate.

Thematic Group Meetings

7.1.19 Since 2011 and throughout the undertaking of the EIA, National Grid has engaged with statutory consultees with an interest in potential visual effects. These consultees were members of the Landscape and Views Thematic Group (Ref. 7.2). During consultation with the Landscape and Views Thematic Group (Ref. 7.2) issues were raised regarding landscape and views including:

- careful consideration of the Mendip Hills Area of Outstanding Natural Beauty (AONB) and its setting as well as its value for recreation and tourism;
- consideration of the indirect effects on the Quantock Hills AONB;
- consideration of the Somerset Levels and Moors landscape which has local and regional value; and
- consideration of the ridge landscapes and isolated hills which provide a backdrop to the Somerset Levels and Moors and provide vantage points with extensive views across the surrounding landscape.

7.1.20 Meetings during 2012 included discussions on the method for the landscape and visual appraisal work required as part of identifying a draft alignment for the proposed Bridgwater to Seabank connection. The method was agreed with the Landscape and Views Thematic Group (Ref. 7.2) and the findings of the appraisal work were discussed with the Thematic Group and later summarised and presented in the Connection Options Report (COR) (Ref. 7.5), which identified a draft alignment for consultation in late 2012.

- 7.1.21 During the first part of 2013, discussions within the Landscape and Views Thematic Group (Ref. 7.2) meetings predominantly focussed on the method for landscape and visual assessment to be applied in the EIA Scoping Report 2013 (Ref. 7.3); the assessment of visual receptors within 1km of the Proposed Development; the selection of 'representative viewpoints' between 1 and 3km of the Proposed Development; the identification of viewpoints beyond 3km of the Proposed Development; and the selection of photomontage viewpoints throughout Sections A to H of the Proposed Development.
- 7.1.22 During the preparation of the EIA Scoping Report 2013 (Ref. 7.3), National Grid provided statutory consultees with a copy of the draft method for both landscape and visual assessment, for review and comment. The representations received in relation to the draft method were discussed with the Landscape and Views Thematic Group (Ref. 7.2) and were taken into account when finalising the draft scope of the assessments presented in the EIA Scoping Report 2013 (Ref. 7.3). Organisations that were consulted include:
- Natural England (NE);
 - West Somerset Council (WSC);
 - Sedgemoor District Council (SDC);
 - Somerset County Council (SCC);
 - North Somerset Council (NSC);
 - Bristol City Council (BCC);
 - South Gloucestershire Council (SGC); and
 - Mendip Hills AONB Unit.
- 7.1.23 Following Statutory Stage 4 Consultation, further consultation with the Landscape and Views Thematic Group (Ref. 7.2) has continued throughout the EIA.

Other Engagement

- 7.1.24 Public consultation via Local Community Forums was undertaken during spring 2012 to obtain specific inputs based on local knowledge and values for National Grid to consider when developing and assessing the potential alignments. A period of public engagement with consultees and the local community also occurred in June and July 2012. The information gathered at the community forums, which was recorded on a map and an associated gazetteer, was added to the baseline data to inform the identification of routes and the Options Appraisal, which was reported in the COR (Ref. 7.5) in November 2012. Further details on the community forum process and the associated mapping exercise are recorded in Appendix J of the Stage 2 'Bridgwater to Seabank Feedback Report, Summer 2012'.
- 7.1.25 In addition, meetings have taken place with local authorities, statutory consultees and landowners to discuss:
- proposed landscape mitigation at the proposed Sandford Substation including the realignment of the Strawberry Line (North Somerset Council);
 - the effect of the proposed 400kV underground cable construction work and the long term effects of the Proposed Development on the AONB landscape (Mendip Hills Area of Outstanding Natural Beauty (AONB) Unit);

- the landscape mitigation proposals relating to the River Axe cables bridge crossing option (Environment Agency), and
- the landscape mitigation proposals relating to the proposed River Axe cables bridge crossing option and the Towerhead Brook cables bridge, and mitigation proposals for the Bridgwater Tee CSE compounds (local landowners).

7.2 Policy and Legislation

- 7.2.1 This part of the chapter provides a summary of planning policy relevant to views (and landscape). It includes a review of national and local planning policy relevant to the Hinkley Point C Connection project and demonstrates how the provisions contained within planning policy have been met.

National Policy

National Policy Statements

- 7.2.2 The assessment of potential effects has been made with specific reference to relevant NPSs; these form the principal policy framework within which decisions on Nationally Significant Infrastructure Projects (NSIP) are made.
- 7.2.3 The principal guidance for examination of the application is that provided by Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Electricity Networks Infrastructure (EN-5).
- 7.2.4 NPS EN-1 is directly relevant to this and the relevant sections and how they have been addressed are summarised in the table below.

Table 7.4 Summary of NPS Requirements Relevant to Visual Effects

Para	Requirement	ES Section	Compliance Assessment
EN-1			
5.9.5	The applicant should carry out a landscape and visual assessment and report it in the ES.	Volumes 5.6.1 and 5.7.1	Landscape and visual assessments have been carried out and are provided in the ES in separate chapters to distinguish between these effects. There is a close relationship between effects on views and effects on the landscape. These two assessments are often reported together in environmental statements because of their close association. The 'Guidelines for Landscape and Visual Impact Assessment – Third Edition', Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 2013 (GLVIA3) emphasises the distinction between landscape effects and visual effects suggesting that they are considered in separate chapters.

Para	Requirement	ES Section	Compliance Assessment
5.9.5	The Landscape and visual assessment should include reference to any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the proposed project.	Volume 5.6.1, section 6.4 and 6.5	National and local level landscape character assessments have been reviewed as part of the desk study to determine the landscape and visual baseline for the landscape and visual assessments. This review has been supplemented with extensive field survey to identify the landscape and visual baseline within each Section of the study area which have the potential to be affected by the Proposed Development.
5.9.5	The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England and local development plans in Wales.	Volume 5.6.1, section 6.2	A summary of the planning policy relevant to landscape and views is provided. It includes a review of national and local planning policy relevant to the Hinkley Point C Connection project and demonstrates how the provisions contained within planning policy have been met.
5.9.6	The applicant's assessment should include the effects during construction of the project and the effects of the completed development and its operation on landscape components and landscape character.	Volume 5.6.1, section 6.5	An assessment of the effects on landscape character and features (in each Section of the study area) has been undertaken for the construction, operation and decommissioning stages of the Proposed Development.

Para	Requirement	ES Section	Compliance Assessment
5.9.7	The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include light pollution effects, including on local amenity, and nature conservation.	Volume 5.7.1, section 7.5	The method used assesses the visual effects (visibility) including the size and scale (conspicuousness) of the Proposed Development (project) on views and visual amenity during construction, operation and decommissioning. Visual effects are assessed in each Section of the study area. The effects of light pollution on local amenity are assessed during construction of the Proposed Development. During operation lighting is not required and would only be used if maintenance works are required at night.
5.9.8	Landscape effects depend on the existing character of the local landscape, its current quality, how highly it is valued and its capacity to accommodate change. All of these factors need to be considered in judging the impact of a project on landscape.	Volume 5.6.1, section 6.5	Landscape value (including landscape quality) has been assessed as part of establishing the baseline environment for the landscape assessment. The 'Guidelines for Landscape and Visual Impact Assessment – Third Edition', Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA), 2013 (GLVIA3) requires that the 'susceptibility to change' of the landscape from the Proposed Development is assessed, and presented as part of the assessment of effects. The susceptibility to change of a landscape as defined by GLVIA3 refers to the ability of the landscape to accommodate the proposed development without undue consequences for the maintenance of the baseline situation. Judgments on landscape value and susceptibility to change are combined to determine landscape sensitivity. Landscape sensitivity and the judgement on the magnitude of effect on landscape are combined to determine the significance of the effect. This has been undertaken in the landscape assessment provided at Volume 5.6.1, section 6.5 .

Para	Requirement	ES Section	Compliance Assessment
5.9.8	Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	Route options are described in Volume 5.2.1 ; embedded mitigation by design for landscape is described in Volume 5.6.1, section 6.7	Careful consideration has been given to the effect of the Proposed Development on landscape and views when assessing potential route alignments for the proposed Hinkley Point C Connection project. In line with requirements set out in EN-5 which refer to The Holford Rules, The Holford Rules were considered when determining and assessing draft route alignments in order to avoid or minimise effects on the landscape and visual receptors and the most valuable landscape features and character areas, and was a consideration in the decision to propose underground cables through the Mendip Hills AONB in Section C. The effects of different pylon types (including the standard steel lattice pylon, the low height steel lattice pylon and the T-pylon) on views on the selected route alignment was also assessed and has influenced the decision to propose the new 400kV overhead line supported by the T-pylon along the majority of the proposed overhead line route.

Para	Requirement	ES Section	Compliance Assessment
5.9.10	<p>National Parks, the Broads and AONBs have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty. Nevertheless, the IPC may grant development consent in these areas in exceptional circumstances. consideration of such applications should include an assessment of:</p> <ul style="list-style-type: none"> ●the need for the development, including in terms of national considerations, and the impact of consenting or not consenting upon the local economy; ●the cost of, and scope for, developing elsewhere outside the designated area or meeting the need for it in some other way, taking account of the policy on alternatives set out in Section 4.4; and ●any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated 	<p>A summary of the needs case is provided in Volume 5.2.1; route and connection options considered are also summarised in Volume 5.2; the potential effects and mitigation of effects on the AONB landscape are described in Volume 5.6.1, section 6.5</p>	<p>The landscape assessment provides an assessment of the effects on the AONB landscape and its setting during the construction, operation and decommissioning of the Proposed Development. An assessment has also been undertaken to determine predicted effects on the 'special qualities' of the Mendip Hills AONB designation. Mitigation proposals to minimise adverse effects of the Proposed Development on the landscape including the AONB landscape and its setting are provided at Volume 5.6.1, section 6.7.</p>

Para	Requirement	ES Section	Compliance Assessment
5.9.14	Where a local development document in England or a local development plan in Wales has policies based on landscape character assessment, these should be paid particular attention.	Volume 5.6.1, section 6.2	A summary of the planning policy relevant to landscape is provided. It includes a review of local planning policy relevant to the Hinkley Point C Connection project and demonstrates how the provisions contained within planning policy have been met.
5.9.16	In reaching a judgment, the IPC should consider whether any adverse impact is temporary, such as during construction, and/or whether any adverse impact on the landscape will be capable of being reversed in a timescale that the IPC considers reasonable.	Volume 5.6.1, section 6.5	Temporary adverse landscape effects are identified in the landscape assessment and predominantly relate to effects during construction. As part of determining the magnitude of a landscape effect, consideration has been given to the duration and the reversibility of the effect. This is in accordance with GLVIA3, and the method at Volume 5.6.1, section 6.3 , and is identified where relevant in the assessment at section 6.5 .
5.9.22	Within a defined site, adverse landscape and visual effects may be minimised through appropriate siting of infrastructure within that site, design including colours and materials, and landscaping schemes, depending on the size and type of the proposed project. Materials and designs of buildings should always be given careful consideration.	<p>Embedded mitigation by design for reducing adverse landscape and visual effects is described in the Design and Access Statement at Volume 7.2</p> <p>Landscape mitigation proposals are described at Volume 5.6.1, section 6.7 and Volume 5.7.1, section 7.7</p>	Planting is proposed to mitigate adverse landscape and visual effects of new site-specific infrastructure comprising CSE compounds, substations and cable bridges. It is feasible and desirable to seek to screen views of site-specific infrastructure by planting trees or shrubs close to these structures in order to reduce adverse effects on landscape and views. These individual structures are lower than pylons, less frequent and often occupy a larger area meaning groups of trees would not look out of character and would screen views of the lower elevations of such infrastructure over time.

Para	Requirement	ES Section	Compliance Assessment
5.9.23	Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when viewed from a more distant vista.	OSPES, Volume 5.25	The OSPES details the landscape scheme, comprising off-site tree and hedgerow planting to further reduce landscape and visual impacts (referred to as effects) and is proposed to soften the effects of the new overhead line and provide screening. National Grid cannot guarantee the OSPES planting because it relies on landowners' agreement and the local planning authorities' actions.
EN-5			
2.8.4	The ES should set out details of how consideration has been given to undergrounding or sub-sea cables as a way of mitigating such impacts, including, where these have not been adopted on grounds of additional cost, how the costs of mitigation have been calculated.	Volume 5.2.1 summarises the Connection Options report which considered connection options such as sub-sea cables and undergrounding.	
2.8.6	Holford Rules	Volume 5.2.1	Volume 5.2.1 summarises the Route Options reports which included consideration of Holford Rules. The rules are also considered in the assessments for Landscape and Visual Effects at Volume 5.6.1, section 6.5 and Volume 5.7.1, section 7.5.
2.8.10	The main opportunities for mitigating potential adverse landscape and visual impacts of electricity networks infrastructure are:	These are described in the mitigation sections of Volume 5.6.1 at section 6.7 and Volume 5.7.1 at section 7.8.	Careful consideration has been given to the effect of the Proposed Development on landscape and views when assessing potential route alignments for the proposed Hinkley Point C Connection project. The effects of different pylon types (including the standard steel lattice pylon, the low height steel lattice pylon and the T-pylon) on landscape and

Para	Requirement	ES Section	Compliance Assessment
2.8.10	Consideration of network reinforcement options (where alternatives exist) which may allow improvements to an existing line rather than the building of an entirely new line	Volume 5.2.1 summarises the Needs Case (including the option of network reinforcement)	views on the selected route alignment was also assessed in the Pylon Design Options Report and has influenced the decision to propose the new 400kV overhead line supported by the T-pylon along the majority of the proposed overhead line route. The Proposed Development includes a new overhead line using the approximate route of an existing line for the majority of its length. The support type has been selected particularly because its height is closer to the height of the supports on the existing line to be removed than other supports that could be used and will minimise overall landscape and visual effects.
2.8.10	Selection of the most suitable type and design of support structure (i.e. different lattice tower types, use of wooden poles etc.) in order to minimise the overall visual impact on the landscape.	The Pylon Design Options report is summarised in Volume 5.2.1 ; Mitigation by design is also addressed in the mitigation section of Volume 5.6.1, section 6.7 and Volume 5.7.1, section 7.8	

Para	Requirement	ES Section	Compliance Assessment
2.8.11	Landscape schemes, comprising off-site tree and hedgerow planting are sometimes used for larger new overhead line projects to mitigate potential landscape and visual impacts, softening the effect of a new above ground line whilst providing some screening from important visual receptors. These can only be implemented with the agreement of the relevant landowner(s) and advice from the relevant statutory advisor may also be needed	These are provided in the OSPES at Volume 5.25	The OSPES details the landscape scheme, comprising off-site tree and hedgerow planting to further reduce landscape and visual impacts (referred to as effects) and is proposed to soften the effects of the new overhead line and provide screening. National Grid cannot guarantee the OSPES planting because it relies on landowners' agreement and the local planning authorities' actions.
2.8.11	Screening, comprising localised planting in the immediate vicinity of residential properties and principal viewpoints can also help to screen or soften the effect of the line, reducing the visual impact from a particular receptor.	OSPES at Volume 5.25 ; site-specific planting provided in Volume 5.6.1, section 6.7 and Volume 5.7.1, section 7.7.	The OSPES proposals include some screening, comprising localised planting in the vicinity of residential properties and principal viewpoints to help to screen or soften the effect of the Proposed Development, further reducing the visual impact (referred to as effects) from particular receptors. Localised on-site specific planting for Sandford Substation, CSE compounds, a cables bridge over the River Axe (if constructed) and the permanent bridge over Towerhead Brook are proposed in order to screen and soften the visual effect on receptor views.

NPPF

- 7.2.5 Whilst the NPSs are the primary policy documents for examination of applications for development consent, the NPPF remains relevant. Relevant sections of NPPF are summarised below:

7. Requiring Good Design (paragraphs 56 – 68)

7.2.6 The Government emphasises the importance of the design of the built environment. The NPPF outlines that good design is a key aspect of sustainable development and should contribute to making places better for people. The NPPF lists qualities that developments should achieve, including that it:

- functions well and adds to the overall quality of the area;
- establishes a strong sense of place;
- optimises the potential of the site to accommodate development;
- responds to local character and history, and reflects the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- creates safe and accessible environments; and
- is visually attractive as a result of good architecture and appropriate landscaping.

7.2.7 The design of the Proposed Development has been a fundamental aspect in limiting the effect of the Proposed Development, particularly in terms of landscape and visual effects. The use of the T-pylon to support the majority of the proposed 400kV overhead line, proposing 400kV underground cables to avoid the introduction of a new 400kV overhead line in the Mendip Hills AONB, replacing the F Route, and the route itself, have all been determined with good design in mind.

11. Conserving and Enhancing the Natural Environment (paragraphs 109 – 125)

7.2.8 The NPPF identifies that it is important that developments enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils, recognising the wider benefits of ecosystems, minimising the impacts on biodiversity and increasing the net gains in biodiversity, and preventing risk from unacceptable levels of effects on soil, air, water, noise pollution and land instability.

7.2.9 Key views have been identified during desk study and field based assessment, and have formed an integral part of this visual assessment, minimising unavoidable effects through the use of appropriate mitigation measures.

Planning Practice Guidance

7.2.10 The online NPPF Planning Practice Guidance (launched March 2014), provides technical guidance for the policies described in the NPPF. The Planning Practice Guidance for NPPF policies relevant to Visual Assessment (NPPF 7 and 11) mirror those detailed in NPS EN-1 and EN-5 requirements, compliance with which is outlined in **Table 7.4**.

Local Planning Policy

- 7.2.11 NSIPs are not subject to s38(6) of the Planning and Compulsory Purchase Act 2004, which states that the determination of planning applications must be made in accordance with a local development plan, unless material considerations indicate otherwise. However, local plan policies are relevant where they inform the assessment of potential effects.

Local plan policies relevant to views (and landscape) in relation to the proposed Bridgwater to Seabank Connection and the proposed Hinkley Line Entries are summarised below:

Sections A to G: Bridgwater to Seabank Connection

- 7.2.12 The proposed Bridgwater to Seabank Connection between Bridgwater Substation in the south and Seabank Substation in the north is in the following local authority areas: Sedgemoor District Council, North Somerset Council, Bristol City Council, and South Gloucestershire Council.
- 7.2.13 Local policies relevant to landscape (and views) and the Proposed Development are as follows:
- Sedgemoor District Council Core Strategy (2006-2027) and Saved Policies from the Sedgemoor District Local Plan (1991-2011);
 - D14 – Natural Environment;
 - P6 – Countryside; and
 - CNE4 – Green Wedges, Green Edge, or Strategic Gap.
 - Sedgemoor Landscape Assessment and Countryside Design Summary Supplementary Planning Document (SPD).
 - North Somerset Council, Core Strategy - Version following High Court Judgement (March 2013) and Relevant Supplementary Planning Documents and Guidance:
 - CS4 – Nature Conservation;
 - CS5 – Landscape and a Historic Environment;
 - ECH/8 – Mendip Hills AONB; and
 - ECH/9 – Forest of Avon.
 - North Somerset Landscape Character Area Supplementary Planning Document (SPD).
 - Bristol City Council, Saved Policies from the 1997 adopted Local Plan:
 - NE02 – Landscape Features; and
 - NE11– New Development Natural Environment Considerations.
 - South Gloucestershire Local Plan (2006) (Saved Policies):
 - L1 – Landscape Protection and Enhancement.

- 7.2.14 The key themes running through these policies relate to the protection and enhancement of the natural environment and landscape features. A number of policies including policies ECH/8 and ECH/9 from the North Somerset Core Strategy and the North Somerset Landscape Character Area SPD relate to specific landscape character areas and identify and provide a description of the features that influence visual amenity including the type and nature of views.
- 7.2.15 The sensitivity of each landscape character area and landscape features which contribute towards visual amenity have been considered with reference to the local policies above.

Section H: Hinkley Line Entries

- 7.2.16 The proposed Hinkley Line Entries at Hinkley Point are in the administrative area of West Somerset District Council. West Somerset borders Sedgemoor District approximately 2km south of the proposed Hinkley Line Entries and borders the district of Taunton Deane on the west side of the Quantock Hills AONB.
- 7.2.17 West Somerset District Council is in the process of producing a new Local Plan. 'Saved' policies in the 2006 West Somerset District Local Plan relevant to landscape and the Proposed Development are:
- West Somerset District Council's Local Plan:
 - LC/3 - Landscape Character;
 - TW/1 - Trees and Woodland Protection; and
 - TW/2 - Hedgerows.
- 7.2.18 Policy LC/3 seeks to protect the quality and distinctive local landscape character. Important landscape features identified in the policy or in national or local landscape character assessments, have been incorporated into the baseline for this assessment.
- 7.2.19 Policies TW/1 and TW/2 relate to specific landscape features which are to be protected where possible. Where this is not possible, in-situ hedgerow replacement planting would be undertaken as described in section 7.7 of this Volume.

Policy Conclusions

- 7.2.20 As described above, there are a number of relevant national and local planning policies which have guided technical design and route options of the Proposed Development, through the identification of specific landscape character areas and features.

7.3 Method

7.3.1 This part of the chapter sets out the approach and method used to provide an assessment of effects of the Proposed Development on views during operation, construction and decommissioning. Operational effects are assessed on completion (during the 'opening year' and to year 15) and residual operational effects are assessed as those which would occur from the Proposed Development fifteen years after completion, taking account of establishment of guaranteed mitigation measures comprising; planting replacement trees, tree groups and hedges 'in-situ' (following construction); and new planting of trees, tree groups and hedges with new site-specific infrastructure. The assessment of residual effects also takes account of the findings of the cumulative visual assessment provided in **Volume 5.17**.

7.3.2 The assessment of the likely significant visual effects of the Proposed Development has been undertaken by Chartered Landscape Architects from The Environment Partnership (TEP) Ltd and Applied Landscape Design (ALD) Ltd who are experienced in visual assessment. The method for this visual assessment is based on GLVIA3 guidance which as stated in paragraph 1.20 of GLVIA3:

"concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances." (Ref 7.6)

7.3.3 The method has also been agreed through consultation with the Landscape and Views Thematic Group (Ref. 7.2). The method for visual assessment included in the EIA Scoping Report 2013 (Ref. 7.3) for this project was based on the second edition of the GLVIA (Ref. 7.7). However, the method has been reviewed following the publication of GLVIA3 (Ref. 7.1) to ensure its compliance and has been subject to further consultation with the Landscape and Views Thematic Group (Ref 7.2).

7.3.4 Consultation with relevant local authorities, other organisations with an interest in landscape and views including consultation with the Landscape and Views Thematic Group (Ref. 7.2). Consultation with local communities through community forum groups is detailed in section 7.1 of this chapter.

7.3.5 There are five stages to the method of assessment of visual effects as detailed in GLVIA3, Chapter 6 (Ref 7.8). These comprise:

- scope
- establishing the visual baseline;
- predicting and describing visual effects;
- assessing the significance of visual effects; and
- judging the overall significance of visual effects.

Scope

7.3.6 In accordance with paragraph 6.2 of GLVIA3 *"scoping should identify the area that needs to be covered in assessing visual effects, the range of people who may be*

affected by these effects and the related viewpoints in the study area that will need to be examined” (Ref 7.9).

- 7.3.7 The physical scope of this visual assessment (and the landscape assessment provided at **Volume 5.6.1**) has been informed by field assessment of existing 400kV overhead lines (including the ZG Route in the southern part of Section B) to consider their visibility at increased distances. Zone of Theoretical Visual Influence (ZTVI) mapping (discussed in section 7.3 of this Volume) was also produced when determining the area over which the proposed 400kV overhead line theoretically could be seen.
- 7.3.8 Site appraisal work across the study area for the proposed Bridgwater to Seabank connection between December 2011 and late 2012 has also been used as the basis for defining the area from where the proposed 400kV overhead line, and proposed CSE compounds and Sandford Substation, would potentially be visible.
- 7.3.9 Field assessment and site appraisal work has determined that a typical standard steel lattice 400kV overhead line pylon approximately 50m high can be discerned at distances up to 10km. However from distances of over 3km whilst it may be possible to discern an overhead line on a clear day it would be barely perceptible in that view.
- 7.3.10 Field assessment and site appraisal work also determined that where visible at distances between 1 and 3km a typical standard steel lattice 400kV overhead line can typically be seen in a small proportion of views, often above trees, landform and vegetation. Where visible within 1km a typical standard steel lattice 400kV overhead line can typically be seen in a greater proportion of the view depending on filtering, screening or backgrounding which may reduce the extent visible.
- 7.3.11 The T-pylon has not yet been used as a support for an overhead line in the UK, therefore it was not used to determine distances from where it may be possible to discern. However due to the T-pylon being 34.5m high, and of a reduced height when compared with a typical standard steel lattice 400kV pylon, it is anticipated that it would be discernible for a reduced distance due to the effects of intervening trees, landform and built form.
- 7.3.12 Visual assessment of the Proposed Development presented in this Volume, was undertaken during 2013 in accordance with the parameters identified in the visual assessment method provided at section 7.4 below.
- 7.3.13 The visual assessment considered of all receptors within 1km of the Limits of Deviation (LoD) for the proposed 400kV overhead line, where the Proposed Development was anticipated to be seen in a greater proportion of the view/s and visual receptors would potentially experience the greatest effects. ‘Representative viewpoints’ (discussed below at section 7.4 of this chapter) between 1 and 3km of the LoD for the proposed 400kV overhead line have been assessed, along with valued viewpoints beyond 3km including some on elevated land visible at distances over 10km, for example Glastonbury Tor. These visual assessment parameters have been agreed as appropriate with the Landscape and Views Thematic Group (Ref. 7.2).
- 7.3.14 The study area for the landscape assessment presented in **Volume 5.6.1, section 6.3** has also considered the visual parameters referred to above.

- 7.3.15 Views and potential visual effects have been considered within 3km of the LoD for the proposed 400kV overhead line, where the most significant visual effects would be experienced. Valued views beyond 3km from the LoD for the proposed 400kV overhead line have been assessed and are discussed below at section 7.4.
- 7.3.16 The 3km study area for this visual assessment is illustrated on Figures in **Volume 5.7.3**. The study area boundary is 3km from the LoD for those parts of the Proposed Development listed below that would be visible during operation and comprising the proposed:
- 400kV overhead line;
 - CSE compounds;
 - Sandford Substation; and
 - 400kV overhead line modifications at Hinkley Point.
- 7.3.17 The study area boundary in Section C is 3km from the LoD for the proposed 400kV underground cable swathe, as adverse visual effects would arise during construction associated with the installation of the 400kV underground cables and removal of the F Route in this Section.
- 7.3.18 Due to the small scale of the proposed works at Churchill Substation, and the proposed cable sealing end platform pylon (CSEPP) on the W Route southwest of Nailsea, the study area for these elements of the Proposed Development is 1km from the proposed LoD.
- 7.3.19 132kV underground cables proposed in Sections D, E, F and G run through the study area for the proposed 400kV overhead line and are therefore assessed in combination with the proposed 400kV overhead line.
- 7.3.20 The 3km study area for this visual assessment in Sections A to H, is illustrated at **Volume 5.6.2, Figure 6.3** and on Figures in **Volume 5.7.3**. These figures also illustrate 1km from the LoD for each element of the Proposed Development, within which visual effects are anticipated to be of the greatest significance.

Establishing the Visual Baseline

Desk Based Assessment

- 7.3.21 A review of relevant information, guidance and planning policy relating to electricity transmission and the landscape and views has been undertaken including:
- The Holford Rules – Guideline for the Routeing of New High Voltage Overhead Transmission Lines;
 - The Horlock Rules – Guidelines on the Siting and Design of National Grid Substations;
 - National Grid's Approach to the Design and Routeing of New Electricity Transmission Lines;
 - EN-1 and EN-5;
 - NPPF;
 - Local Planning Policy including:
 - West Somerset Saved Local Plan 2006;
 - West Somerset Local Plan to 2032 (not yet adopted)
 - Hinkley Point C Supplementary Planning Document (Oct 2011)
 - Sedgemoor District Saved Local Plan 1991-2011

- Sedgemoor District Council Core Strategy (Sept 2011)
- North Somerset Replacement Local Plan 2007 (as saved 2010);
- North Somerset Adopted Core Strategy (March 2013);
- Bristol City Council's Saved Local Plan 1997;
- Bristol Development Framework Core Strategy (Adopted June 2011);
- Bristol City Council's Supplementary Planning Document 1: Tall Buildings (January 2005);
- South Gloucestershire Joint Replacement Structure Plan (Adopted 2002) (Saved Policies);
- South Gloucestershire Saved Local Plan (2006); and
- South Gloucestershire Core Strategy (not yet adopted).
- Published national and local landscape character assessments including:
 - Countryside Character Volume 8: South West of England (Natural England);
 - National Character Area Profiles (Natural England);
 - Countryside Commission's 'Mendip Hills AONB Landscape Assessment' (1998);
 - The Mendip Hills AONB Management Plan 2009 to 2014;
 - The Mendip Hills AONB Management Plan 2014 to 2019 and Draft Delivery Plan (2013);
 - West Somerset Landscape Character Assessment (1999),
 - Sedgemoor Landscape Assessment and Countryside Design Summary, (Revised Edition 2003);
 - North Somerset Landscape Character Assessment (2005); and
 - South Gloucestershire Landscape Character Assessment (July 2005);
- The Forest of Avon Plan 2002; and
- Ordnance Survey mapping and aerial photography.

Mapping Visibility

- 7.3.22 Land that may potentially be visually connected with the Proposed Development has been identified and mapped at the outset in accordance with paragraph 6.6 of GLVIA3 (Ref 7.10). Zone of Theoretical Visual Influence (ZTVI) mapping has been produced to determine the area over which the proposed 400kV overhead line theoretically could be seen. ZTVI maps have been generated by computer from a Digital Terrain Model (DTM) representing the bare ground topography overlaid on a map base with significant areas of woodland vegetation and settlements included to understand how this affects visibility.
- 7.3.23 ZTVI mapping has been generated up to 10km from the route of the proposed 400kV overhead line. This followed field assessment in 2012 of existing 400kV overhead lines to consider their visibility at increased distances. Extensive visual baseline survey work carried out in the field during 2012 (required as part of identifying a draft alignment for the proposed connection) has also been used as the basis for defining the area from where the proposed 400kV overhead line, and proposed CSE compounds and substations, would potentially be visible.

- 7.3.24 Further ZTVI mapping of the draft alignment has been presented as Figure 15 in the EIA Scoping Report 2013. Additional ZTV mapping has been produced as part of this visual assessment and is discussed further in section 7.4 below.

Site Assessment

- 7.3.25 In accordance with paragraph 6.13 of GLVIA3 *“the ZTVI identifies land that, theoretically, is visually connected with the proposal and this is refined by site survey to confirm the extent of visibility”* (Ref 7.11).
- 7.3.26 Between December 2011 and late 2012 field studies were undertaken to gather landscape and visual baseline information to inform and assess potential connection options within the preferred route corridor between Bridgwater and Seabank and for the proposed Hinkley Line Entries.
- 7.3.27 Desk study and field survey work undertaken between December 2011 and late 2012 has also been used as the basis for defining the area from where the proposed 400kV overhead line would potentially be visible and in identifying visual receptors.
- 7.3.28 Between February 2013 and June 2013 further detailed site assessment work was undertaken. Views and landscape character have been recorded in winter, spring and summer. Site visits to record verified photomontages were also carried out during this time period.
- 7.3.29 Site assessment of the Proposed Development has involved visits to the area by car and on foot and views have been considered from publicly accessible locations. Where views from private properties have been considered, the assessment has been based on the nearest publicly accessible viewpoint.
- 7.3.30 The viewpoints from which the Proposed Development would actually be seen by visual receptors where identified. These include:
- public viewpoints, including public rights of way (PRoW) and other recreation routes, users of public open space, attractions and outdoor recreation facilities;
 - private viewpoints, including residential properties and places where people work; and
 - transport routes where there are views from private vehicles and forms of public transport.
- 7.3.31 In accordance with guidance at paragraphs 6.18 and 6.19 of GLVIA3 (Ref 7.12) parameters for selecting viewpoints for inclusion in the assessment and for illustration of the visual effects where identified through discussions with the Landscape and Views Thematic Group (Ref 7.2). The selection of viewpoints was also informed by the ZTVI analysis, by field assessment and by desk based assessment. These parameters are detailed below and have been used as the basis for undertaking detailed field assessment during 2013 to assess the effects of the Proposed Development on views.

Within 1km from the LoD for the Proposed 400kV Overhead Line Alignment

- 7.3.32 All potential visual receptors within 1km of the LoD for the proposed overhead line have been considered in the visual assessment. From this distance visual receptors would have a variety of views of the Proposed Development and some would experience the greatest effects on views. Visual receptors have been

divided into public and private to assist with categorising receptor types and selecting viewpoints, in accordance with paragraphs 6.16 and 6.17 of GLVIA3 (Ref 7.13). Settlements have been assessed from representative viewpoints, in accordance with paragraph 6.19 of GLVIA3 (Ref 7.12), usually on the edge of settlements nearest the Proposed Development from where views would be greatest with views from within the settlements further from the Proposed Development generally obscured by built form. Exceptions to this are noted and assessed. Sequential views are views recorded along the length of public routes identified for assessment. A description records changes to views as the receptor travels along the identified route. In this visual assessment views along PRow and roads have been assessed sequentially.

Representative Views between 1 and 3km from the LoD for the Proposed 400kV Overhead Line Alignment

- 7.3.33 Between 1 and 3km from the LoD for the proposed overhead line many visual receptors would have similar views of the Proposed Development and the baseline visual surveys have been analysed to identify representative visual receptors. Representative viewpoints, in accordance with paragraph 6.19 of GLVIA3 (Ref. 7.12), have been selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ. These viewpoints have been presented to and agreed with the Landscape and Views Thematic Group (Ref. 7.2) and are a mix of publicly accessible views from PRow and roads, and views from private property.

Valued Views over 3km from the LoD for the Proposed 400kV Overhead Line Alignment

- 7.3.34 Views over 3km from the LoD for the proposed 400kV overhead line have also been assessed. These views are considered as valued or important and are typically from elevated ground, from designated landscapes and from outdoor attractions and popular viewpoints.
- 7.3.35 These viewpoints were identified through consultation with the Landscape and Views Thematic Group (Ref. 7.2) and Community Forums and were supplemented with additional viewpoints identified by National Grid, by the ZTVI analysis, by field assessment and by desk based assessment, and presented to and agreed with the Landscape and Views Thematic Group.

Views from Long Distance and Published Routes within 3km from the LoD for the Proposed 400kV Overhead Line Alignment

- 7.3.36 These views are of national and regional value due to their designation and are recorded sequentially along the length of public routes identified for assessment. For long distance and published routes, a description records changes to views as the receptor travels along the identified route.
- 7.3.37 The Landscape and Views Thematic Group (Ref. 7.2) specifically requested that National Grid considered the effects on a number of views that would be experienced by users of long distance footpaths, national and regional cycle routes and the M5 motorway. These have been assessed as 'sequential views'.

Assessment of the Effects of the Removal of the 132kV Overhead Lines and Effects of Undergrounding

- 7.3.38 The assessment of the effects on views resulting from the removal of the existing 132kV overhead lines and installation of the proposed 400kV underground cables has followed the same approach described above for the new 400kV overhead line connection. .

Assessment of the Proposed CSE Compounds and Substation

- 7.3.39 The assessment of effects on views of the CSE compounds and substation elements of the Proposed Development has followed the same approach described above up to a distance of 3km. These elements of the Proposed Development are not discernable beyond 3km due to the reduced height, compared to a 400kV overhead line, and the effects of screening by trees, landform and built form.

Predicting and Describing Visual Effects

- 7.3.40 In accordance with paragraphs 6.26 to 6.29 of GLVIA3 (Ref 7.14) preparation of the visual baseline is followed by the systematic identification of likely effects on potential visual receptors. Site survey tables and desk based assessment are used to consider the different sources of visual effects alongside visual receptors that would be affected. This assists with the initial identification of likely significant effects for further study. In order to assist in description and comparison of the effects on views site survey tables include:
- the nature of the view of the Proposed Development based on; angle of the view (direct or oblique); proportion of filtering or screening by vegetation, landform or built form; topography (looking down to, level or up to); and backgrounding by vegetation, landform or built form;
 - the proportion or extent of the view affected by the Proposed Development (less than a quarter, quarter to half, half to three quarters, all);
 - the distance of the receptor or viewpoint from the Proposed Development;
 - description of the baseline view and the value attached to the view; and
 - degree of change from the baseline view including scale and proximity, distance and extent of view affected, creation of a new visual focus in the view, introduction of new man-made objects, changes in visual simplicity or complexity, alteration of visual scale, and change to the degree of visual enclosure.
- 7.3.41 Consideration is given to the seasonal differences in effects arising from the varying degree of screening and/or filtering of views by vegetation that will apply in summer and winter. Through consultation with the Landscape and Views Thematic Group (Ref 7.2) it was agreed that site assessment work should be undertaken in winter, with least leaf cover and therefore minimum screening, to provide a maximum visibility scenario of the winter condition of vegetation.
- 7.3.42 An informed professional judgement is then made as to whether the visual effects are positive or negative (or in some cases negligible or no change) in their consequences for views and visual amenity. This is based on a judgement about whether the changes will affect the quality of the view given the nature of existing views.

Assessing the Significance of Visual Effects

- 7.3.43 The following method for the assessment of the likely significant visual effects of the Proposed Development is in accordance with the guidelines at paragraph 6.30 to 6.45 of GLVIA3 (Ref 7.15), and considers receptor sensitivity (determined by susceptibility to change and value of the view), the magnitude of the effect (size or scale; geographical extent; adverse or beneficial nature of the effect and its duration and reversibility) resulting from the proposed change to the view and the significance of the effect.

Receptor Sensitivity

- 7.3.44 Visual receptors are people who potentially would have a view of the Proposed Development. The sensitivity of a visual receptor depends on the susceptibility of the visual receptor to change and the value of the view.

Susceptibility to Change

- 7.3.45 The susceptibility of different visual receptors to potential changes in views and visual amenity is mainly a function of:
- the occupation or activity of people experiencing the view at particular locations; and
 - the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.
- 7.3.46 The land use planning system considers that public views are of greater value than views from private property. Visual assessment work gives equal weight to the assessment of public views and private views.
- 7.3.47 Views from public viewpoints, including areas of land and buildings providing public access, transport routes and places where people work have been assessed. During consultation with the Landscape and Views Thematic Group (Ref. 7.2) it was agreed that private views from residential properties should be considered and these have been assessed. In accordance with paragraph 6.33 of GLVIA3 (Ref. 7.15) the visual receptors most susceptible to change are generally likely to include:
- residents at home;
 - people, whether residents or visitors, who are engaged in outdoor recreation, including use of PRoW, whose attention or interest is likely to be focused on the landscape and on particular views;
 - visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience; and
 - communities where views contribute to the landscape setting enjoyed by residents in the area.
- 7.3.48 Travellers on roads, rail or other transport routes tend to fall into an intermediate category of medium susceptibility to change. Where travel involves recognised scenic routes such as rural lanes and tourist routes, awareness of views is likely to be higher. Where travel involves main roads or motorways awareness of views is likely to be lower.

- 7.3.49 In accordance with paragraph 6.34 of GLVIA3 (Ref. 7.15) visual receptors likely to be less sensitive to change include:
- people engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and
 - people at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life (although there may on occasion be cases where views are an important contributor to the setting and to the quality of working life).
- 7.3.50 In visual assessment, lower storey views from residential properties are generally considered to be of greater susceptibility to change than upper storey views, as these are the rooms in which residents spend more time experiencing the view. There are exceptions to this as some residences have living rooms on upper storeys and this has been taken into consideration if evident.
- 7.3.51 In accordance with paragraph 6.35 of GLVIA3 *“each project needs to consider the nature of the groups of people who will be affected and the extent to which their attention is likely to be focused on views and visual amenity. Judgements about the susceptibility of visual receptors to change should be recorded on a scale (for example high, medium or low) but the basis for this must be clear, and linked back to evidence from the baseline study”* (Ref 7.16).
- 7.3.52 For this assessment Susceptibility to Change has generally been assigned to receptors as shown in **Table 7.5**.

Table 7.5 Susceptibility to Change

Receptor	Susceptibility to Change
Residential properties (Lower storeys and gardens)	High
Residential properties (Upper storeys)	Medium
Users of PRoW and other recreation routes	High
Public Open Space/attractions where surroundings are important to the experience	High
Users of Sports Pitches	Low
Users of Golf Courses	Medium
Workers in their work place where setting not important to quality of working life	Low
Workers on the land and in other situations where setting is important	Medium
Motorists and passengers on main roads	Low-Medium
Motorists and passengers on rural lanes and tourist routes	Medium-High
Rail Passengers	Medium

Value of the View

- 7.3.53 Judgements about the value attached to the views experienced has been considered in the context of the value placed on a scene, alternatives available and the relative scenic quality of a view. Most views are appreciated by the person experiencing them as they are preferable to not having a view and they provide some interest. The judgement of the value of a view is subjective and in accordance with paragraph 6.37 of GLVIA3 (Ref. 7.16) takes account of:
- recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations; and
 - indicators of the value attached to views by visitors, for example through reference to a view in a guidebook or on a tourist map, provision of facilities for their enjoyment (such as parking places, sign boards and interpretative material) and references to them in literature and art that indicates a highly valued view, which often can be experienced by many people.
- 7.3.54 Locally important views have been identified through discussions with the Landscape and Views Thematic Group (Ref. 7.2) and Community Forums.
- 7.3.55 The majority of the views assessed have local value, apart from views from within the Mendip Hills AONB which have national value due to its designation. Views from national footpaths and cycleways have national value and regional cycle routes and published walks have been assigned as having regional value due to their designation and appearance in literature and guide books.

Receptor Sensitivity

- 7.3.56 As identified above, the sensitivity of visual receptors depends on the susceptibility of the view to change, and the value attached to the view experienced. Receptor sensitivity has been assigned to receptors in accordance with **Table 7.6** below.

Table 7.6 Receptor Sensitivity

Receptor Sensitivity	Typical Criteria
High	The receptor view has a high susceptibility to change and has national or regional value; or The receptor view has a medium susceptibility to change and has national value.
Medium	The receptor view has a high susceptibility to change and has local value; or The receptor view has a medium susceptibility to change and has local or regional value.
Low	The receptor view has a low susceptibility to change and has local, regional or national value.

Magnitude of Effect

- 7.3.57 In accordance with paragraphs 6.38 to 6.41 of GLVIA3 (Ref. 7.15) the magnitude of effect evaluates the visual effects identified in terms of the size or scale of each component of a development; the geographical extent of the area influenced; the nature of the effect (adverse or beneficial); and its duration and reversibility. More weight is usually given to effects that are greater in scale and long-term in duration. In assessing the duration of the effect, consideration is given to the effectiveness of guaranteed mitigation, particularly where planting is proposed as part of the works which would change the scale of visual effect. The following aspects have been taken into consideration in determining the magnitude of visual effects on a receptor.

Size or Scale

- 7.3.58 Determining the magnitude of the visual effects identified takes account of:

Scale of Change

- 7.3.59 The scale of change from the present views experienced has been considered with respect to the loss or addition of features in the view and changes in its composition, including the proportion of view occupied by the Proposed Development. For example the introduction of an overhead line into a view where similar structures are already present is more likely to result in a lower scale of change than the introduction of an overhead line into a view where there are no existing structures present.

Nature of the View

- 7.3.60 The relative amount of time over which views of the Proposed Development would be experienced on each occasion, for example along a short length of a PRoW, and whether views would be full, partial or glimpsed. Any filtering or screening of a view by vegetation, landform or built form as the filtering or screening of even part of a development can reduce the scale of change on the view. Consideration has also been given to the extent of filtering in 'full leaf' and during winter.

Backgrounding

- 7.3.61 Pylons and the conductors are more difficult to make out when viewed against a textured background than against an open sky background. Any backgrounding of a view by vegetation, landform or built form has been taken into consideration as backgrounding generally minimises the scale of change on the view as is acknowledged in The Holford Rules (Ref. 7.17).

Geographical Extent

- 7.3.62 The geographical extent of visual effects varies with different viewpoints and reflects:

Angle of View

- 7.3.63 The angle of view has been considered with changes to direct views generally considered to be of greater importance than changes in oblique or indirect views.

Distance between the Receptor and the Overhead Line or Development

- 7.3.64 The distance between the receptor and the Proposed Development is important with the magnitude generally decreasing with distance.

Proportion of View Affected

- 7.3.65 The proportion of view affected is an important consideration, with a change to a large proportion generally having a greater effect than a change to a small proportion.

Topography and Landform

- 7.3.66 Consideration has been given to whether the Proposed Development would be looked down to, looked up to or whether it would be viewed on a level. Views up to a development are generally considered to be of greater magnitude due to the enhanced verticality of the structures than views down to a development where the apparent height appears reduced.

Duration and Reversibility of Visual Effects

- 7.3.67 These are separate but linked considerations.
- 7.3.68 Duration has been judged on a scale of:
- short-term: 0 to 5 years including the construction period and on completion;
 - medium-term: 5 to 15 years including the establishment of replacement and proposed mitigation planting; and
 - long-term: 15 years onwards for the life of the Proposed Development.
- 7.3.69 Reversibility is a judgement about the prospects and the practicality of the visual effects being reversed. For example, while some forms of development such as housing can be considered permanent, others such as an overhead line can be considered as reversible since they have a limited life and could eventually be removed and the land reinstated. Reversibility is particularly relevant to construction effects as works will cease and land and most landscape features will be reinstated in the short-term.

Direct and Indirect Effects

- 7.3.70 In the assessment of effects on views, all effects have been considered to be 'direct' effects.
- 7.3.71 **Table 7.7** describes magnitude criteria for visual assessment, which can be adverse or beneficial.

Table 7.7 Criteria for Assessment of Magnitude of Effect on Views

Magnitude of Effect	Typical Criteria
High	<p>High alteration to the existing view and/or the introduction of elements considered totally uncharacteristic in the view.</p> <p>Typically this would be where a development would be seen in close proximity with a large proportion of the view affected with little or no filtering or backgrounding and there would be a great scale of change from the present situation for the long or medium-term.</p>

Magnitude of Effect	Typical Criteria
Moderate	<p>Partial alteration to the existing view and/or the introduction of prominent elements in the view.</p> <p>Typically this would be where a development would be seen in views for the long or medium-term where a moderate proportion of the view is affected. There may be some screening or backgrounding which minimise the scale of change from the present situation.</p> <p>This would also be where a development would be seen in close proximity with a large proportion of the view affected for the short-term.</p>
Low	<p>Low alteration to the existing view and/or the introduction of features which may already be present in views.</p> <p>Typically this would be where a moderate or low proportion of the view would be affected for the short-term or the development would be visible for the long-term in distant views; where only a small proportion of the view is affected in the medium-term or long-term; where the medium-term or long-term effect is reduced due to a high degree of filtering, screening or backgrounding or where there is a low scale of change from the existing view.</p>
Negligible	<p>Very low alteration to the existing view.</p> <p>Typically this would be where, in the short, medium or long-term, a development would be barely perceptible within a long distance panoramic view and/or where a very small proportion of the view is affected. The scale of change from the existing view would be barely perceptible.</p>

Judging the Overall Significance of Visual Effects

- 7.3.72 In accordance with paragraph 6.42 of GLVIA3 *“to draw final conclusions about significance the separate judgements about the sensitivity of the visual receptors and the magnitude of the visual effects need to be combined, to allow a final judgement about whether each different effect is significant or not”*. *“Significance of visual effects is not absolute and can only be defined in relation to each development and its specific location”* (Ref. 7.15).
- 7.3.73 Large-scale changes which introduce new, discordant or intrusive elements into the view of a sensitive receptor are considered to be more likely to be more significant than small changes or changes involving features already present in the view or changes in the views of less sensitive receptors. Changes in views from recognised and important viewpoints, such as scheduled monuments or outdoor tourist attractions, or from important amenity routes, such as long distance footpaths or national cycle routes, are likely to be most significant.
- 7.3.74 The significance of visual effects can be either adverse or beneficial and consider the typical criteria shown in **Table 7.8** below.

Table 7.8 Significance of Visual Effects

Significance	Typical Criteria
Major	An effect of major significance is generally recorded where a high magnitude of effect occurs to a high or medium sensitivity receptor. For example where an unobstructed view of development would represent a large part of the view from a recreational footpath where views are presently open and of high scenic quality.
Moderate	An effect of moderate significance is generally recorded where a moderate magnitude of effect is experienced by a receptor of high or medium sensitivity. For example where part of a development is visible in a view from a private property for the long or medium-term, but where it does not comprise the whole view; or where an unobstructed view of development is visible for the short-term.
Minor	An effect of minor significance generally relates to a low magnitude of effect and often relates to a change in a view for the short-term; to a change in a distant view or a change in only a small part of a view, possibly because the view is already screened to a large extent.
Negligible	An effect of negligible significance is where the change to a view will be barely perceptible from the view presently experienced.

Assessment Years

- 7.3.75 The assessment year (or years) for the assessment of construction effects on visual receptors is dependent on a number of factors; for example, the geographical location of a visual receptor (or a group of visual receptors) and the specific Proposed Development component (or components) which are considered to give rise to a visual effect (or visual effects). Effects on visual receptors also have the potential to arise for a part of the construction phase or the entirety of the construction phase.
- 7.3.76 As detailed in **Volume 5.5.1, section 5.6** it has been appropriate to assess the significance of potential visual effects when such effects would be at their peak, for example views towards both construction of the proposed 400kV overhead line and removal of the F Route occurring at the same time; and views of the Proposed Development on completion prior to establishment of mitigation planting. This complies with the general approach to the assessment of a reasonable worst case scenario.
- 7.3.77 The 'opening year' is used as the basis of assessment of operation effects on views. The opening year for the Proposed Development is late 2019. Visual effects of the Proposed Development are considered during operation at the opening year including implementation of guaranteed mitigation planting. Residual

visual effects of the Proposed Development are also considered when guaranteed mitigation planting would have established fifteen years after the opening year.

- 7.3.78 Visual effects during the operation of the Proposed Development in the short and medium-term, at the opening year and to year fifteen (including the establishment of guaranteed mitigation planting detailed at section 7.7 of this chapter), are considered at section 7.5 of this chapter. The short-term (and where relevant the long-term) visual effects arising during the construction of the Proposed Development (between Q3 2015 and the opening year), and the decommissioning of the Proposed Development are also considered at section 7.5.
- 7.3.79 The long-term residual visual effects of the Proposed Development fifteen years after completion and onwards (including the establishment of guaranteed mitigation planting) are considered at section 7.8 of this chapter.
- 7.3.80 This visual assessment identifies and assesses the likely significant effects on views during the different stages of the Proposed Development. Visual Assessment Tables are presented at **Volume 5.7.2, Appendices 7A to 7I** and identify, for each visual receptor, the sensitivity of the view, the nature of the change in the view (magnitude of effect) and the judgement of the overall significance of the visual effect.

Inter-relationship of Effects and Inter-project Effects

- 7.3.81 Consideration has been given as an intrinsic part of this visual assessment to any inter-relationship of effects from the Proposed Development between different aspects of the environment. For example ecological mitigation has the potential to affect both landscape and views.
- 7.3.82 The visual assessment also considers the potential inter-project cumulative landscape effects from the interaction of the Proposed Development and other major development proposals in the vicinity, discussed in the cumulative assessment method provided in **Volume 5.17.1, section 17.2**. The cumulative visual assessment is provided in **Volume 5.17.1, section 17.3**.

7.4 Baseline Environment

Results of Desk Study

- 7.4.1 Desk study has involved a review of ZTVI mapping discussed above, and discussed further below.
- 7.4.2 ZTVI mapping has been produced to illustrate the theoretical visibility of the proposed 400kV overhead line supported by T-pylons (in Sections A, B, D, E, F and the western part of Section G south of the River Avon) and supported by steel lattice pylons (in Section G north of the River Avon). See **Volume 5.7.3, Figure 7.1.1 to 7.1.4.**
- 7.4.3 ZTVI mapping provides a broad indication from where the Proposed Development may be seen in Sections A to G. It does not take into account accurately the effects of localised screening such as hedgerows. A further limitation of this type of mapping is that it does not convey the nature, magnitude or significance of the effect. Site assessment was undertaken during 2013 to determine the reality of the visibility of the Proposed Development and ZTVI mapping was used to assist site assessment in Sections A-G.
- 7.4.4 Prior to undertaking site assessment in 2013 visual baseline maps produced in 2012, following field survey work to gain a full appreciation of the baseline views, were used as the basis for defining representative viewpoints between 1 and 3km of the Proposed Development as well as valued and important viewpoints beyond 3km of the Proposed Development in Sections A to H. Visual baseline maps also assisted with defining verified photomontage viewpoints. These viewpoints were discussed and agreed with the Landscape and Views Thematic Group (Ref. 7.2).
- 7.4.5 Desk study also involved preparing survey maps to include the Proposed Development and 1 and 3km offsets from the Proposed Development in Sections A to H based on the parameters identified above in section 7.3 of this Volume. Maps were analysed to consider the different types of public and private receptors and the distribution of visual receptors to be assessed in each of the Sections A to H.

Results of Site Assessment

- 7.4.6 This part of the chapter provides a summary of receptor views towards the Proposed Development (in Sections A to H) based on information gathered during baseline field survey work undertaken in 2012 and information recorded during detailed site assessment work undertaken between February and November 2013.
- 7.4.7 Existing views of the Proposed Development in Sections A to H are discussed separately for public and private receptors and a judgement is provided on the value of these views in each Section of the Proposed Development. A summary of existing sequential views along long distance footpaths and national and regional cycle routes, and along the M5 motorway within 3km of the Proposed Development, follows the description of existing views within Sections A to H.

Table 7.9 Relevant Baseline Plan Figures

Figure Title	Figure Number
VOLUME 5.7.3 (unless otherwise stated)	
Topography	Figures 6.3.1 to 6.3.6 (Volume 5.6.2)
Zone of Theoretical Visual Influence (ZTVI)	Figures 7.1.1 to 7.1.4
Visual Receptors within 1km	Figures 7.2.1 to 7.2.19 (Sections A-G) Figure 7.22.1 (Section H)
Representative Visual Receptors between 1 and 3km	Figures 7.3.1 to 7.3.6 (Sections A-G) Figure 7.23.1 (Section H)
Valued Views beyond 3km	Figures 7.3.7 to 7.3.10 (Sections A-G) Figure 7.23.1 (Section H)
Overview Plan – Long Distance Routes within 3km	Figure 7.4.1
Long Distance Routes within 3km	Figures 7.4.2 to 7.4.9 (Sections A-G)

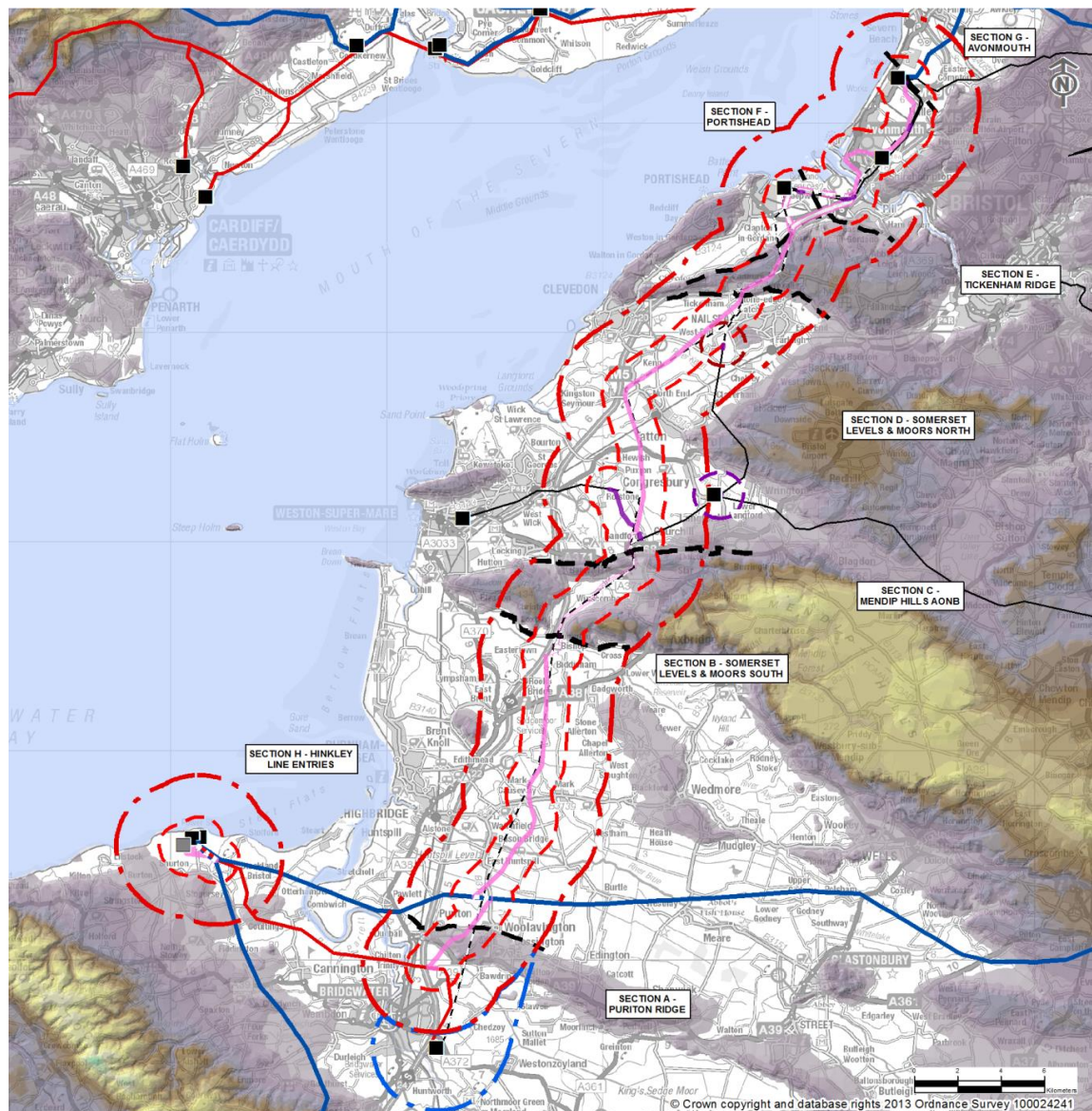
Table 7.10 Relevant Baseline Photograph Figures

Figure Title	Figure Number
VOLUME 5.7.3	
Photograph Viewpoint Locations within 1km	Figure 7.5.1 to 7.5.19 (Sections A-G) Figure 7.24.1 (Section H)
Photographs of Existing Views within 1km	Figure 7.6 to 7.12 (Sections A-G) Figure 7.25 (Section H)
Photograph Viewpoint Locations between 1 and 3km	Figure 7.13.1 to 7.13.6 (Sections A-G) Figure 7.26.1 (Section H)
Photograph Viewpoint Locations beyond 3km	Figure 7.13.7 to 7.13.10 (Sections A-G) Figure 7.26.1 (Section H)
Photographs of Existing Views on Long Distance Routes within 3km	Figures 7.14.1 to 7.14.90
Photographs of Existing Views between 1 and 3km and beyond 3km	Figure 7.15 to 7.21 (Sections A-G) Figure 7.27 (Section H)

Visual Baseline: Bridgwater to Seabank Connection (Sections A to H)

- 7.4.8 Across the length of the Proposed Development (Sections A to H), illustrated at **Inset 7.1** and **Volume 5.6.2, Figure 6.3.1**, a range of views are experienced. The

following paragraphs describe the views towards the Proposed Development from public and private receptors within each Section A to H.



Key

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Preferred Route (Option A) for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed 400kV Underground Cable Route Limits of Deviation
- 1km from the Limits of Deviation of the Proposed Development
- 1km from the Limits of Deviation of the Proposed Works at Churchill Substation
- 1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon
- 3km Study Area from the Limits of Deviation of the Proposed Development
- 3km Study Area from the F Route (beyond 3km from the Proposed Development to Bridgwater Substation)

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing 275kV Overhead Line
- Existing Western Power Distribution 132kV Overhead Line
- Existing 400kV Overhead Line to be Removed
- Existing 275kV Overhead Line to be Removed
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Consented Infrastructure

- Shurton 400kV Substation
- Section Boundary**
- Section Boundary (for the purpose of Landscape and Visual Assessments)
- Coastal Water Body

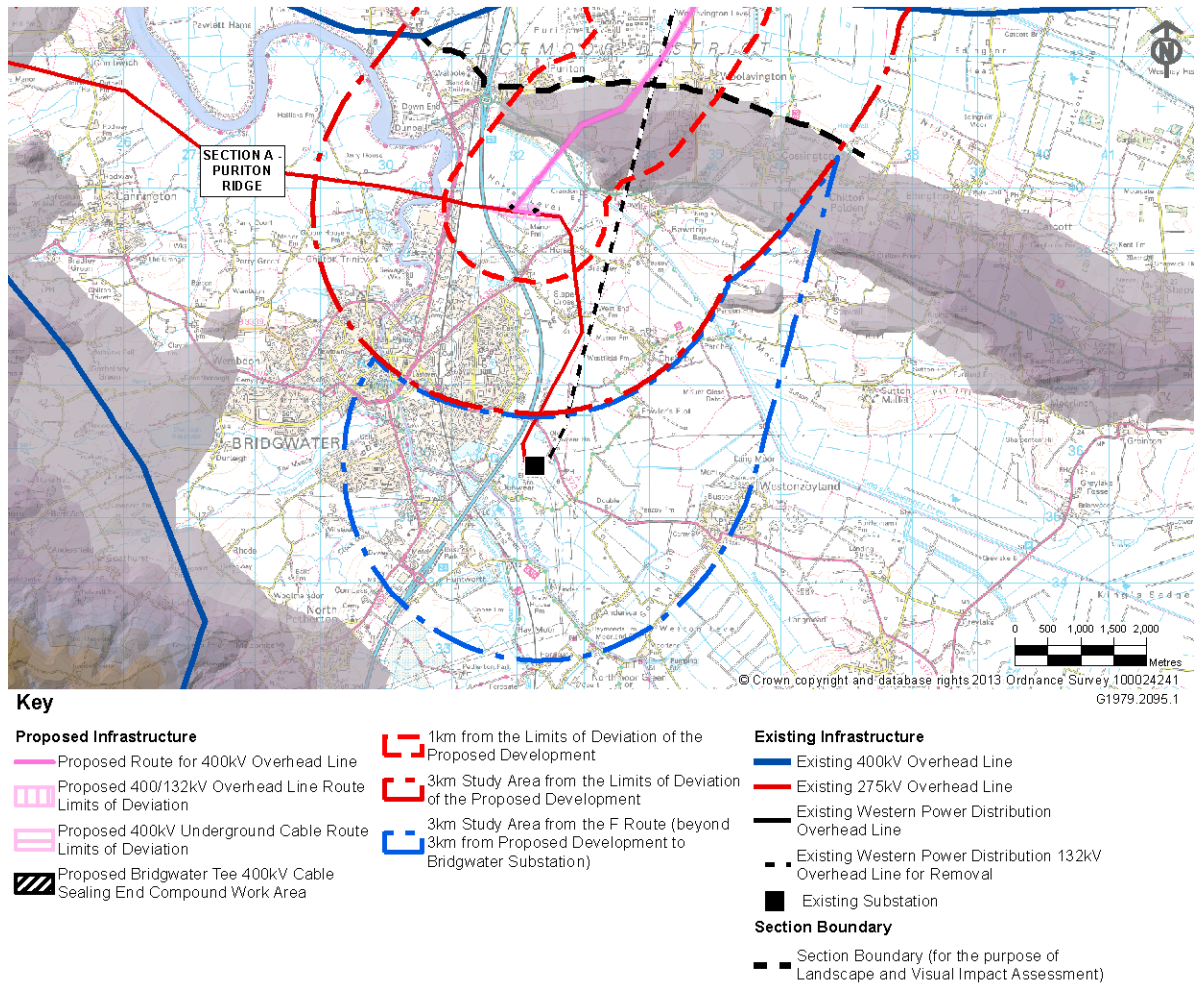
Topography (Above OS Datum)

Elevation	
380 - 400	100 - 120
360 - 380	80 - 100
340 - 360	60 - 80
320 - 340	40 - 60
300 - 320	20 - 40
280 - 300	0 - 20
260 - 280	
240 - 260	
220 - 240	
200 - 220	
180 - 200	
160 - 180	
140 - 160	
120 - 140	

Inset 7.1 (of Volume 5.6.2, Figure 6.3.1): Topography Map of Sections A-H

Section A Views

- 7.4.9 The following paragraphs describe views from public and private receptors in Section A towards the Proposed Development. **Volume 5.7.3, Figure 7.2.1** illustrates visual receptors identified within 1km of the Proposed Development in Section A; **Figure 7.3.1** illustrates representative visual receptors between 1 and 3km; **Figure 7.3.7** illustrates valued viewpoints beyond 3km, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7.2); and **Figure 7.4.2** illustrate long distance public routes in Section A.
- 7.4.10 Puriton Ridge is part of the Polden Hills and forms a characteristic feature in views in this Section of the Proposed Development. This ridge landform divides views in the area with receptors to the south of the ridge experiencing views to the southern side of the ridge across Section A and receptors to the north experiencing views to the northern side towards Section B. See **Inset 7.2** overleaf.
- 7.4.11 Receptors to the south of the ridge generally have open and some filtered long distance views across the flat Levels landscape towards Puriton Ridge which rises steeply. In places, particularly to the east and southwest, the intervening landform of Knowle Hill, along with field trees, hedgerows and built form limit views. The VQ Route (on 400kV steel lattice pylons) and the F Route (on steel lattice pylons) are visible in most views above trees, hedges and built form, with some views becoming filtered or screened. From the top of Puriton Ridge near Home Covert and South Hills long distance views are available south across the flat Levels landscape, backgrounded by the Quantock Hills in the distance.
- 7.4.12 The landform to the north of Puriton Ridge slopes down gradually towards the flat Levels landscape of Section B, beyond Woolavington. See **Inset 7.2** overleaf. Receptors have open and some filtered views south up Puriton Ridge towards the top of the ridge which is partly wooded. From the ridge long distance views north are available across the flat Levels landscape of Section B, with backgrounding provided by Brent Knoll and the Mendip Hills in the distance. The F Route is visible as it passes over the ridge and across the Woolavington Levels and the ZG Route is visible further in the distance running east west across the Puriton and Woolavington Levels. Large factory buildings associated with the former ordinance factory at Puriton are also present in some views above trees and hedges.



Inset 7.2 (of Volume 5.6.2, Figure 6.3.2): Topography Map of Section A

Public Views

- 7.4.13 The main public views of the route of the proposed 400kV overhead line and existing overhead lines in Section A are experienced by visual receptors of high sensitivity using the Samaritans Way SW long distance route, Summits of Somerset and Avon long distance route, River Parrett Trail long distance route, PRowS, National Cycle Routes 3 and 33 and outdoor recreation facilities including fishing lakes and sports pitches. These receptors have open views across fields towards Puriton Ridge and some have views of the F Route. Some PRowS run along Puriton Ridge and pass beneath the F Route conductors.
- 7.4.14 Long distance views of Puriton Ridge and the proposed route of the 400kV overhead line are possible from outdoor recreation facilities to the west of the M5 motorway. These include Sutton's Pond Nature Reserve, a small local attraction for appreciation of nature; Trinity Waters Fishery; and Lower Lake holiday lodges. The VQ Route passes close to each of these and forms part of foreground views.

Private Views

- 7.4.15 To the south of Puriton Ridge there are views from individual properties along the A39 and Horsey Lane towards the Proposed Development. These receptors have views of Puriton Ridge with the F Route visible in some views. The VQ Route is

also visible in views from the south of the ridge. Properties around Knowle Inn and near Martlands Farm are within 100m of the F Route and have long views along it. To the north of Puriton Ridge there are views from individual properties on Woolavington Road along the route of the proposed 400kV overhead line. These receptors have views south up the ridge and north across the Somerset Levels and Moors, with the VQ Route and F Route visible.

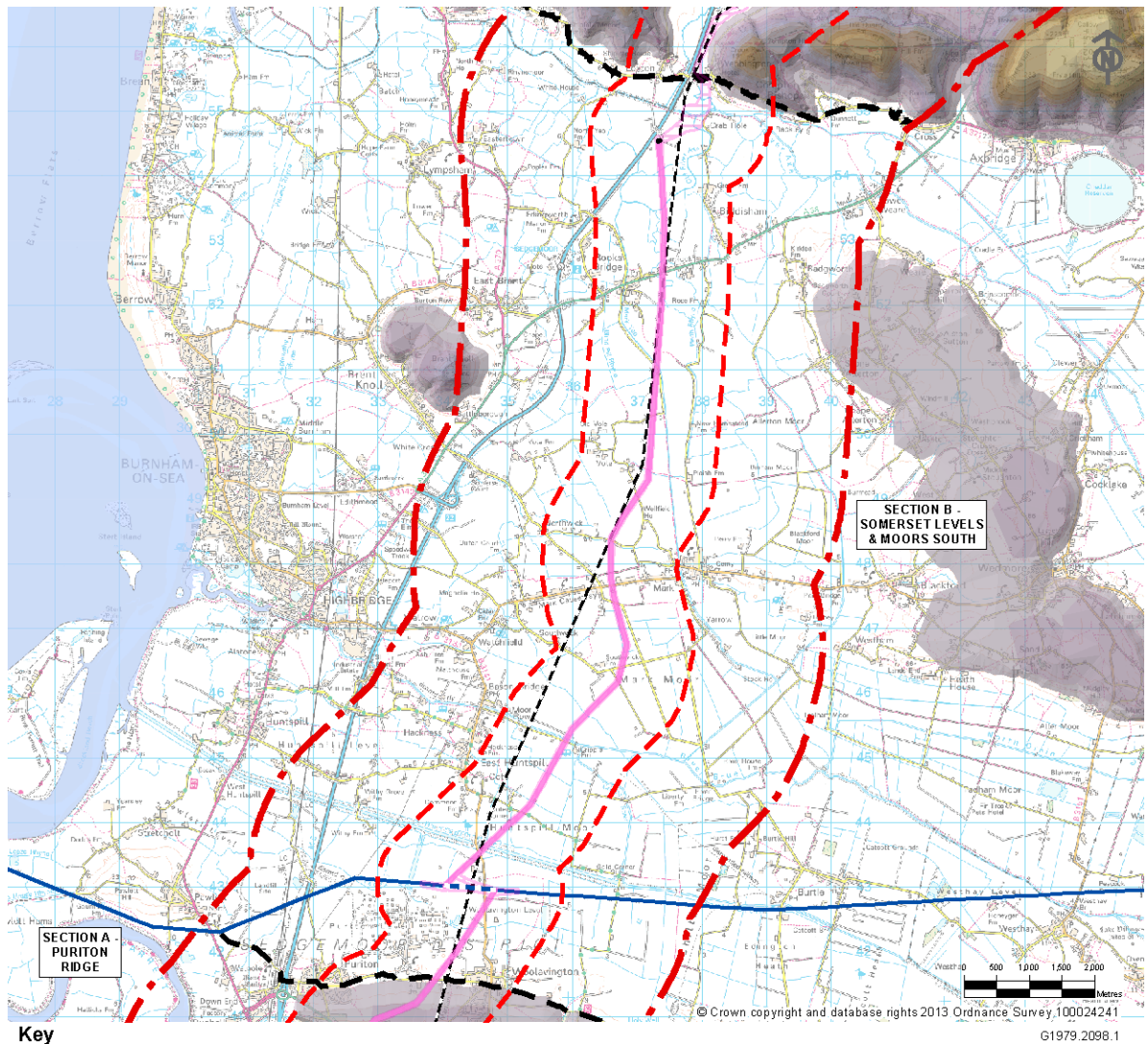
- 7.4.16 The main views from settlements in Section A are from the edge of Bridgwater, Puriton and Woolavington. Views from other properties in the settlements are often obscured or partly obscured by intervening built form and vegetation. Properties on the edge of Bridgwater, to the south of Puriton Ridge, have open and filtered views from over 1km away towards the route of the proposed 400kV overhead line as it crosses the ridge. The M5 motorway and the VQ Route are in the foreground and middle distance of these views, with the F Route to the east.
- 7.4.17 The settlements of Woolavington and Puriton are on the lower slopes to the north of Puriton Ridge. Receptors have long distance views north across the Levels with the F Route and the ZG Route visible above trees. Receptors in Woolavington have views along the F Route for a long distance as it runs down the ridge and across the Levels.
- 7.4.18 South of Puriton Ridge, to the east of the route of the proposed 400kV overhead line, the linear settlement of Knowle and properties on the western edge of Bawdrip have open views and filtered views towards the proposed 400kV overhead line, with the F Route in many foreground views. Further south properties on the northern and south western edge of Chedzoy, including Chedzoy Lane, Higher Road, Manor Road, Ward Lane and Front Street, and properties in the linear settlement of Bradney have open views towards the route of the proposed 400kV overhead line as it crosses Puriton Ridge at a distance of between 1 and 2km. The F Route and the VQ Route are in foreground views with the elevated landform of Knowle Hill obscuring some views.

Value of Views

- 7.4.19 The majority of views experienced within Section A have local value with the combination of the flat Levels landscape and Puriton Ridge distinctive locally. Views from the Samaritans Way SW, Summits of Somerset and Avon and River Parrett Trail long distance routes and views from National Cycle Network Routes 3 and 33 have national value due to their designation as long distance footpaths and cycleways. The majority of views within Section A include the F Route and VQ Route.

Section B Views

- 7.4.20 The following paragraphs describe views from public and private receptors towards the Proposed Development in Section B. Some receptors also have views towards the Proposed Development in Section A and Section C. **Volume 5.7.3, Figures 7.2.2 to 7.2.7** illustrate visual receptors identified within 1km of the Proposed Development in Section B; **Volume 5.7.3, Figures 7.3.2 and 7.3.3** illustrate representative visual receptors between 1 and 3km; **Volume 5.7.3, Figures 7.3.7 to 7.3.9** illustrate valued viewpoints beyond 3km of the Proposed Development, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7.2); and **Volume 5.7.3, Figure 7.4.3** illustrates public long distance routes in Section B.
- 7.4.21 Section B comprises the expansive flat landscape of the Levels and Moors between the Mendip Hills in Section C to the north and the Polden Hills in Section A to the south (see **Inset 7.3** overleaf). There are open views across the Levels with varying degrees of filtering by ditch and hedgerow vegetation. The Polden Hills (Section A) provide backgrounding in views south and the Mendip Hills (Section C) provide backgrounding in views north. Within the flat Levels and Moors landscape the ‘islands’ of Brent Knoll, the Isle of Wedmore and Pawlett Hill are characteristic features in views. In places Glastonbury Tor is visible in the distance approximately 19 kilometres to the southeast.
- 7.4.22 The F Route runs in a north south direction for 15km through Section B between Puriton Ridge in Section A and the Mendip Hills in Section C. Intervening field trees, hedgerows and vegetation obscure or filter views to the lower elevations of the pylons, however the tops are often visible above trees. To the west of the F Route the smaller field patterns with greater tree and hedgerow cover means views are more filtered and obscured. In contrast the larger field patterns and lesser tree cover to the east of the F Route allow more expansive open views.
- 7.4.23 In the south of Section B the ZG Route runs in an east west direction crossing the F Route approximately 1.5km from the foot of Puriton Ridge. This overhead line is more visible in views in the southern half of Section B. The Bridgwater to Western-super-Mare overhead line (built on 132kV steel lattice pylons) is visible to receptors to the west of the F Route between Puriton and Brent Knoll. Existing overhead lines are generally visible above trees and hedges.



Key

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- ▨ Proposed 400/132kV Overhead Line Route Limits of Deviation
- ▨ Proposed 400kV Underground Cable Route Limits of Deviation
- ▨ Proposed South of the Mendip Hills 400kV Cable Sealing End Compound Work Area

- ▨ 1km from the Limits of Deviation of the Proposed Development
- ▨ 3km Study Area from the Limits of Deviation Proposed Development

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing Western Power Distribution Overhead Line
- - Existing 400kV Overhead Line to be Removed
- - Existing Western Power Distribution 132kV Overhead Line for Removal

Section Boundary

- - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.3 (of Volume 5.6.2, Figures 6.3.2–6.3.3): Topography Map of Section B

Public Views

- 7.4.24 The main public views of the existing overhead lines and the proposed route of the new overhead line are experienced by visual receptors using PRoW, National Cycle Route 33, outdoor recreation facilities and caravan parks in the area.
- 7.4.25 There are several PRoW running along drives through the Levels and Moors in Section B, some of which pass directly beneath the F Route conductors.
- 7.4.26 There are outdoor recreation facilities and caravan parks at Middlemoor Water Park, Merry Farm Caravan Park, Cripp's Farm Caravan Park, Holiday Cottages and

Fishing Lake, and Coombes Cider Mill Caravan Park. There are views towards the route of the proposed overhead line and the F Route from these facilities, although intervening boundary hedgerows and trees reduce visibility in places. The F Route oversails Coombes Cider Farm Caravan Park on Mark Causeway to the west of the settlement of Mark. The ZG Route is also visible close to Middlemoor Water Park and in distant views from Cripp's Farm.

Private Views

- 7.4.27 There are views of the route of the Proposed Development from individual properties in Section B, particularly from properties along the minor road network near to the route of the proposed 400kV overhead line and close to the F Route. These roads include the B3139 Causeway, Burtle Road, Merry Lane, Southwick Road, Yardwall Road, Harp Road, Northwick Road and Vole Road. The F Route is often visible above trees with occasional long views along or towards the overhead line. In places views of the F Route are obscured by intervening trees and hedgerows.
- 7.4.28 The main settlements in Section B where there are views towards the route of the proposed overhead line are Woolavington and Puriton to the south (on the boundary of Sections A and B); East Huntspill, Watchfield and Rooks Bridge to the west; Loxton and Webbington to the north (in Section C); and Mark, Tarnock and Biddisham to the east. The villages of Mark, Rooks Bridge and Tarnock also include linear settlement along the B3139 and the A38 respectively where these roads are crossed by the F Route and the route of the proposed overhead line.
- 7.4.29 Woolavington is on the northern slopes of the Polden Hills (on the boundary of Sections A and B) allowing views north across the Levels and Moors in Section B towards the route of the proposed overhead line and the F Route and ZG Route.
- 7.4.30 Properties in the settlements of East Huntspill, Watchfield and Rooks Bridge to the west have a mix of open and filtered views towards the F Route and the route of the proposed overhead line. In Watchfield views also include the Bridgwater to Weston-super-Mare low voltage overhead line on steel lattice pylons in the foreground.
- 7.4.31 Properties in the elevated linear settlement of Webbington, on the edge of Crook Peak in the Mendip Hills (within Section C), have long distance views south along the F Route as it crosses the Levels and Moors and along the route of the proposed overhead line. There are also filtered and open views from some properties in Loxton.
- 7.4.32 The F Route passes over the B3139 through the linear settlement of Mark Causeway and passes over the A38 through Rooks Bridge and Tarnock. Some receptors have long views north and south along the F Route although there is filtering of some views by roadside trees, hedges and garden vegetation.
- 7.4.33 Receptors on the hills of Brent Knoll and the Isle of Wedmore experience long distance panoramic views across Section B with the route of the proposed overhead line and the F Route just perceptible in the distance. Similar long distance panoramic views north are experienced by receptors on the Polden Hills (in Section A) and south from receptors in the Mendip Hills (in Section C). These receptors have long distance views across the Levels and Moors in Section B with

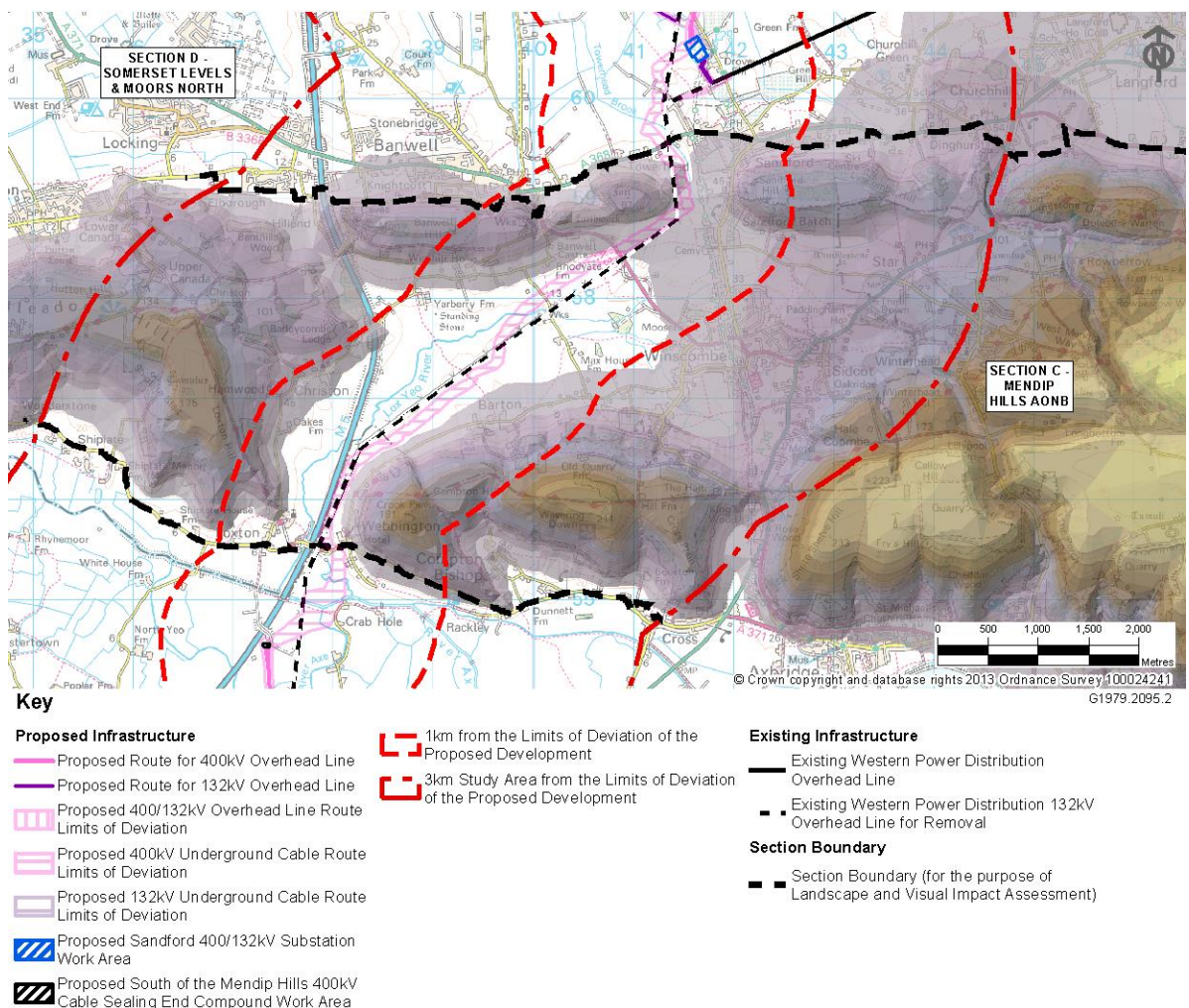
the F Route and the route of the proposed overhead line visible but a small part of these expansive views.

Value of Views

- 7.4.34 The majority of views in Section B have local value with the combination of the flat Levels landscape and views to Puriton Ridge and the Mendip Hills AONB distinctive locally. Views from National Cycle Network Route 33 have national value due to its designation as a long distance cycleway. The majority of views within Section B include the F Route, ZG Route or the Weston-super-Mare low voltage overhead line on steel lattice pylons.

Section C Views

- 7.4.35 The following paragraphs describe views from public and private receptors in Section C towards the Proposed Development. **Volume 5.7.3, Figures 7.2.7 to 7.2.8** illustrate visual receptors identified within 1km of the Proposed Development in Section C; **Figure 7.3.3** illustrates representative visual receptors between 1 and 3km; **Figure 7.3.9** illustrates valued viewpoints beyond 3km of the Proposed Development in Section C, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref 7.2); and **Figure 7.4.4** illustrate long distance public routes in Section C.
- 7.4.36 Section C comprises the Mendip Hills AONB. The Mendip Hills AONB Unit promotes the area to tourists via its website and other publications. The F Route passes through the Mendip Hills AONB along the lower lying ground of the Lox Yeo Valley in a northwest southeast direction with higher ground on each side as illustrated at **Inset 7.4** below.



Inset 7.4 (of **Volume 5.6.2, Figure 6.3.3**): Topography Map of Section C

- 7.4.37 The F Route enters the Mendip Hills AONB in the south at Loxton Gap at the boundary with Section B. At this point the valley is defined by the higher ground of Crook Peak and Compton Hill to the east and Loxton Hill and Bleadon Hill to the

west. These hills form the highest points in the west of the AONB and there are expansive long distance views south from their summits and upper slopes across the Somerset Levels and Moors in Section B. These views include the Bristol Channel and extend beyond the Polden Hills (in Section A) in the distance. The elevated islands of Brent Knoll and the Isle of Wedmore are features of these views and similar views are available in places from Loxton Gap. Views across Section C look down on the Lox Yeo Valley. The F Route is visible backgrounded by hills.

- 7.4.38 At the northern edge of the Mendip Hills the Lox Yeo Valley runs between Banwell Hill and Sandford Hill. From the northern part of the higher ground there are open distant views north across the Levels and Moors of Section D, backgrounded by Tickenham Ridge in Section E and Clevedon in the distance.
- 7.4.39 Within Section C receptors have open and filtered views across the valley towards the F Route. Intervening field trees in the valley and along the Lox Yeo River obscure views in places with the F Route visible above and backgrounded by hills. This has a greater effect on views at the valley base and from up to 0.5km away. Receptor views become more expansive as the landform rises up on either side of the valley with a greater length of the F Route visible, although roadside hedgerows and garden vegetation filter and obscure views in places. To the south at Loxton Gap the open character of the landscape allows particularly long open views of the F Route, adjacent to the M5 motorway. The views extend north through the valley and south across the Levels and Moors in Section B. Similar open views are available to the north at the gap between Banwell Hill and Sandford Hill where the F Route is on higher ground and visible in long distance views from within Section C and from Section D to the north.
- 7.4.40 The main public views of the F Route are experienced by visual receptors of high sensitivity using long distance routes; PRoW; national cycle routes; and tourist attractions in the area. These receptors have open views across fields towards the existing overhead line through the valley, obscured in places by intervening trees. Some PRoW cross the valley and pass directly beneath the F Route conductors. There are also numerous PRoW on higher ground in the surrounding hills where more expansive long distance views are experienced.

Public Views

- 7.4.41 There are open long distance views including the F Route from the Mendip Way, a published long distance route which is 50 miles long and runs across the Mendip Hills from Weston-super-Mare to Frome. The route is divided in two and the West Mendip Way runs through Shipham to the east and crosses Callow Hill, Wavering Down, Compton Hill, Crook Peak, Loxton Gap, Loxton Hill and Bleadon Hill, passing under the F Route conductors at Loxton Gap. There are views from this long distance route down through the Mendip Hills and south across the Levels and Moors of Section B. The F Route is visible in some of these views.
- 7.4.42 The Strawberry Line long distance route is a recreational trail 10 miles long along the former Cheddar Valley Railway from Yatton to Cheddar. The route is also part of National Cycle Network Route 26 from Portishead to Portland Bill on the Dorset Coast. The Strawberry Line passes through Section C at Winscombe and Sandford Batch. There are views from Sandford Batch with the F Route visible above trees to the west and at the gap between Banwell Hill and Sandford Hill.
- 7.4.43 North Somerset Council has published 8 Wild Walks in the Mendip Hills AONB (Ref. 7.18). Some of these follow the West Mendip Way long distance route and

are within Section C. Wild Walk 3 starts at Bleadon Hill car park and Wild Walk 7 at King's Wood car park.

- 7.4.44 There are open views from a published circular walk along PRowWs through the valley between Barton, Yarberry, Banwell Castle and Max Mill Lane. These footpaths run through the valley and pass under the F Route conductors in two locations with views along the F Route.
- 7.4.45 Crook Peak, a distinctive peak of limestone grassland with outcrops of craggy limestone, is approximately 0.75km east of the M5 motorway and approximately 0.8km northwest of Compton Bishop and is a popular viewing point. From the peak there are distant panoramic views south across the Levels and Moors in Section B and views north across the Mendip Hills in Section C towards Weston-super-Mare and Clevedon in Section D and Tickenham Ridge in Section E. Bleadon Hill, the highest point of the western end of the AONB, is also a popular viewing point with views across the Bristol Channel to Wales and south across the Levels and Moors of Section B.
- 7.4.46 Visitors to Banwell Castle experience views south across the valley from rear windows and the F Route is present in some views, backgrounded by hills. Visitors to Banwell Caves and Garden on Banwell Hill do not experience views of the F Route, however at Banwell Tower on the top of Banwell Hill there is occasional heavily filtered views south through woodland.

Private Views

- 7.4.47 The main private views of the F Route are from individual properties on either side of the valley on Barton Road, Christon Road and Banwell Road, and from properties in the valley on Max Mill Lane. These receptors have open views along the valley with long sections of the F Route often visible. The lower elevations of the pylons are often obscured by vegetation in the valley and where the F Route is visible above the vegetation it is backgrounded by hills. Some properties on the north side of the valley also experience long distance views south to the Loxton Gap. The F Route is visible in this gap where there is no backgrounding by landform.
- 7.4.48 The main views from settlements are from Loxton and Webbington in the south, Christon, Barton and Yarberry in the centre of the valley and Sandford Batch in the north. Settlements are located on either side of the valley on Barton Road, Christon Road and Banwell Road, and receptors experience the same long views of the F Route as individual properties with varying degrees of filtering and backgrounding.
- 7.4.49 The F Route runs between the settlements of Webbington and Loxton at Loxton Gap. Receptors have some open and some filtered views north through the valley and views south across the Levels and Moors of Section B, with particularly long views along the F Route. In Loxton, a designated Conservation Area, properties are on steeply rising land and views vary between open and filtered or obscured by mature trees and built form.
- 7.4.50 Sandford Batch is to the north of the AONB on the eastern side of the Lox Yeo Valley. Properties on the edge of the settlement and on the higher ground on Sandford Hill experience open views of the F Route at the gap between Banwell Hill and Sandford Hill.

- 7.4.51 Winscombe is the largest settlement in Section C and is 0.5km to the east of the F Route. Some properties have views towards the F Route however mature trees along Winscombe Brook to the west and the Strawberry Line filter many views.
- 7.4.52 Further east the landform rises enabling views from properties in Winscombe and more distant views from Star and Shipham. There are views towards the F Route particularly at the gap between Banwell Hill and Sandford Hill.

Value of Views

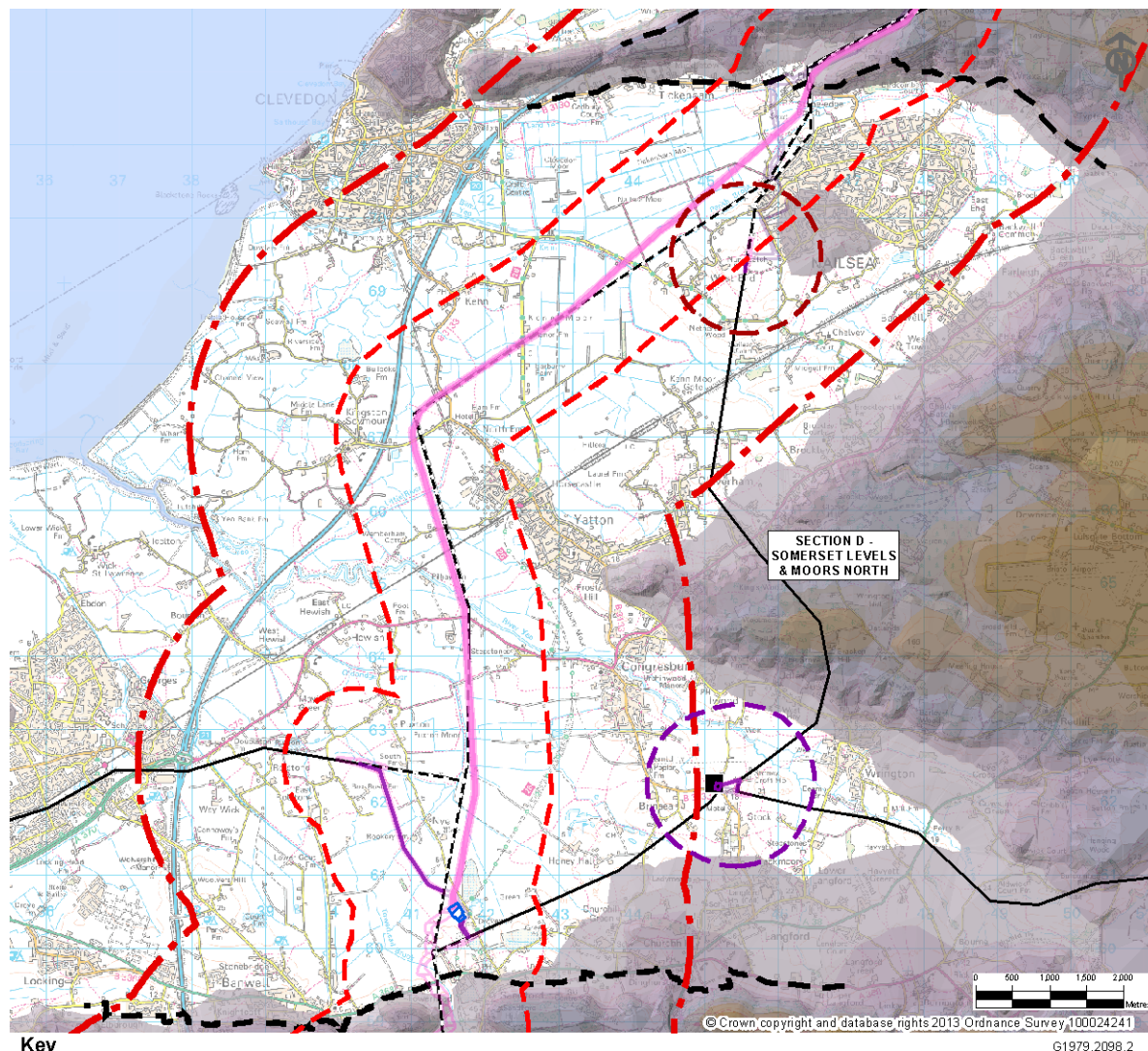
- 7.4.53 Views within the Mendip Hills AONB in Section C have national value due to its planning designation. The scenic value of views in the Mendip Hills AONB is promoted in tourist literature and maps published for the Mendip Hills AONB Unit, and is evident through provision of facilities such as parking places and viewing points. Views from the West Mendip Way and Strawberry Line long distance routes and from National Cycle Network Route 26 also have national value due to their designation as long distance footpaths and cycleway. Many views within Section C include the F Route visible above trees through the Lox Yeo valley.

Section D Views

- 7.4.54 The following paragraphs describe views from public and private receptors towards the Proposed Development in Section D. **Volume 5.7.3, Figures 7.2.9 to 7.2.14** illustrate visual receptors identified within 1km of the Proposed Development in Section D; **Volume 5.7.3, Figures 7.3.3 and 7.3.5** illustrate representative visual receptors between 1 and 3km of the Proposed Development in Section D; **Volume 5.7.3, Figure 7.3.9** illustrates valued viewpoints beyond 3km of the Proposed Development in Section D, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7.2); and **Volume 5.7.3, Figure 7.4.5 to 7.4.7** illustrate long distance public routes in Section D.
- 7.4.55 Section D comprises the expansive flat landscape of the Levels and Moors between the Mendip Hills (Section C) in the south and Tickenham Ridge (Section E) in the north as illustrated at **Inset 7.5** overleaf. There are open views across the Levels with varying degrees of filtering provided by ditch and hedgerow trees and vegetation. The Mendip Hills in Section C provide backgrounding in some views south and Tickenham Ridge in Section E provides backgrounding in some views north. Cleeve Ridge backgrounds most views east and extends from the Mendip Hills to Tickenham Ridge, see **Inset 7.5**. To the west the Welsh Hills provide some backgrounding 30km away beyond the Bristol Channel. Within the flat Levels and Moors landscape in Section D the elevated settlement of Clevedon and the distinctive square tower of Tickenham Church are features in views north to Tickenham Ridge in Section E; the gap between Banwell Hill and Sandford Hill in the Mendip Hills in Section C is visible in views south.
- 7.4.56 The F Route runs for 15km through Section D between the Mendip Hills in Section C and Tickenham Ridge in Section E. Generally intervening field trees, hedgerows and vegetation obscure or filter views to the lower elevations of the F Route pylons, however the tops are often visible above trees. There are more expansive views of the F Route in the northeast of the area across the eastern part of Nailsea Moor (near Nailsea and Tickenham Church) where there is limited tree and vegetation cover. To the west the smaller field sizes and more numerous hedgerows provide more filtering in views east.
- 7.4.57 To the southeast of Section D the N Route runs in a northeast southwest direction from the F Route, approximately 0.5km north of the gap between Banwell Hill and Sandford Hill, and Churchill Substation north of Stock. The N Route is present in views in the southern part of Section D, particularly in the east.
- 7.4.58 The AT Route (constructed on 275kV steel lattice pylons) runs in an east west direction from Weston-super-Mare to Puxton connecting to the F Route immediately east of Puxton Moor, approximately 3km north of the N Route. The AT Route is mainly present in views in the southern part of Section D with longer views of the line above trees due to the height of pylons. The F Route, N Route and AT Route become less visible or screened in more distant views where filtering has increasing effects.
- 7.4.59 The W Route runs through Section D in a north south direction between Stone-edge Batch and Stock. In the south of Section D the W Route is visible in some views from Congresbury and Claverham and individual properties close to Churchill Substation. In the north of Section D the W Route runs parallel to the F Route

beyond property boundaries on the edge of Nailsea, crossing some property gardens at Rhyne View, Brunel Road, Causeway View and Godwin Drive.

7.4.60 The Y Route runs in an east west direction east of Churchill Substation and is visible along some PRow which pass underneath or adjacent to it in the vicinity of Churchill Substation and from properties closest to the substation and overhead line.



Inset 7.5 (of Volume 5.6.2, Figures 6.3.3 and 6.3.4): Topography Map of Section D

Public Views

- 7.4.61 The main public views towards the route of the proposed 400kV overhead line, and the F Route, N Route, AT Route and W Route would be experienced by visual receptors using the Strawberry Line long distance route, PRow and National Cycle Route 26 and 410 in Section D.
- 7.4.62 There are several PRows and a permissive route running along the River Yeo, Parish Brook and droves through the Levels and Moors in Section D, some of which pass directly beneath the F Route. Some of these routes form part of the Nailsea Round which is a published 9 mile circular waymarked walk in the countryside around Nailsea. There are an additional six shorter circular walks including a history walk around the town's Conservation Area.
- 7.4.63 The Nailsea Round starts and ends in the car park at Backwell Lake to the south of Nailsea and takes an anticlockwise circular route around Nailsea including the lower elevations of Tickenham Ridge in Section E and Nailsea Moor. From Stone-edge Batch it runs in a southwest direction across Nailsea Moor along Parish Brook and to the north of West End close to the F Route, passing beneath conductors in several places. There are long views along the F Route and the W Route from close proximity. The Nailsea Round includes a number of viewpoints that the published booklet details as having '*good views over Nailsea to Backwell Hill and to Tickenham Church and beyond*' (Nailsea and District Footpath Group: The Nailsea Round: 2010). These views are available from higher ground at Ham Lane west of Wraxall and from the B3128 Tickenham Hill at Stone-edge Batch. The F Route and W Route are visible in these views.
- 7.4.64 The Nailsea Round includes six shorter circular walks. Loop Walk 3 Tower House Wood and Moor End Spout is a circular walk including Tickenham Ridge and an area of Nailsea Moor south of Stone-edge Batch to Tickenham Church and the area to the north of Nailsea. The walk passes beneath the F Route and the W Route conductors where they run closely parallel.
- 7.4.65 Loop Walk 4 Cadbury Camp is a circular walk from Nailsea to Cadbury Camp, a Scheduled Monument on Tickenham Ridge in Section E. This route also passes beneath the F Route and W Route conductors to the south of Stone-edge Batch and again further north in Section E. From the elevated Cadbury Camp on Tickenham Ridge the walk has '*fabulous views across the Bristol Channel to Wales, Steephelm, Crook Peak [in Section C] and Backwell Hill*' (Nailsea and District Footpath Group: The Nailsea Round: 2010). These distant expansive views are available on the southern edge of Cadbury Camp and look down to Nailsea Moor with the F Route and W Route backgrounded and just perceptible in places above trees. Within Cadbury Camp the majority of views are screened by landform and trees to the edges of the Scheduled Monument. On the eastern edge there are occasional views down towards Tickenham Ridge and the F Route and W Route as they pass through the valley and up the ridge.
- 7.4.66 Loop Walk 6 Parish Brook and North Drove is a circular walk to the west of Nailsea across Nailsea Moor. The route runs along Parish Brook and returns along North Drove. The F Route runs approximately parallel along Parish Brook and the PRow in this area for 2km, with conductors passing over the PRow several times and within 20m of the PRow with long views along the F Route.

- 7.4.67 There are several outdoor recreation facilities and tourist attractions in Section D. These include Mendip Spring Golf and Country Club, Puxton Park Visitor Attraction (Adventure Park, farm animals, falconry and restaurant), Cadbury Hill, Acorn Carp Fishery, Clevedon Craft Centre and the Hand Stadium and Arena (Equestrian Centre, Clevedon Town FC Football Stadium, football pitches, and restaurant and music venue). The F Route is visible 200m east from Acorn Carp Fishery and in distant views from Cadbury Hill 2km away. The AT Route is visible above trees 150m south of Puxton Park Visitor Attraction and just visible in distant views above trees 4km south from Acorn Carp Fishery.
- 7.4.68 There are also tourist attractions in Section E on the southern slopes of Tickenham Ridge including at Clevedon Court (3km), Tickenham Golf Club (500m), Cadbury Camp (1km) and Tyntesfield National Trust site (4km). Views of the F Route in Section D from these attractions are distant and largely screened by intervening trees and hedgerows. From Section E Cadbury Camp includes long distance views across Section D to Crook Peak in the Mendip Hills in Section C.

Private Views

- 7.4.69 There are views from individual properties along the minor road network near to the route of the proposed 400kV overhead line or the proposed Sandford Substation and near to or beneath the F Route conductors. In the south of Section D these roads include Drove Way north of Sandford, the A370 Weston Road to the east of Hewish, Wemberham Lane west of Yatton and Lampley Road east of North End.
- 7.4.70 In the north of Section D the B3133 Kenn Road and Kenn Street at Kenn; Kennmoor Road and Nailsea Wall east of Kenn; West End Lane west of Nailsea; and Causeway and Church Lane near Tickenham Court run beneath the F Route conductors. There are also views south from the B3130 Clevedon Road in Section E where it runs through Tickenham and Stone-edge Batch. The F Route is often visible from properties on these roads with long views along or towards the F Route, particularly near the River Yeo and across Nailsea Moor. However intervening trees and hedgerows filter and obscure views in places.
- 7.4.71 The main settlements in Section D from where there are views towards the route of the proposed 400kV overhead line are Banwell and Churchill Green to the south; East Rolstone, Puxton, Hewish and Kingston Seymour to the west; Brinsea, Congresbury, Yatton, North End and Claverham to the east; and Kenn, Clevedon, West End and Nailsea to the north. Views south are also available from the settlements of Tickenham and Stone-edge Batch at the bottom of Tickenham Ridge in Section E.
- 7.4.72 Banwell is on the northern slopes of the Mendip Hills allowing some distant views northeast across the Levels and Moors towards the F Route visible above trees 1.5km away. These views include the AT Route (3.5km) and N Route (1.5km) visible above trees.
- 7.4.73 In the southeast of Section D properties on the northern edge of Churchill Green have distant views of the F Route 2km away with the N Route visible 500m away with parts of the AT Route in the distance 2.5km away.
- 7.4.74 To the west in the settlements of East Rolstone (1.5km), Puxton (1km) and Hewish (1km) properties have a mix of open, filtered and obscured views towards the route of the proposed 400kV overhead line. The F Route is visible above trees in places with the AT Route also visible closer and generally within 1km.

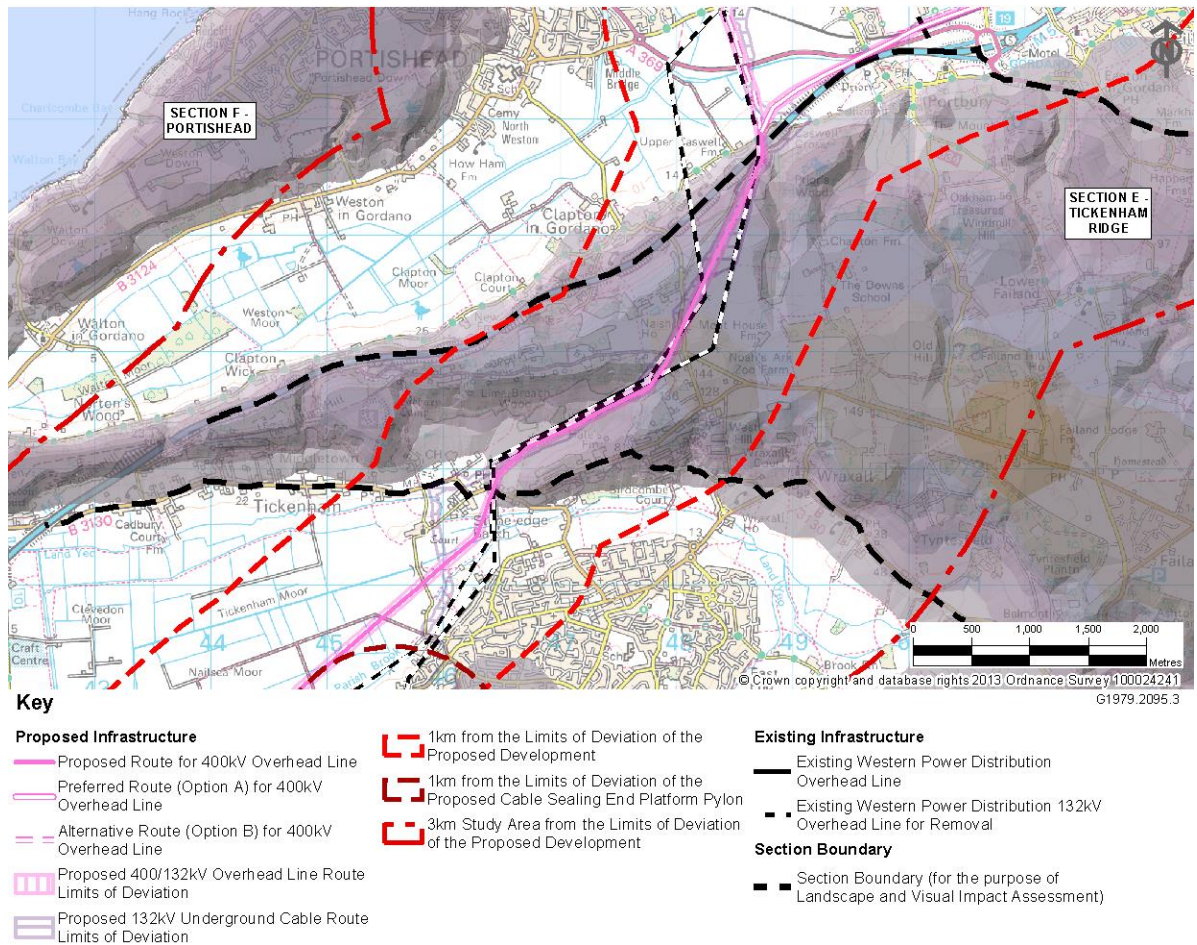
- 7.4.75 Some properties in Kingston Seymour to the west have open and filtered views across the M5 motorway towards the route of the proposed 400kV overhead line with the F Route visible above trees 800m away.
- 7.4.76 To the east properties on the settlement edge of Brinsea (2.5km), Congresbury (1.8km), Yatton (0.5-1km), North End (within 500m) and Claverham (2km) have a mix of open, filtered and obscured views of the route of the proposed 400kV overhead line with the F Route visible above trees. The AT Route is visible above trees from properties in Brinsea and Congresbury.
- 7.4.77 To the north in Kenn (1km), West End (100-500m) and on the west edge of Nailsea (5-150m) properties have views across Nailsea Moor with the F Route in views. Properties on the edge of Nailsea (5-250m) and in West End (100-500m) also have the W Route visible in foreground views. In the settlement of Clevedon properties on elevated ground (3km away) have expansive distant views down towards the route of the proposed 400kV overhead line however the F Route is not visible due to distance and backgrounding.
- 7.4.78 Properties in the elevated linear settlement of Tickenham (1.5-2.5km), on the edge of Tickenham Ridge (in Section E), have distant views south towards the route of the proposed 400kV overhead line, with the F Route visible as it crosses Nailsea Moor.
- 7.4.79 In Stone-edge Batch properties along the B3130 Clevedon Road have both the F Route and W Route passing within 50m of properties and 10m of a public house. The F Route and W Route are on elevated ground and receptors have distant views southwest along these routes and the route of the proposed 400kV overhead line, with F Route and W Route pylons in foreground views and long sections visible as they cross Nailsea Moor. Both the F Route and W Route are also visible in views northeast (in Section E) as they pass over Tickenham Ridge.
- 7.4.80 Properties on the western edge of Wrington and individual properties along Iwood Lane and Stock Lane have views across pastoral fields towards woodland along small rivers and streams. The W Route and Y Route are sometimes discernible above woodland and trees. Churchill substation is screened by intervening trees or the tops of pylons glimpsed above trees.
- 7.4.81 There are panoramic views looking down towards the route of the proposed 400kV overhead line from the elevated landforms of Cadbury Hill (2km) near Yatton and Dial Hill and Strawberry Hill in Clevedon (3.5km). There are also panoramic views from the Mendip Hills (in Section C in the south), Cleeve Ridge (to the east) and Tickenham Ridge (to the north in Section E). These receptors have long distance views looking down to the route of the proposed 400kV overhead line with the F Route visible in some views above trees; however this forms a small part of these expansive views.
- 7.4.82 In the south of Section D there are views of the F Route as it passes over elevated ground between Banwell Hill and Sandford Hill in the Mendip Hills in Section C. In the north of Section D receptors as far west as Kingston Seymour experience long distance views to the top of Tickenham Ridge in Section E with some F Route and W Route pylons just visible above trees at the top of the ridge.

Value of Views

- 7.4.83 The majority of views in Section D have local value with the combination of the flat Levels landscape and views to Tickenham Ridge and the Mendip Hills AONB distinctive locally. Views from the Strawberry Line long distance route and National Cycle Network Routes 26 and 410 have national value due to their designation as a long distance footpath and cycleways. Views from the Nailsea Round have regional value due to it being a published circular waymarked walk. The majority of views within Section B include the F Route with views in places towards the N Route, AT Route and W Route.

Section E Views

- 7.4.84 The following paragraphs describe views from public and private receptors towards the Proposed Development in Section E. **Volume 5.7.3, Figures 7.2.15 and 7.2.16** illustrate visual receptors identified within 1km of the Proposed Development in Section E; **Volume 5.7.3, Figure 7.3.5** illustrates representative visual receptors between 1 and 3km of the Proposed Development in Section E; **Volume 5.7.3, Figure 7.3.10** illustrates valued viewpoints beyond 3km of the Proposed Development in Section E, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7.2); and **Volume 5.7.3, Figure 7.4.8** illustrates long distance public routes.
- 7.4.85 The over-riding characteristic of Section E is the elevated wooded landform of Tickenham Ridge. See **Inset 7.6** below. The route of the proposed 400kV overhead line would pass over the ridge obliquely between mature woodland and Stone-edge Batch to the south and Portbury to the north. On the southern slope of the ridge the F Route and the W Route pass through a valley of lower ground which reduces their visibility. The F Route and the W Route, both on lattice steel pylons, run parallel and closely adjacent in this area diverging on the northern slopes.



Inset 7.6 (of Volume 5.6.2, Figure 6.3.5): Topography Map of Section E

- 7.4.86 Views of the southern slopes of Tickenham Ridge in Section E include F Route and W Route suspension pylons and tension pylons where the routes change direction at the top of the ridge and on elevated ground at Stone-edge Batch. On the top of Tickenham Ridge and on the northern slopes views of the F Route and the W Route are available, often visible with limited backgrounding and tension pylons at changes in direction.
- 7.4.87 The M5 motorway crosses the ridge to the west near Clevedon and runs along the lower northern slopes of the ridge.
- 7.4.88 The ridge landform divides views in the area. Receptors to the south of the ridge experience views of the southern part of the ridge and out across the Levels and Moors of Section D. Receptors to the north experience views of the northern slopes and out across Clapton Moor to Portishead in Section F with the docks of Portbury and Avonmouth in Section G visible beyond. Long views north extend across the Bristol Channel with the Welsh Hills in the distance.
- 7.4.89 Receptors on the south of the ridge in Section E generally have open views although some are filtered; in places there are long views across the Moors. Towards the top of the ridge and in the east, mature woodland and built form obscure and filter views out from the higher ground. The F Route and the W Route

are visible in most views as they run down the ridge to Stone-edge Batch and across Nailsea Moor in Section D.

- 7.4.90 The landform to the north of Tickenham Ridge slopes down steeply to the northwest towards Clapton Moor and the Gordano Valley in Section F before rising up to Portishead Ridge. The views towards the route of the proposed 400kV overhead line from receptors on the ridge in Section E (users of a long distance route, national cycleways, PRow, an outdoor tourist attraction, roads and some houses) are largely obscured by landform and mature woodland at the top of Tickenham Ridge and on the northern slopes. There are views in gaps in woodland, from some fields and from the M5 motorway receptors have views across the Gordano Valley in Section F to Portishead Ridge and Portishead with some views northeast to Portbury and Avonmouth docks in Section G.
- 7.4.91 Pylons on the F Route and the W Route at the top of Tickenham Ridge and down the northern slopes are visible from Section E and F against the sky with no backgrounding. These 'skylined' pylons are seen in view from the northern part of Section E and Section F including from PRow, cycle routes and from the settlements of Portbury, Weston in Gordano, Portishead, Portbury Wharf and Sheepway (approximately 2.5-3km to the north of Tickenham Ridge).
- 7.4.92 To the east of Tickenham Ridge the landform slopes down more gradually towards Portbury and the River Avon in Section G. Receptors have some open views with others obscured or filtered by landform, mature woodland and hedgerows. Open views north are generally distant towards Portbury and Avonmouth docks in Section G, with the G Route tall pylons which allow the lines to cross the river, and large dock structures and Seabank Power Station visible. Views extend further north towards the Bristol Channel to the Severn Bridge and the Welsh Hills in the distance. The F Route and the W Route are visible as they run down Tickenham Ridge and across Clapton Moor and Portbury Wharf in Section F.

Public Views

- 7.4.93 The main public views towards the route of the proposed 400kV overhead line and the F Route and W Route in Section E are experienced by sensitive visual receptors comprising people using the Gordano Round long distance route, PRow, National Cycle Routes 334 and 410, outdoor tourist attractions and outdoor recreation facilities.
- 7.4.94 There are a number of PRow on Tickenham Ridge with views to the F Route and W Route south where the routes cross Section D and to the north where the routes cross Section F and connect to Portishead Substation. There are also distant views of the G Route and BW Route in Section F to the east of Portishead Substation and in Section G. Some of these PRow pass directly under the F Route and W Route conductors at Round Wood and Moggs Wood to the south of Tickenham Ridge and on Caswell Hill to the north where PRow users experience long views along the F Route and W Route as they pass over Tickenham Ridge and continue across the adjacent Section D and F.
- 7.4.95 On the south of Tickenham Ridge in Section E the PRow between Round Wood and Stone-edge Batch forms part of the Nailsea Round Loop Walk 4 Cadbury Camp, a circular walk from Nailsea to Cadbury Camp on Tickenham Ridge. From Cadbury Camp the route has '*fabulous views across the Bristol Channel to Wales, Steephelm, Crook Peak [in Section C] and Backwell Hill [in Section D]*' (Nailsea and District Footpath Group: The Nailsea Round: 2010). To the south of Cadbury

Camp on the southern slope of Tickenham Ridge the walk has ‘*good views to Tickenham and on to Worlebury Hill, Crook Peak [in Section C] and Backwell Hill [in Section D]*’ (Nailsea and District Footpath Group: The Nailsea Round: 2010). In these views the F Route and W Route and the route of the proposed 400kV overhead line are just perceptible across Nailsea Moor 2km to the south.

- 7.4.96 There are also long distance views towards the route of the proposed 400kV overhead line from some outdoor tourist attractions and outdoor recreation facilities in Section E. Tickenham Golf Club is on the southern slopes of the ridge on Clevedon Road 400m from the F Route and the W Route with views south across Nailsea Moor in Section D and east across Tickenham Ridge with the F Route and the W Route visible.
- 7.4.97 Cadbury Camp is a Scheduled Monument and a National Trust site comprising an Iron Age hill fort on the top of Tickenham Ridge. Receptors have long distance views from Cadbury Camp south and southwest across Section D down to Nailsea Moor, Nailsea and West End (2km); and beyond to Crook Peak (in Section C) and across the Bristol Channel to the Welsh Hills and Hinkley Point. The F Route and the W Route are just visible across Nailsea Moor and above trees backgrounded by the Moors.
- 7.4.98 Noah’s Ark Zoo Farm is on the top of Tickenham Ridge in Section E in a sunken area of land near the northern slope with extensive views up to the F Route (150m) and the W Route as they pass over and close to the zoo on higher ground to the west and towards the northern slope of Tickenham Ridge.
- 7.4.99 Gordano Rugby Football Club on Caswell Lane in Section E has views of the W Route and the route of the proposed 400kV overhead line 500m away on the northern slope of Tickenham Ridge in Section E and across Clapton Moor in Section F.
- 7.4.100 South of Portbury, Oakham Treasures Museum at Oakham Farm (1.4km) in Section E has some channelled views between hills towards the route of the proposed 400kV overhead line and to Portbury Dock and dock structures; however the F Route and the W Route are not visible due to screening by landform and backgrounding.
- 7.4.101 National Trust properties at Clevedon Court (2.5km) and Tyntesfield Hall (3.5km) on the southern slopes of Tickenham Ridge in Section E have some distant filtered views to Nailsea Moor in Section D from upper storey windows. However it is anticipated that the F Route and the W Route are not visible due to tree screening and distance.
- 7.4.102 The M5 motorway runs along the bottom of the northern slopes of Tickenham Ridge in Section E crossing the ridge to the west at Clevedon. The guide to the Gordano Round walk describes it as ‘*one of the most picturesque stretches of motorway in the country with wonderful views across the Gordano Valley*’ (Gordano Footpath Group: 2011). The F Route and the W Route are visible in views when travelling north and south along the motorway particularly in views on the northern side of the ridge where they pass over the motorway and can be seen as they run north down the ridge in Section E and across the Moors in Section F.

Private Views

- 7.4.103 On the south of Tickenham Ridge there are views from individual properties along the B3128 Tickenham Hill, Cuckoo Lane and Whitehouse Lane towards the route of the proposed 400kV overhead line where it passes over 100m away. These receptors have some views of the F Route and the W Route passing over Tickenham Ridge with mature woodland and landform obscuring views in places. Five properties on Cuckoo Lane are within 50m to 200m of the F Route and the W Route. On Cadbury Camp Lane one property has views of the F Route and the W Route 50m away. Further west five properties have long distance views south across Nailsea Moor (in Section D) through gaps in woodland, with the F Route and W Route visible in the distance 1.5km away.
- 7.4.104 The main views towards the route of the proposed 400kV overhead line from settlements on the southern slope of Tickenham Ridge in Section E would be from Wraxall (2.5km), Stone-edge Batch (30m to 800m), Tickenham (1.5km to 2.5km) and elevated parts of Clevedon (3.5km). Settlements are generally linear (excluding Clevedon) with long distance views across Nailsea Moor in Section D with the F Route and the W Route visible from Tickenham and Stone-edge Batch. There are few views of the F Route and the W Route from Wraxall and Clevedon and where they appear in views they are barely visible due to distance, backgrounding and screening. Properties in Stone-edge Batch have long views of the F Route and W Route passing over Tickenham Ridge to the north and across Nailsea Moor to the south (in Section D). The F Route and W Route are 30m to 50m from properties near the Star Inn public house on the B3130 Clevedon Road in Stone-edge Batch. In places views from settlements are obscured by intervening built form and vegetation.
- 7.4.105 There are long distance panoramic views down towards Section D and beyond to the Mendip Hills and Crook Peak (in Section C) from some private receptors on the elevated landforms of Dial Hill and Strawberry Hill in Clevedon and at Cadbury Camp in Section E. From Clevedon the F Route and the W Route are not visible due to distance and backgrounding. Some receptors in Tickenham, Stone-edge Batch and Wraxall in Section E also experience similar views from the base of the ridge across Nailsea Moor in Section D.
- 7.4.106 On the northern slopes of Tickenham Ridge in Section E there are views from individual properties on Caswell Hill, Caswell Lane, Common Lane, Happerton Lane and the A369 on the boundary of Section E and G. Receptors experience long distance views north to Portbury and Avonmouth docks and the tall G Route pylons crossing the River Avon in Section G. Caswell Cross Cottages, on Caswell Hill, are 150m from the W Route where it crosses the M5 motorway, with views of the W Route on Tickenham Ridge and as it crosses Clapton Moor in Section F.
- 7.4.107 Settlements with views on the northern slope of Tickenham Ridge in Section E include Lower Failand on the slope of the ridge and Portbury adjacent the M5 motorway on the boundary between Section E and Section F. In Lower Failand open long distance views are available in places towards Portbury (2.5km) and Avonmouth docks and Seabank Power Station in Sections F and G, with the Bristol Channel and the Welsh Hills in the distance. The route of the proposed 400kV overhead line and the G Route are visible at the River Avon crossing where tall pylons on the G Route provide clearance over the river.

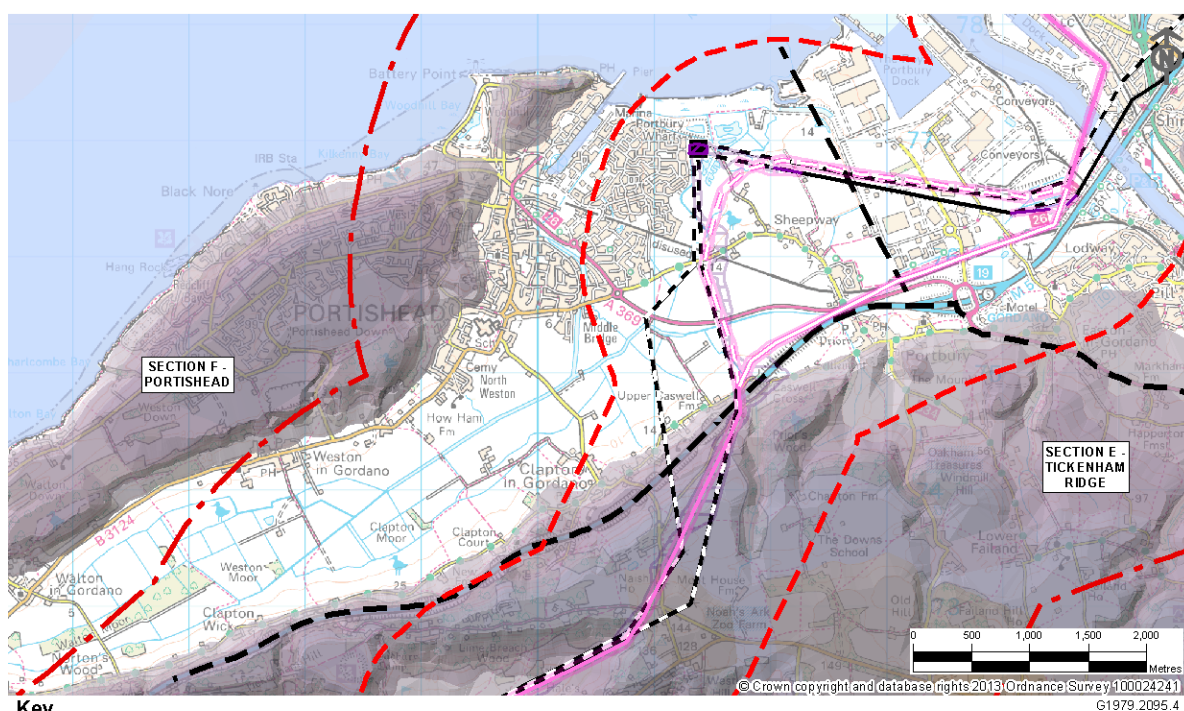
- 7.4.108 In Portbury in Section E views of the F Route and the W Route to the north in Section F are largely obscured by landform, buildings and trees adjacent to the M5 motorway. Some views are available towards Portbury Dock in Section F from elevated ground to the south and from the settlement edge near the M5 motorway; however the F Route is not visible. Views west to the W Route on the slopes of Tickenham Ridge (in Section E) are available with limited backgrounding.

Value of Views

- 7.4.109 The majority of views in Section E have local value with the combination of Tickenham Ridge and the Levels and Moors landscape in Sections D and F distinctive locally. Views from the Gordano Round long distance route and National Cycle Network Routes 334 and 410 have national value due to their designation as long distance footpath and cycleways. Views from the Nailsea Round have regional value due to it being a published circular waymarked walk. Views from Cadbury Camp have regional value due to its planning designation as a Scheduled Monument and National Trust site. Views from Clevedon Court and Tyntesfield Hall also have regional value due to their planning designation as Listed Buildings and being National Trust properties and visitor attractions. Other visitor attractions at Noah's Ark Zoo Farm and Oakham Treasures Museum have regional value. The majority of views within Section E include the F Route and W Route.

Section F Views

- 7.4.110 The following paragraphs describe views from public and private receptors towards the Proposed Development in Section F. **Volume 5.7.3, Figures 7.2.15 to 7.2.16** illustrate visual receptors identified within 1km of the Proposed Development in Section F; **Volume 5.7.3, Figure 7.3.5** illustrates representative visual receptors between 1 and 3km of the Proposed Development in Section F; **Volume 5.7.3, Figure 7.3.10** illustrates valued viewpoints beyond 3km of the Proposed Development in Section F, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7.2); and **Volume 5.7.3, Figure 7.4.8** illustrates long distance public routes in Section F.
- 7.4.111 The over-riding characteristic of Section F is the Gordano Valley with the elevated wooded landform of Tickenham Ridge in Section E to the south, Portishead Ridge to the northwest and the elevated settlement of Portishead on the coast. Clapton Moor extends across the valley to the settlement of Portishead and Portbury Wharf on the coast. The M5 motorway runs along Tickenham Ridge on the boundary of Section E and F and is set on the lower ridge slope. The F Route, W Route, G Route and the BW Route pass through Section F between Tickenham Ridge in Section E, Portishead Substation and Portbury Dock in Section G.



Key

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Preferred Route (Option A) for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed 400/132kV Overhead Line Route Limits of Deviation
- Proposed 132kV Underground Cable Route Limits of Deviation
- Proposed Portishead 132kV Substation Work Area

- 1km from the Limits of Deviation of the Proposed Development
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation

Section Boundary

- Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.7 (of Volume 5.6.2, Figure 6.3.5): Topography Map of Section F

- 7.4.112 There are long distance views across Clapton Moor and along the Gordano Valley in Section F as far as Avonmouth to the east in Section G, with limited filtering by trees and hedgerow vegetation. Tickenham Ridge in Section E backgrounds views south and Portishead Ridge backgrounds views northwest. Views northeast extend across the flat landscape to Portbury Wharf on the coast and across the Severn Estuary, with the Welsh Hills over 10km in the distance. Views extend northeast to Section G across the industrial dockland of Portbury Docks (1km) and the River Avon (2km) to Avonmouth Docks (over 2km).
- 7.4.113 The F Route runs for 2.9km across Section F and changes direction three times before becoming the G Route for 1.4km across Section F. The F Route passes over the M5 motorway at the boundary of Section E and F heading north down Tickenham Ridge and across Clapton Moor for 1.3km to Portishead. It changes direction at the A369 The Portbury Hundred and takes a northeast alignment for 600m before changing direction and taking a northern alignment for 1km towards Portishead Substation at Portbury Wharf. The F Route passes close to the west of Portishead Substation and changes direction to the north where it becomes the G Route and takes a southeast alignment for 1.4km towards the boundary of Section G. The G Route continues in Section G for 2.2km to the River Avon where it passes over the river to Avonmouth on two tall pylons.
- 7.4.114 The W Route runs for 2.1km across Section F from the boundary of Section E at Tickenham Ridge to Portishead Substation at Portbury Wharf, changing direction twice. The W Route passes over the M5 motorway and changes direction taking a northwest alignment for 1.1km across Clapton Moor, parallel 600m to the east of the F Route. At the A369 The Portbury Hundred the W Route changes direction slightly and takes an alignment north parallel to and approximately 50m east of the F Route for 950m to Portishead Substation.
- 7.4.115 The BW Route takes a southeast alignment parallel 70m south of the G Route for 1.2km from Portishead Substation to the boundary with Section G and then continuing for 2.4km to the River Avon where it passes over the river to Avonmouth.
- 7.4.116 Views of the F Route, W Route, BW Route and the G Route in Section F are available to approximately thirty receptors on the northern slopes of Tickenham Ridge in Section E (from 200m to 3km distant) and include people using The Gordano Round long distance footpath, eight PRoW, three national cycle routes, three country lanes, a sports club and fourteen properties on elevated ground in Portbury. Views are across the flat landscape of Clapton Moor and Portbury Wharf in Section F with the F Route, W Route, BW Route and G Route often visible above trees, hedges and vegetation. Long distance views northwest to Portishead and Portbury Wharf in Section F are also available 4km away from receptors at Lower Failand in Section E with the G Route and BW Route just perceptible above trees.
- 7.4.117 From the west of Section F a large number of receptors have long views along the Gordano Valley towards the F Route and W Route as they cross the elevated landform of Tickenham Ridge in Section E and the flat landscape of Clapton Moor in Section F, visible above trees. Receptors include people using the Gordano Round long distance footpath, over six PRoW, a national cycle route, individual properties and receptors in the settlements of Walton-in-Gordano, Weston-in-

Gordano and Clapton-in-Gordano. Receptors in Section F also have distant views of the tall G Route pylons over the River Avon (in Section G) on the sky line.

Public Views

- 7.4.118 The main public views of the F Route and the W Route) across Section F are experienced by visual receptors using the Gordano Round long distance route, PRoWs, National Cycle Routes 26, 334 and 410 and outdoor recreation facilities.
- 7.4.119 There are three PRoW across Clapton Moor, Portbury Wharf Nature Reserve and Sheepway, and footpaths through the Nature Reserve, which pass directly beneath the F Route, W Route, and the G Route. PRoW and footpath users have the overhead lines in the foreground with views of the lines extending up Tickenham Ridge in the distance with seven pylons at the top visible against the sky line.
- 7.4.120 There are views of the F Route and the W Route from outdoor recreation facilities at Portbury Wharf Nature Reserve, where the overhead lines cross, and from East Wood (1.5km) and Merlin Park (3km) in Portishead. The F Route, W Route, BW Route, G Route, and Portishead Substation are visible.
- 7.4.121 The F Route, W Route, G Route and the BW Route pass through Portbury Wharf Nature Reserve parallel and close together, with the W Route and BW Route connecting to Portishead Substation in the north of the nature reserve. A PRoW and footpaths in the nature reserve pass under the F Route and the W Route. The PRoW and two footpaths are also adjacent to the boundary of the substation in the north of the nature reserve. Receptors have long views along the F Route and W Route across Portbury Wharf Nature Reserve, to the south across Clapton Moor and up Tickenham Ridge (in Section E), and east to the tall pylons on the G Route and the BW Route passing over the River Avon (in Section G). Seven pylons at the top of Tickenham Ridge and two passing over the River Avon are visible against the sky in views.
- 7.4.122 A PRoW and a bench in woodland on elevated ground at East Wood, on Portishead Ridge near the coast in Portishead, have occasional long distance channelled views towards Tickenham Ridge (in Section E) and Portbury and Avonmouth Docks (in Section G). Receptors have distant views of the F Route and the W Route crossing Clapton Moor and on Tickenham Ridge and the tall pylons on the G Route and the BW Route passing over the River Avon 4km away. Merlin Park is a public open space and play area in Portishead Down situated at the highest point of Portishead. Receptors have panoramic long distance views above woodland at Weston Big Nature Reserve towards Tickenham Ridge 3.5km away in Section E. Views include the F Route and the W Route at the top of Tickenham Ridge with limited backgrounding and pylons visible against the sky.
- 7.4.123 The M5 motorway runs along Tickenham Ridge on the boundary of Section E and F and is set on the lower ridge slopes. The F Route and the W Route pass over the M5 motorway 800m apart as they pass over Tickenham Ridge and across Clapton Moor near Clapton-in-Gordano. From the west, motorway-users' views are largely screened by ridge landform and trees although there are occasional expansive views across the Gordano Valley to Portishead, Portbury Wharf and Avonmouth with its associated port industry in Section G. Further east near Clapton-in-Gordano, where the F Route and the W Route pass over the motorway, views become open and expansive across Clapton Moor to Portishead, Portbury Wharf and Avonmouth in Section G. The F Route and the W Route appear against the sky in views as they pass over Tickenham Ridge and are visible across Clapton

Moor above trees. Views northeast include the tall pylons on the G Route and the BW Route over the River Avon and other industrial dock structures on the Avonmouth 'sky line'.

Private Views

- 7.4.124 There are views of the F Route and W Route from settlements in Section F and Section E. The main settlements in Section F from where there are views are the large settlement of Portishead including Portbury Wharf (between 50m to 3.5km from the route of the proposed 400kV overhead line) and the villages of Sheepway (250m to 1km) and Clapton-in-Gordano where the F Route passes over Caswell Lane near properties, over sailing two property gardens. Further west in the Gordano Valley the villages of Walton-in-Gordano (6km) and Weston-in-Gordano (3km) have long distance views towards the route of the proposed 400kV overhead line in the east. In Section E settlements with views to the F Route and the W Route in Section F include Portbury (1km from the W Route), adjacent to the M5 motorway on the boundary of Section E and F, and Lower Failand (4km away) on the northern slopes of Tickenham Ridge.
- 7.4.125 The settlement of Portishead is on the elevated landform of Portishead Ridge allowing receptors some open and some filtered distant panoramic views from 50m to 3.5km away across Section F and towards Portbury and Avonmouth Docks in Section G and Tickenham Ridge in Section E. Receptors along 2km of the southern and eastern settlement edge and 2km of elevated land on Portishead Ridge have views of the F Route and the W Route above trees across Section F, up Tickenham Ridge and on the top of the ridge in Section E, and passing over the River Avon in Section G. Up to seven pylons on Tickenham Ridge and the two tall pylons on the G Route passing over the River Avon are visible in the skyline of views. Approximately ten apartment blocks four to seven storeys high on level ground at Portbury Marina (approximately 1.5km from the proposed 400kV overhead line) have similar views to those described above.
- 7.4.126 On level ground in Portishead east of the ridge views of the F Route and the W Route are often obscured by built form with glimpsed views through gaps in buildings towards Portbury Docks in Section G and Tickenham Ridge in Section E.
- 7.4.127 Portbury Wharf is a new development of 2,550 homes on the eastern edge of Portishead. On the settlement edge to the east properties are 50m to 150m from the F Route and W Route with their alignment approximately parallel to the development edge for 900m through Portbury Wharf Nature Reserve, with Portishead Substation in the north. East of Portishead Substation the G Route and BW Route pass over the nature reserve towards the River Avon. Receptors have the F Route and the W Route, and Portishead Substation in foreground views with long views along the F Route, W Route, G Route and BW Route as they cross the Nature Reserve and Clapton Moor. Views include the F Route and the W Route passing over Tickenham Ridge in Section E and the tall pylons on the G Route where they pass over the River Avon.
- 7.4.128 In Sheepway fourteen properties have views north (500m) and southwest (100m to 1km) towards the F Route and the W Route and the BW Route and G Route in views north. These overhead lines are visible above field trees in the distance. There are also distant views south to Tickenham Ridge in Section E where the F

Route and the W Route pass over the top of the ridge with limited backgrounding and up to seven pylons appear on the sky line in views.

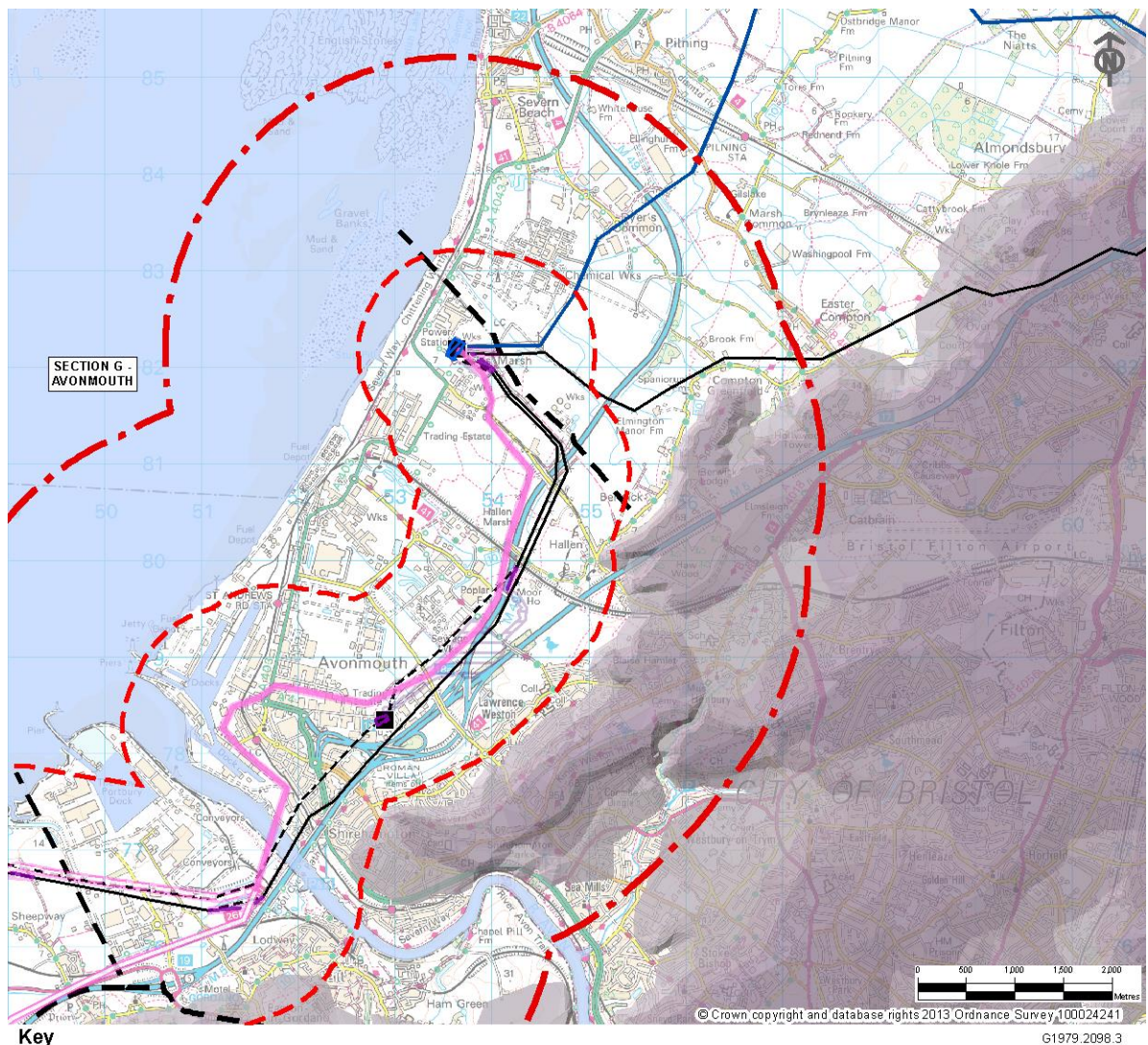
- 7.4.129 The village of Clapton-in-Gordano is on the lower slopes of Tickenham Ridge to the north of the M5 motorway. The F Route crosses Caswell Lane near to properties in the east of the village, passing over two property gardens. Properties in the east of the settlement have open and filtered foreground views (10m to 200m) of the F Route as it crosses Clapton Moor. Views northeast include the W Route visible above trees across Clapton Moor 600m east of the F Route. From the west there are similar views however the F Route is in middle distance views 200m to 1km away with some views south also available to the F Route and the W Route on the slopes of Tickenham Ridge in Section E.
- 7.4.130 In the Gordano Valley the small linear settlements of Weston-in-Gordano (3km) and Walton-in-Gordano (6km) have long distance views along the valley to the F Route and the W Route passing over Tickenham Ridge in Section E, with limited backgrounding and to the top of pylons visible above trees across Clapton Moor in Section F. There are also distant views across Clapton Moor of the tall pylons on the G Route and the BW Route where they pass over the River Avon in Section G (7km to 10km away).

Value of Views

- 7.4.131 The majority of views in Section F have local value with the combination of the Gordano Valley, Portishead Ridge and Tickenham Ridge in Section E distinctive locally. Views from the Gordano Round long distance route and National Cycle Network Routes 26, 410 and 334 have national value due to their designation as long distance footpath and cycleways. Views from Portbury Wharf Nature Reserve have regional value due to its designation as a nature reserve and Avon Wildlife Trust site. The majority of views within Section F include the F Route, W Route, G Route and BW Route.

Section G Views

- 7.4.132 The following paragraphs describe views from public and private receptors towards the Proposed Development in Section G. **Volume 5.7.3, Figures 7.2.16 to 7.2.18** illustrate visual receptors identified within 1km of the Proposed Development in Section G; **Volume 5.7.3, Figure 7.3.6** illustrates representative visual receptors between 1 and 3km of the Proposed Development in Section G; and **Volume 5.7.3, Figures 7.4.8 and 7.4.9** illustrate long distance public routes in Section G. There are no valued viewpoints beyond 3km of the Proposed Development in Section G.
- 7.4.133 Section G is a flat landscape with elevated hills and ridges in the east and south. See **Inset 7.8** overleaf. The flat landscape is characterised by Avonmouth Docks and Portbury Dock and associated industrial development, motorways, electrical infrastructure and Seabank Power Station. The elevated wooded landforms of Tickenham Ridge to the south and King Weston Hill and Spaniorum Hill to the east surround the area, see **Inset 7.8** overleaf. The River Avon runs through Section G and its presence is generally signalled by the dockside industry with the watercourse appearing generally in views from close to the river. The Severn Estuary is visible to the west. The Royal Portbury Dock to the west of the River Avon, Avonmouth Dock to the east and the surrounding industrial complexes define the character of this area with the associated large buildings, cranes, wind turbines and industrial development. The G Route, BW Route, DA Route and the 2VL Route pass through Section G.
- 7.4.134 To the north of Section G Seabank Power Station and the adjacent Seabank Substation, Severnside Works, a gas works and Western Approach Distribution Park form a large element of views. The M5 motorway is in the east of the area and crosses the River Avon in the south on the Avonmouth Bridge, elevated 30m with a longest span of 164m. To the north the M49 motorway runs through the area and connects the M5 to the Severn Bridge. Both the M5 and M49 motorways are elevated as they pass through Avonmouth and are visible in many views.
- 7.4.135 There are open long distance views across Avonmouth and Portbury Docks to the Severn Estuary, Severn Bridge and Welsh Hills beyond (5km to 15km away) from the surrounding elevated landforms of Kings Weston Hill, Spaniorum Hill, Portishead Ridge (in Section F) and Tickenham Ridge (in Section E). The landscape to the west of the elevated motorways in Section G is flat with views limited by industrial buildings and dock structures. Where views are possible Tickenham Ridge, King Weston Hill and Spaniorum Hill form the background to views south and east. Views are possible in places towards Portishead Ridge and the Gordano Valley.
- 7.4.136 The G Route runs for 4km in an east west direction from the boundary with Section F across the Royal Portbury Dock to the River Avon where it passes over the river on tall pylons parallel to the M5 motorway before continuing to Avonmouth Substation located in an industrial estate off Avonmouth Way. The two tall river crossing pylons on the G Route are visible to a large number of receptors in Section G and in long distance views from 5km away on Tickenham Ridge (in Section E), and from Portishead and the Gordano Valley (in Section F).



Key

Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Preferred Route (Option A) for 400kV Overhead Line
- Alternative Route (Option B) for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- Proposed 400/132kV Overhead Line Route Limits of Deviation
- Proposed 132kV Underground Cable Route Limits of Deviation
- Proposed Avonmouth 132kV Substation Work Area
- Proposed Seabank 400/132kV Substation Work Area

- 1km from the Limits of Deviation of the Proposed Development
- 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

- Existing 400kV Overhead Line
- Existing Western Power Distribution Overhead Line
- Existing Western Power Distribution 132kV Overhead Line for Removal
- Existing Substation
- Section Boundary**
- Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.8 (of Volume 5.6.2, Figure 6.3.5): Topography Map of Section G

7.4.137 The G Route, BW Route, DA Route and the 2VL Route cross the area and are often parallel and close together. The BW Route runs south of the G Route between Portishead Substation in Section F and Seabank Substation in Section G; the lines are approximately parallel varying from 50m to 100m apart. The BW Route passes over the River Avon on two pylons that are taller than standard suspension pylons, but not as tall as the two pylons on the G Route passing over the River Avon. From the River Avon the BW Route is parallel and adjacent to the M49 motorway for 5.5km before diverting northwest to connect to Seabank Substation adjacent to Seabank Power Station. The G Route runs between

Portishead Substation and Avonmouth Substation and also connects Avonmouth Substation and Seabank Substation, and runs parallel varying from 40m to 300m north of the BW Route.

- 7.4.138 In the north of Section G the 2VL Route runs from Seabank Substation north passing over the Western Approach Distribution Park. The DA Route runs east from Seabank Substation passing over the M5 and near properties in the settlement of Easter Compton in the east.
- 7.4.139 Many receptors in the settlement of Avonmouth and in the elevated settlements of Lawrence Weston and Shirehampton to the east have views of the G Route, BW Route, DA Route and the 2VL Route. In places built form screens views to the lower elevations of the pylons, however the tops are visible above or in gaps in development. In the north of Section G long distance views are available west along the G Route, BW Route, DA Route and the 2VL Route and across marshes to Seabank Power Station. Distant views of the G Route where it passes over the River Avon on tall pylons are also available across Section G and from further away in Sections E and F.

Public Views

- 7.4.140 The main public views of the G Route, BW Route, DA Route and the 2VL Route and the route of the proposed 400kV overhead line are experienced by visual receptors using the Severn Way, River Avon Trail and Community Forest Path long distance routes; National Cycle Routes 26, 41, 4 and 410; and PRoWs.
- 7.4.141 A PRoW runs along the south bank of the River Avon and passes under the G Route, BW Route and the M5 motorway crossing, with views along the G Route and the BW Route.
- 7.4.142 There are several PRoW close to the route of the proposed 400kV overhead line across Hallen Marsh. Some of these PRoWs pass directly beneath the G Route and BW Route and receptors have long views along the overhead lines.
- 7.4.143 There are some open views and some filtered views of the G Route, BW Route and the route of the proposed 400kV overhead line from outdoor recreation facilities and public open spaces in Pill, Avonmouth and Lawrence Weston, including North Bristol Park, Beachley Walk and Avonmouth Old Boys Rugby Football Club. The G Route and the BW Route are close to North Bristol Park and are visible in foreground views. There are more distant views from other outdoor recreation facilities and public open spaces on elevated ground in Lawrence Weston. Views include the G Route and the BW Route close together and adjacent to the M5 motorway.

Private Views

- 7.4.144 There are close views of the G Route, BW Route, DA Route and the 2VL Route and the route of the proposed 400kV overhead line from a large number of properties in Section G. The G Route oversails properties and Avonmouth CE Primary School on Catherine Street in Avonmouth and receptors in properties on Portview Road, Catherine Street, Pages Mead, the A4 Portway, Leeming Way, Akeman Way and the B4054 Avonmouth Road also have close views of the G Route. The BW Route is parallel to the G Route and the M5 motorway and oversails properties on Portview Road, the A4 Portway, Akeman Way, Maiden Way and the B4054 Avonmouth Road. In the north of Section G individual properties

near the settlement of Hallen have views of the BW Route and the G Route where they are parallel to the east of the M49 motorway. Properties include Moor House and Caravan Park, Hallen Farm and Stowick Farm.

- 7.4.145 The main settlements in Section G from where the BW Route and the G Route are visible are Easton-in-Gordano and Pill to the south of the River Avon; Avonmouth; the elevated settlements of Shirehampton and Lawrence Weston to the east; Hallen; and Easter Compton and Severn Beach to the north. The G Route and the BW Route in Section G are also visible from the settlement of Lower Failand to the south on Tickenham Ridge in Section E, and Portishead to the southwest in Section F.
- 7.4.146 Easton-in-Gordano village, the M5 motorway services, and Pill are on the southern bank of the River Avon adjacent to the M5 motorway crossing. Properties along 1km of the northern settlement edge and from elevated land in the east of Pill have views of the top of the G Route and the BW Route above trees and the motorway, including the two tall pylons on the G Route passing over the River Avon. Within both the settlements occasional glimpsed views of these two tall river crossing pylons are available from some receptors.
- 7.4.147 From Lower Failand on Tickenham Ridge in Section E some properties have long distance views from elevated ground down towards Portbury and Avonmouth Docks and Seabank Power Station in Section G, with the G Route visible crossing the River Avon on two tall pylons, seen in the context of the Severn Estuary, Severn Bridge and Wales.
- 7.4.148 In Section F long distance views northeast to Section G are available from the elevated settlement of Portishead on Portishead Ridge and from Portbury Wharf on the eastern settlement edge. Properties have distant panoramic views towards Portbury and Avonmouth Docks over 3km away in Section G with the two tall pylons on the G Route passing over the River Avon visible against the skyline. The two tall pylons are also visible from properties in the Gordano Valley further west in Section F.
- 7.4.149 Views from Kings Weston Hill in Section G overlook the River Avon and Avonmouth Docks. The settlements of Shirehampton and Lawrence Weston are to the east of the M5 motorway. Properties have open and filtered views from higher ground, over or between adjacent properties, towards Avonmouth and Portbury Docks and associated dock structures in Section G. Views include the G Route and the BW Route beyond and parallel to the M5 motorway with the two tall river crossing pylons on the G Route visible crossing the River Avon. Views from the east of Lawrence Weston and south of Shirehampton in Section G are obscured by landform and mature trees at the peak of the hill.
- 7.4.150 The village of Hallen is at the foot of Spaniorum Hill on level ground in Section G. Some properties have views west towards the G Route and the BW Route with some views partially obscured by field trees and hedgerows. The M49 motorway and embankment restrict views further west.
- 7.4.151 To the north of Section G the settlements of Easter Compton and Severn Beach have distant views towards the G Route and the BW Route, the 2VL Route, and Seabank Power Station visible above trees. The DA Route (on steel lattice pylons) passes the linear settlement of Easter Compton close to properties. Properties on the southern edge have long views along the DA Route with the G Route, the BW Route, the 2VL Route, and Seabank Power Station visible above field trees.

- 7.4.152 Properties in Severn Beach on the coast in Section G generally do not have views of the G Route, BW Route, 2VL Route or the DA Route in Section G because trees along the settlement edge obscure longer views; however glimpsed views are available in places to the top of Seabank Power Station approximately 1.5km to the southwest. From the southwest edge near the beach long distance views are available along the coast towards Seabank Power Station and Avonmouth Docks with the 2VL Route, G Route, BW Route and the route of the proposed 400kV overhead line near the power station visible above trees.
- 7.4.153 A large number of businesses in Section G are in industrial estates in the docks and in large industrial unit buildings often with a small number of windows on a single facade. The G Route and BW Route pass through industrial areas often close to industrial units and occasionally oversailing them.
- 7.4.154 In Section G businesses in Portbury on Portbury Way, First Avenue, Royal Portbury Dock Road and Marsh Lane in Portbury Dock to the west of the River Avon have views of the G Route and the BW Route in Section G. Receptors have views of the G Route and the BW Route running parallel in close proximity above industrial units.
- 7.4.155 Visual receptors in businesses in Avonmouth on Portview Road and in industrial areas on Atlantic Way and Avonmouth Way near Avonmouth Substation have views of the G Route and the BW Route passing over or adjacent industrial units in Section G. To the west of the M49 motorway industrial units on Poplar Way East also have some close views of the G Route in Section G.
- 7.4.156 There are panoramic views towards the G Route, BW Route, 2VL Route and the DA Route in Section G from the elevated landforms of King Weston Hill and Spaniorum Hill. Receptors have long distance views across Avonmouth to the docks and the Severn Estuary and Welsh hills beyond. Views include the top of pylon supports along the G Route and BW Route crossing the area parallel to the M5 and M49 motorways with dock structures visible beyond, and the tall pylons on the G Route crossing the River Avon; however these form a small part of these expansive views.
- 7.4.157 There are also panoramic views from the elevated Tickenham Ridge in Section E (between 1km and 3km to the south) and Portishead Ridge in Section F (2km to the west). These receptors have long distance views to the G Route in Section G visible where it passes Portbury Dock and over the River Avon on two tall pylons; however this forms a small part of these expansive views. The anticipated effects of the proposed new 400kV overhead line in Section G on these views are considered in the assessment of these sections.
- 7.4.158 In the north of Section G there are long distance views of the G Route and the BW Route as they pass over the open marshes and connect to Seabank Substation adjacent to Seabank Power Station. Throughout Section G and as far west as the Gordano Valley (in Section F) receptors experience distant views to the two tall pylons on the G Route crossing over the River Avon.

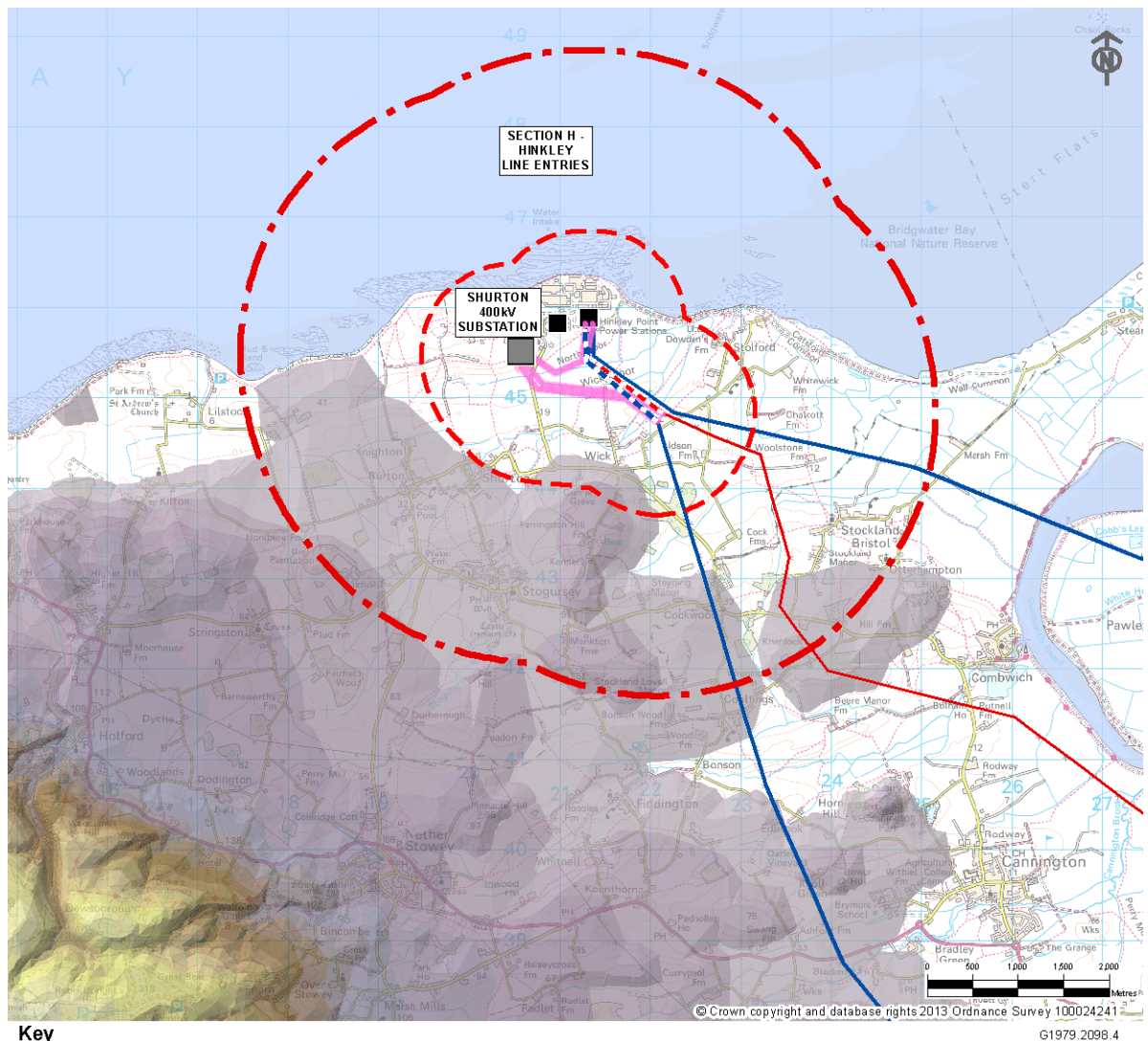
Value of Views

- 7.4.159 The majority of views in Section G have local value and generally have low amenity value due to the industrial nature of the area. Views to Kings Weston Hill and from the coast at Severn Beach are distinctive locally. Views from the River Avon Trail,

Severn Way, Summits of Somerset and Avon, Bristol City Triangular Walk and Community Forest Path long distance routes and National Cycle Network Routes 26, 410, 41 and 4 have national value due to their designation as long distance footpath and cycleways. Views from Kings Weston House have regional value due to its planning designation as a Grade I Listed Building. The majority of views within Section G include the G Route, BW Route, DA Route and 2VL Route.

Section H Views

7.4.160 The following paragraphs describe views from public and private receptors towards the proposed Hinkley Line Entries in Section H. **Volume 5.7.3, Figure 7.22.1** illustrates visual receptors within 1km of the proposed Hinkley Line Entries in Section H. **Volume 5.7.3, Figure 7.23.1** illustrates representative viewpoints and long distance public routes between 1 and 3km and valued viewpoints beyond 3km of the proposed Hinkley Line Entries in Section H, in addition to key viewpoints identified by the Landscape and Views Thematic Group (Ref. 7. 2). See **Inset 7.9** below.



Inset 7.9 (of **Volume 5.6.2, Figure 6.3.6**): Topography Map of Section H

- 7.4.161 Section H comprises the flat low-lying coastal marsh of Wick Moor and North Moor with the existing Hinkley Point Power Station Complex on higher ground to the north of North Moor. Substations and ground level activity within the existing Hinkley Point Power Station Complex are screened by mature tree cover within the southern and eastern extents of the power station site. Three large buildings at the existing Hinkley Point Power Station Complex on the West Somerset Coast are visible as prominent structures above mature tree cover.
- 7.4.162 A sewage works is adjacent the southern boundary of the existing Hinkley Point Power Station Complex; however these works are screened in views across Wick Moor by tree cover around the site perimeter.
- 7.4.163 To the south of Wick Moor the land rises gradually then falls to a tree lined stream before rising again to Wick Moor Drove. South of Wick Moor Drove the land rises more steeply up Farrington Hill to a local high point at 68m AOD. See **Inset 7.9**. To the east of Wick Moor and south of Stolford, the land gently rises and then falls to lower lying coastal marsh towards Wall Common and Steart further east.
- 7.4.164 To the west of Wick Moor and Wick Moor Drove the landscape comprises the Holford Valley that rises to the south and more steeply to the north. A track named Green Lane runs along the ridge in the north. North of Green Lane is the site of Shurton Substation within the proposed Hinkley Point C Power Station, which the proposed Hinkley Line Entries would connect to.
- 7.4.165 There are open views across Wick Moor with some filtering provided by hedgerows and trees to field boundaries (albeit fragmented in places) and by ditch vegetation, in particular to the south of the existing Hinkley Point Power Station Complex.
- 7.4.166 The existing Hinkley Point Power Station Complex forms a characteristic feature in views. Views include the ZG Route, ZZ Route and the VQ Route on steel lattice pylons close to each other and parallel to the south of Hinkley Point B Substation and southeast across Wick Moor, before continuing in different directions south and east. The VQ Route initially runs as an underground cable southeast beneath North Moor before being carried above ground as an overhead line from the south of the existing Hinkley Point Power Station Complex.
- 7.4.167 The prominent power station buildings and mature woodland to the south and east of the existing Hinkley Point Power Station Complex provide backgrounding in views towards the proposed Hinkley Line Entries from the south. Farrington Hill in the south provides landform backgrounding, and the Quantock Hills provide more distant backgrounding in views to the south and southwest in Section H.
- 7.4.168 The extent and nature of views in the area are influenced by local landform and landscape features including hedgerows and trees along field boundaries, ditches and local watercourses such as West Brook and East Brook, which provide filtering and partial screening in some views. There are also roadside hedgerows which filter and screen some views, particularly tall dense roadside hedgerow on raised banks.
- 7.4.169 Woodland in the surrounding landscape also influences visibility towards the proposed Hinkley Line Entries site. Woodland varies in size and includes Farrington Hill Plantation, Mud House Copse and Wick Park Covert to the south of the proposed Hinkley Line Entries site in Section H. There is also woodland in the southwest including Honibere Wood, Great Plantation, Fairfield Wood and Kennel Copse and Waltham's Copse further to the southwest.

- 7.4.170 West Somerset Council's Landscape Character Assessment (Ref. 7.19), states that within the 'Eastern Lowlands' sub character area *"the visual dominance of the power station is lessened due to the areas rolling landform and woodland and hedgerow screening"*. The same description identifies that *"whilst the power station is noted as a significant feature in views from the Quantock Hills, power lines in the east are only locally dominant"*.

Public Views

- 7.4.171 There are public views of the proposed Hinkley Line Entries in Section H from the West Somerset Coast Path long distance route and numerous PRoW, including a restricted byway; from open access land across Wick Moor and North Moor; and from a permissive footpath within the existing Hinkley Point Power Station Complex. These receptors generally have open views across flat low-lying coastal marsh or farmland with filtering in places by hedgerows and trees. Some PRoW on Wick Moor and North Moor pass directly beneath the ZG Route, ZZ Route and the VQ Route.
- 7.4.172 There are several PRoW across Wick Moor, the majority of which pass beneath the ZG Route, ZZ Route and the VQ Route and include pylons close in the view. The existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route are visible in many views, running northeast and north to the existing Hinkley Point Power Station Complex and running southeast into the distance.
- 7.4.173 The PRoW along the southern boundary of the existing Hinkley Point Power Station Complex has open views to the south, east and west, which include the ZG Route, ZZ Route and the VQ Route across Wick Moor and in the distance. The ZG Route and the ZZ Route connect to the Hinkley Point B Substation and pass over this PRoW.
- 7.4.174 South of Wick Moor PRoW WL23/60 runs across rising ground and has open views north towards the existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route, with partial filtering and screening by field boundary hedgerows and trees. Views from the most southern extent of this PRoW are screened by rising landform.
- 7.4.175 Views from PRoW WL23/61 along Middle Moor Drove to the north of Wick are partly screened and filtered in places by mature hedgerow and trees. Open views are possible at field openings, through gaps in hedgerow, and where this track and PRoW WL23/61 meet and continue across low-lying pasture across Wick Moor.
- 7.4.176 There are views north and east towards the existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route from PRoW WL23/70 along Wick Moor Drove. Some views are filtered and screened in places by roadside hedgerow and trees.
- 7.4.177 PRoW WL23/110 on Green Lane along the ridge west of Wick Moor Drove has some open elevated views, where not restricted by hedgerow, southeast towards Wick Moor and the ZG Route, ZZ Route and the VQ Route; however this footpath has been temporarily closed.
- 7.4.178 Views from PRoW WL23/56 across farmland to the east of Shurton are limited to the northeast towards the proposed Hinkley Line Entries due to intervening landform and trees and hedgerows; although the existing Hinkley Point Power Station Complex is partly visible.

- 7.4.179 Mature trees and shrubs along the watercourse and minor road running east to Wick heavily filter and screen views north from PRoW WL23/59 to the south, although there are glimpses of the existing Hinkley Point Power Station Complex in filtered views.
- 7.4.180 There are PRoWs on Farrington Hill in the south with open elevated views north towards the existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route in Section H. Views from the lower ground are partly filtered by intervening hedgerow and mature trees.
- 7.4.181 There are open views northwest over roadside hedgerow from part of PRoW WL23/106 between Idson Farm, and Woolstone Farm Cottages. Views extend along the ZG Route, ZZ Route and the VQ Route towards the existing Hinkley Point Power Station Complex. Views from PRoWs between Woolstone Farm Cottages and Calcott Farm are generally screened by intervening field boundary hedgerow.
- 7.4.182 There are a number of PRoWs near Stolford to the east with open views and views occasionally filtered by intervening hedgerow and infrequent tree cover in places. The ZG Route, ZZ Route and the VQ Route and the existing Hinkley Point Power Station Complex are visible across Wick Moor.
- 7.4.183 A restricted byway runs northeast and east along a track between Shurton and Wick Moor Drove. Views towards the proposed Hinkley Line Entries are generally screened by roadside hedgerow. There are open views northeast where this byway meets Wick Moor Drove; however there is some filtering and screening in views by intervening roadside and field boundary hedgerow and trees. Views from this byway between Wick Moor Drove and Wick are partly screened by roadside hedgerows and rising ground in the vicinity of Head Weir House. Open views north are possible at field openings, hedgerow gaps and where roadside hedgerow is lower. The ZG Route, ZZ Route and the VQ Route and the existing Hinkley Point Power Station Complex are visible to varying extents where there are views from this restricted byway.
- 7.4.184 Wick Moor is designated as open access land under the Countryside and Rights of Way Act 2000, which grants open access to this land for walkers in addition to the PRoWs, which cross this area. Views across Wick Moor are generally open with filtering in places by hedgerows and trees and with views dominated by the existing Hinkley Point Power Station Complex, and some views south shortened by rising landform.
- 7.4.185 The Hinkley Point Nature Trail is a permissive path that runs through a nature reserve in the southern part of the existing Hinkley Point Power Station Complex to the south of Hinkley Point A Substation. The nature trail is open to the public on agreement with the power station. The Hinkley Point Nature Trail runs as a circular route through woodland and open meadow and passes Pixies Mound, a Scheduled Monument. There is a seat near Pixies Mound which provides a vantage point with open far reaching views south across the low lying Moors and across the undulating rural landscape towards the Quantock Hills AONB in the distance. The ZG Route, ZZ Route and the VQ Route are visible to the southeast running into the distance. Trees and shrubs on lower ground (within the existing Hinkley Point Power Station Complex) provide some limited screening in views towards Wick Moor.
- 7.4.186 Views from minor rural roads typically are contained by tall mature roadside hedgerow; however there are views from Wick Moor Drove towards the proposed

Hinkley Line Entries site with some filtering and screening by intervening roadside trees and hedgerow and mature trees along the watercourse on lower ground north of Wick Moor Drove.

Private Views

- 7.4.187 Residential properties with generally open views towards the proposed Hinkley Line Entries include Head Weir House in the south, Doggetts and Newnham House in the southwest, and a limited number of properties on the north eastern of Shurton. Open views are also possible from a limited number of properties on the eastern edge of Burton and Knighton further to the southwest, however the existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route are distant and partly screened by intervening mature trees and landform.
- 7.4.188 On higher ground to the south open oblique views northwest are possible from Gunter's Grove at the foot of Farringdon Hill, and open views are possible from Wick Park Cottage south of Wick and from residential properties at the top of Farringdon Hill, north of Farringdon Hill Farm. The ZG Route, ZZ Route and the VQ Route are not anticipated to be visible from Gunter's Grove due to the orientation and angle of the view; however the existing Hinkley Point Power Station Complex is partly visible in other views.
- 7.4.189 Views from the northern edge of Wick are generally filtered or screened by intervening trees and shrubs or obscured by adjacent property. Open and filtered views north are possible from a number of properties south, southeast and east of Wick, including Wick Pound Cottage, Wick Pound House, Wick Cottage, Thurleigh on higher ground and from Zine Farm. Where views are possible the ZG Route, ZZ Route and the VQ Route are visible running northwest towards the existing Hinkley Point Power Station Complex. The existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route are partially screened in places by intervening mature trees.
- 7.4.190 There are open views from Sunny Cottage and Idson Farm in the southeast. These views include the ZG Route, ZZ Route and the VQ Route running northwest towards the existing Hinkley Point Power Station Complex.
- 7.4.191 There are limited views from properties at the southern end of Stolford towards the ZG Route, ZZ Route and the VQ Route and the existing Hinkley Point Power Station Complex beyond Wick Moor; some views are open and some are filtered.
- 7.4.192 A number of properties at Stolford have filtered views west and southwest across Wick Moor towards the ZG Route, ZZ Route and the VQ Route. A limited number of properties at the northern extent of Stolford close to the coast have open views towards the ZG Route, ZZ Route and the VQ Route. The Quantock Hills provide distant backgrounding to these views.
- 7.4.193 There are open long distance views northwest towards the proposed Hinkley Line Entries from Upper Cock Farm and views from several other receptors on the western edge of Stockland Bristol, including PRoW and residential properties. These distant views include the concentration of the ZG Route, ZZ Route and the VQ Route and the existing Hinkley Point Power Station Complex in the distance.
- 7.4.194 The majority of views north towards the proposed Hinkley Line Entries from Stogursey village are screened by Farringdon Hill. Locally high ground however provides some open long distance views from several PRoW and properties.

- 7.4.195 There are also long distance panoramic views northeast and north from the Quantock Hills AONB, which include the existing Hinkley Point Power Station Complex and the ZG Route, ZZ Route and the VQ Route. The ZG Route, ZZ Route and the VQ Route are perceptible in some views; however they are backgrounded by the existing Hinkley Point Power Station Complex.

Value of Views

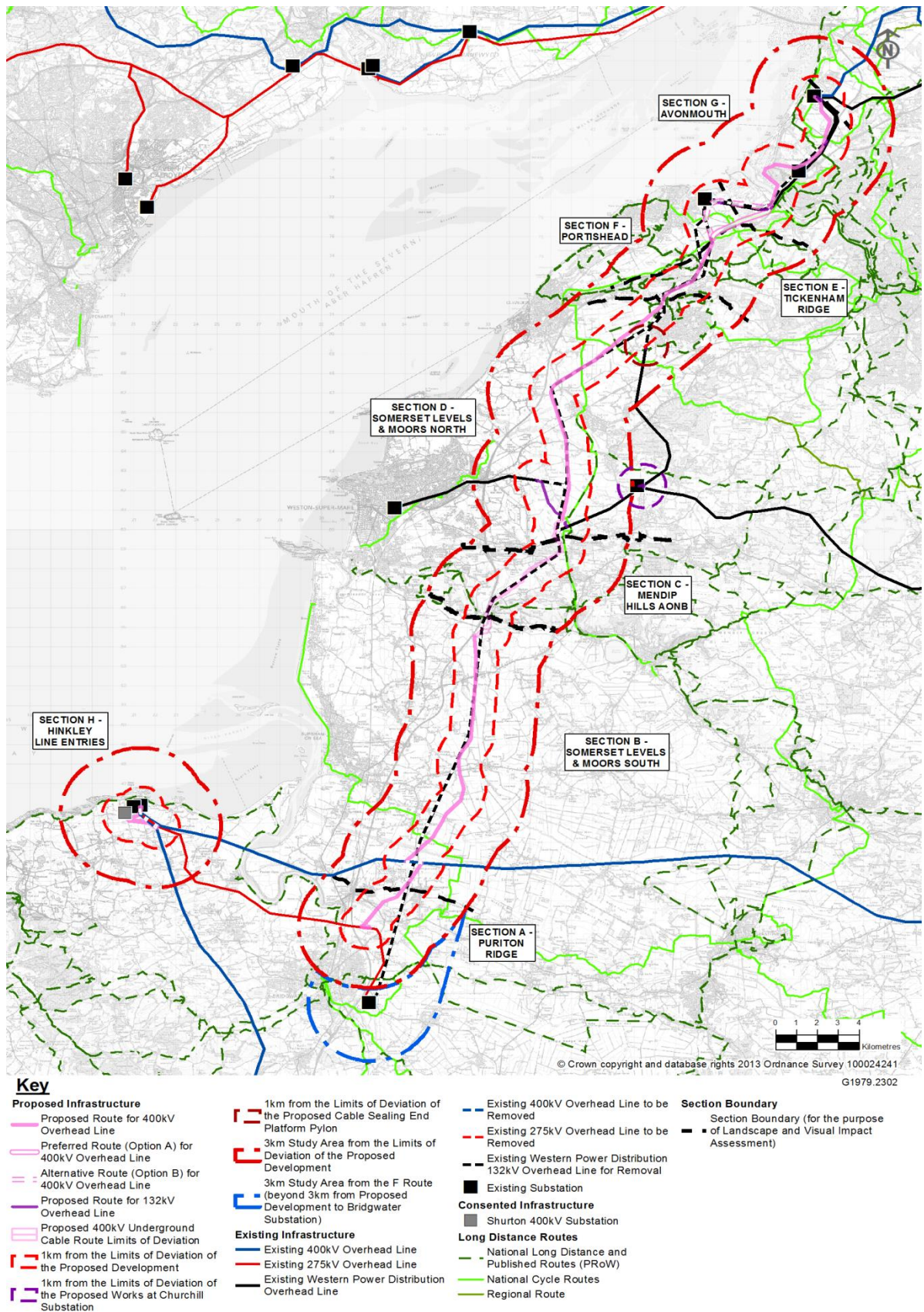
- 7.4.196 The majority of views within Section H have local value. The existing Hinkley Point Power Station Complex is a prominent feature in views; however views in the surrounding area are predominantly rural and remote in character and there are long distance views inland towards the Quantock Hills AONB as well as across Bridgwater Bay and the Bristol Channel beyond. Views from the West Somerset Coast Path long distance route have national value due to its designation as a long distance footpath. Views from Pixies Mound have regional value due to its planning designation as a Scheduled Monument. The majority of views within Section H include the ZG Route, ZZ Route and the VQ Route.

Long Distance Footpath and Cycle Routes, the M5 Motorway and Main Intercity Railway Views

- 7.4.197 There are several long distance footpaths and cycle routes and published footpath routes within 3km of the LoD for the Proposed Development. There are also regional transport routes within 3km of the LoD for the Proposed Development. The M5 motorway runs within 3km of the LoD for the Proposed Development for the length of the proposed Bridgwater to Seabank connection across Sections A to G and the main intercity railway line between Bristol and Plymouth also runs through Sections A, B and D. These walking, cycling and transport routes are illustrated at **Volume 5.7.3, Figures 7.4.1 to 7.4.9** and comprise:

- River Parrett Trail LDR;
- National Cycle Route (NCR) 3 (part of the Stop Line Way);
- NCR 339 (part of the Stop Line Way);
- Samaritans Way South West LDR;
- Summits of Somerset and Avon LDR;
- NCR 33 (part of the Stop Line Way);
- West Mendip Way LDR;
- Bleadon Hill Wild Walk 3 (published route);
- Kings Wood Wild Walk 7 (published route);
- Strawberry Line LDR;
- NCR 26;
- Two Rivers Way (published route);
- NCR 410 (Avon Cycleway);
- Nailsea Round (published route);
- Loop Walk 6 (published route);
- Loop Walk 3 (published route);
- Loop Walk 4 (published route);
- Gordano Round LDR and Gordano Round Links (published route);
- NCR 334;
- River Avon Trail LDR;
- NCR 41;
- Severn Way LDR;

- Community Forest Path LDR;
- Bristol City Triangular Walk (published route);
- NCR 4;
- M5 Motorway
- Main Intercity Railway; and
- West Somerset Coast Path LDR.

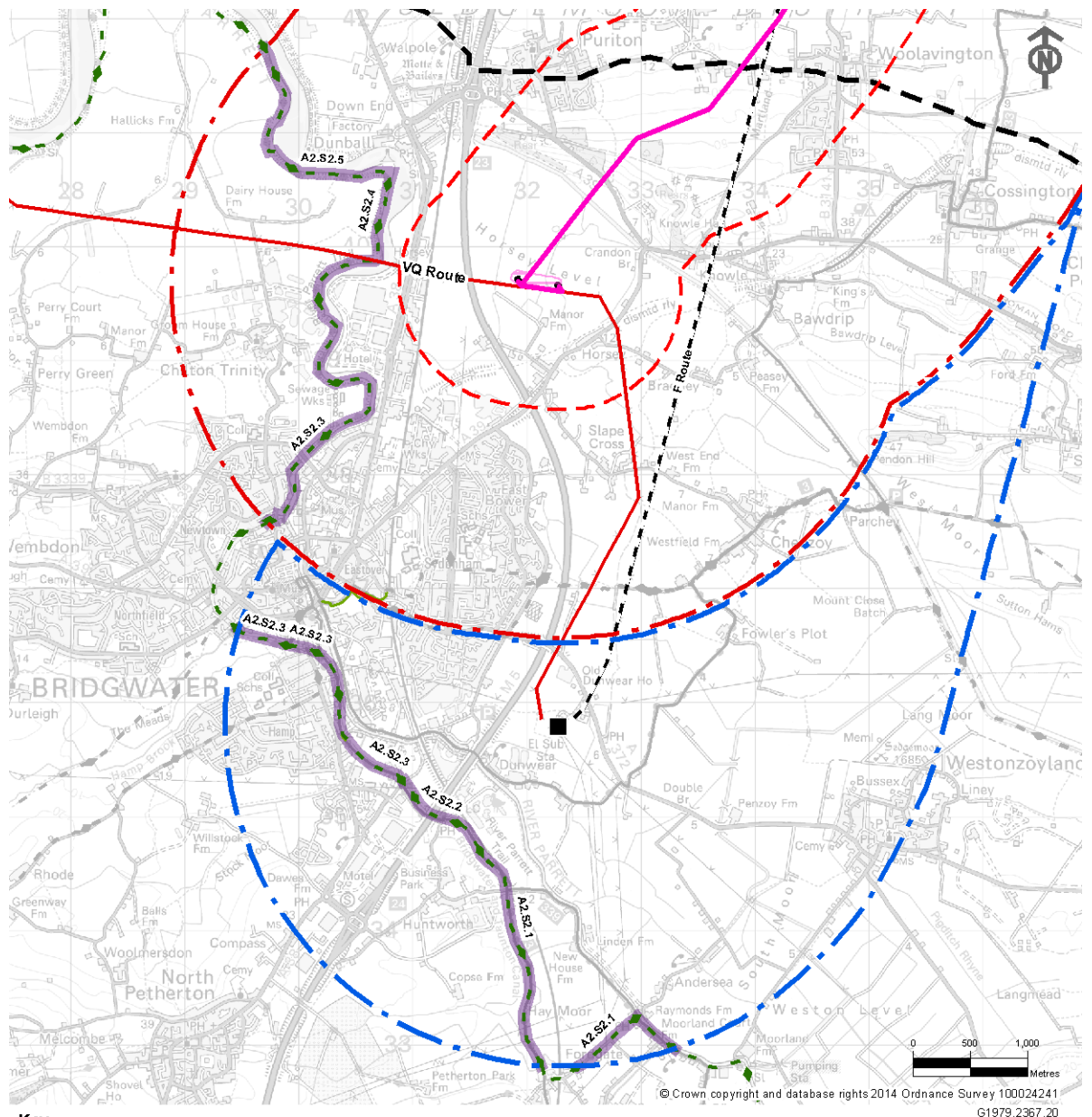


Inset 7.10 (of Volume 5.7.3, Figure 7.4.1): Overview of Long Distance Routes within 3km

- 7.4.198 Baseline views from these public routes are described below and should be read with the Figures at **Volume 5.7.3**, which contain the photograph viewpoint location plans at **Volume 5.7.3, Figures 7.13 and 7.26** and photograph sheets at **Volume 5.7.3, Figures 7.14.1 to 7.14.90**.
- 7.4.199 Although all users of the long distance footpaths and cycle routes and published footpath routes are of high susceptibility to changes in views, the sensitivity of users varies depending on the value of their views. Views from LDR and NCR are of national value and users of these routes are of high sensitivity to changes in views. The views experienced by users of locally published footpath routes are of local value and users of these routes are of medium sensitivity to changes in views. The views experienced on the M5 are of local value and users of this route are of low to medium susceptibility to changes in views, and so overall road users are of low sensitivity to changes in views from the motorway.

River Parrett Trail

- 7.4.200 The River Parrett Trail is a national LDR and its users are of high sensitivity to changes in views. In Section A there are open long distance views east towards the route of the proposed 400kV overhead line from parts of the River Parrett Trail beyond 1km. The trail is a published LDR that follows PRoW along the River Parrett between Steart Point and Chedington. Views include Puriton Ridge and the VQ Route.

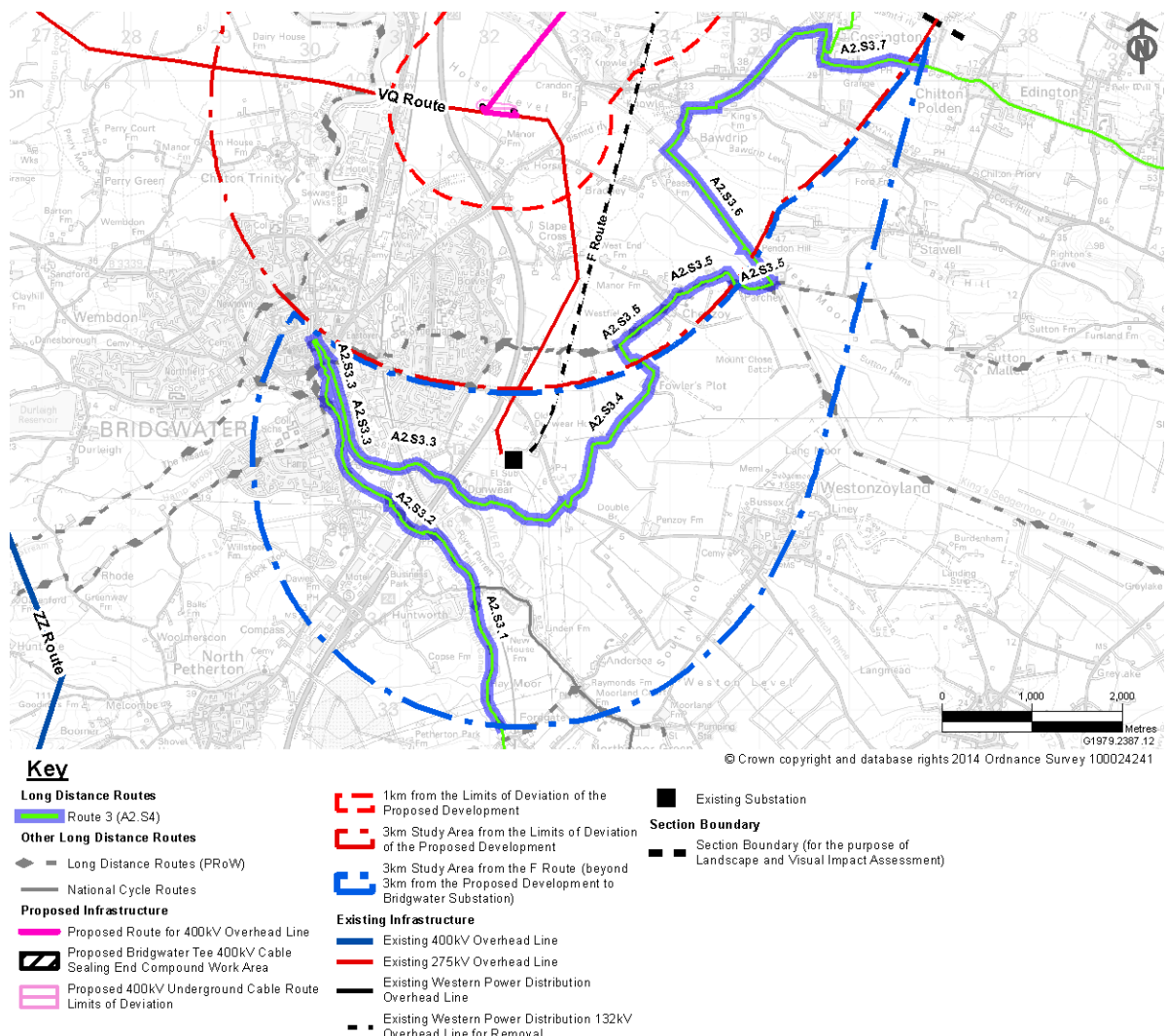


- Key**
- Long Distance Routes**
 - River Parrett Trail (A2.S2)
 - Other Long Distance Routes**
 - Long Distance Routes (PRoW)
 - National Cycle Routes
 - Proposed Infrastructure**
 - Proposed Route for 400kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Proposed 400kV Underground Cable Route Limits of Deviation
 - Proposed Bridgwater Tee 400kV Cable Sealing End Compound Work Area
 - Existing Infrastructure**
 - Existing 275kV Overhead Line
 - Existing Western Power Distribution Overhead Line
 - Existing Western Power Distribution 132kV Overhead Line for Removal
 - Existing Substation
 - Section Boundary**
 - Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.11 (of Volume 5.7.3, Figure 7.4.2): Location Plan illustrating the Geographical Extent in Section A of the River Parrett Trail Long Distance Route within the 3km Study Area

NCR 3 (part of the Stop Line Way)

7.4.201 Users of NCR 3 are of high sensitivity to changes in views. NCR 3 connects Land's End in Cornwall to Bristol via St. Austell, Bude, Barnstaple, Taunton and Wells. In Section A the cycle route passes between 1 and 3km from the proposed LoD for the 400kV overhead line and within 1km of the proposed removal of the F Route along the minor road network, along King Sedgemoor Drain and through Chedzoy, Bawdrip and Cossington. Through Chedzoy part of the cycle route is shared with the Samaritans Way South West and the Summits of Somerset and Avon LDRs. South and west of Chedzoy NCR 3 continues to run within 1km of the F Route before reaching Bridgwater and following the same route as the River Parrett Trail on the Bridgwater and Taunton Canal between 1 and 3km of the F Route. The F Route and the VQ Route are visible in some views to the south of Puriton Ridge and the ZQ Route is visible in some views to the north of Puriton Ridge, east of Cossington.



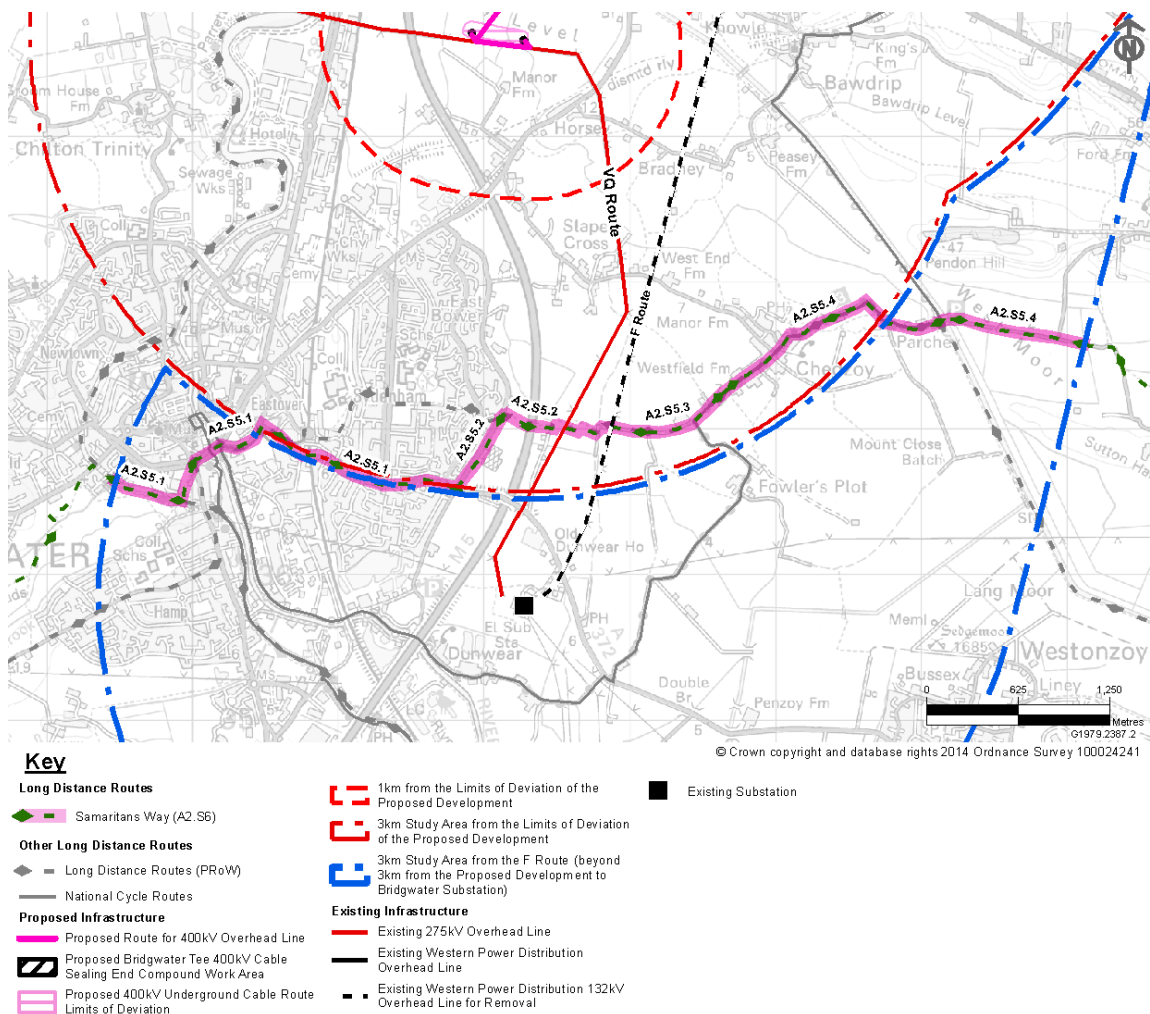
Inset 7.12 (of Volume 5.7.3, Figure 7.4.2): Location Plan illustrating the Geographical Extent in Section A of National Cycle Route 3 Long Distance Route within the 3km Study Area

NCR 339 (part of the Stop Line Way)

- 7.4.202 Users of NCR 339 are of high sensitivity to changes in views. Route 339 connects Bridgwater to Ilminster via Langport and South Petherton. Part of the cycle route is between 1 and 3km from the proposed removal of the F Route in Section A. This part of the cycle route follows the River Parrett and connects with the River Parrett Trail LDR and NCR 3 on the Bridgwater and Taunton Canal.

Samaritans Way South West

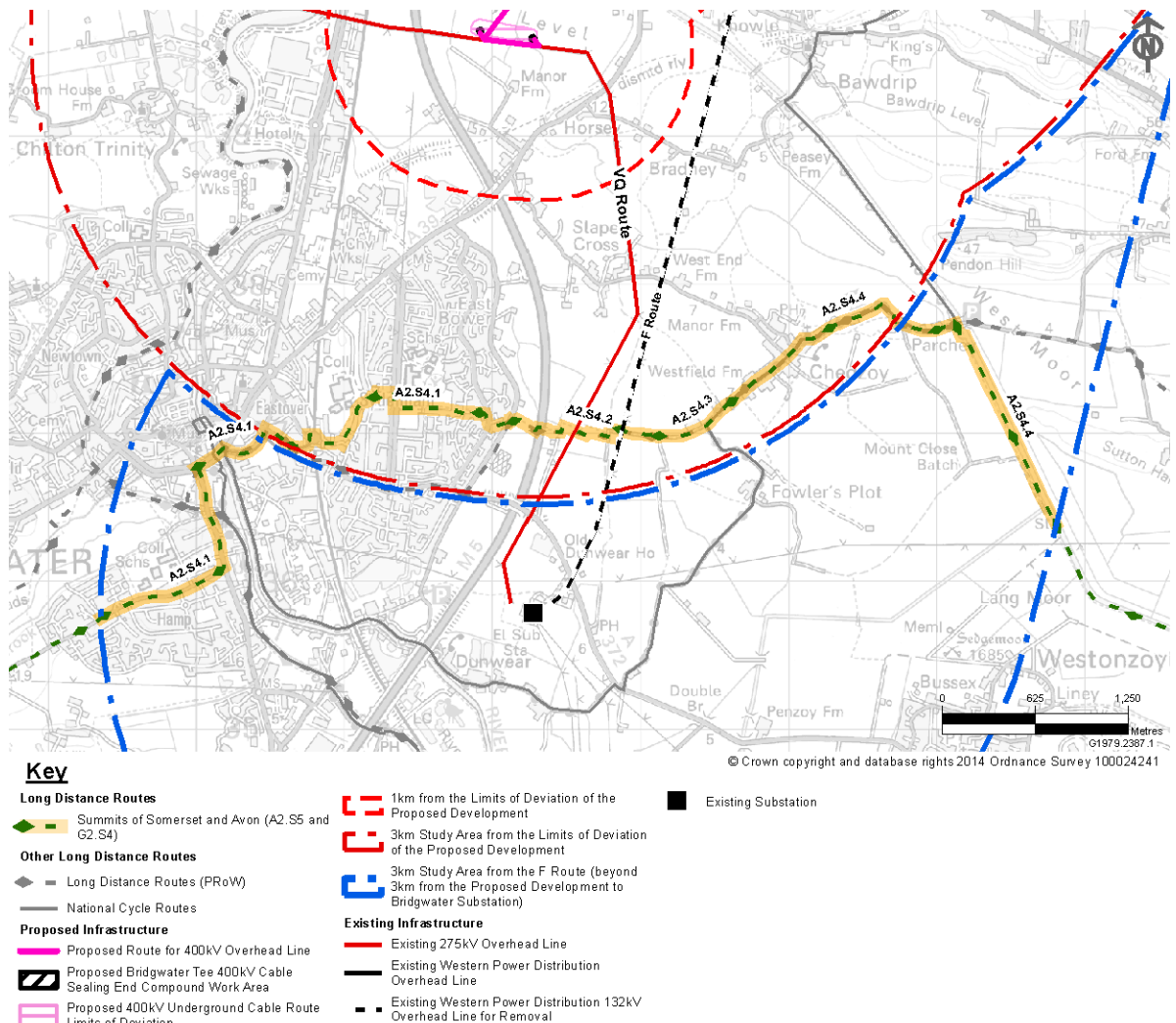
- 7.4.203 The Samaritans Way South West is a national LDR and its users are of high sensitivity to changes in views. The Samaritans Way South West LDR runs east from the Quantock Hills AONB through Bridgwater before passing over the M5 motorway and continuing east across fields and through Chedzoy to Parchey Bridge. The route continues east beyond the 3km boundary towards Sutton Mallet and Glastonbury. Within 3km of the Proposed Development in Section A there are long distance views from the Samaritans Way, looking north and south along the F Route for a short section of the route. Views looking north are towards the proposed route of the 400kV overhead line where the PRow passes under the F Route and are towards the VQ Route east of the M5 motorway.



Inset 7.13 (of Volume 5.7.3, Figure 7.4.2): Location Plan illustrating the Geographical Extent in Section A of the Samaritans Way Long Distance Route within the 3km Study Area

Summits of Somerset and Avon

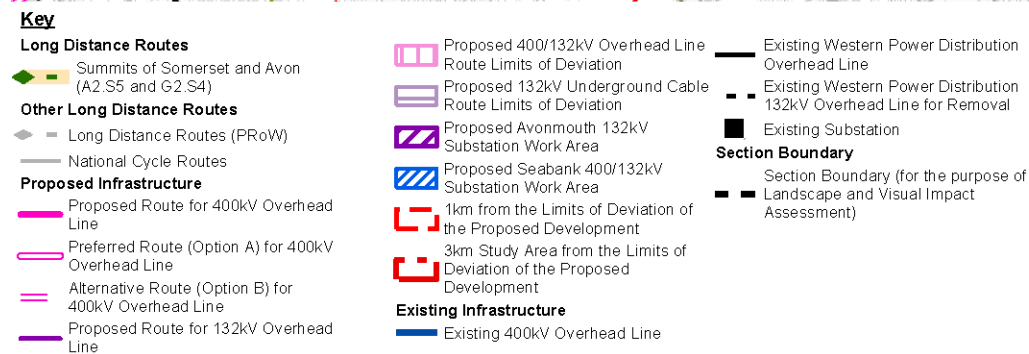
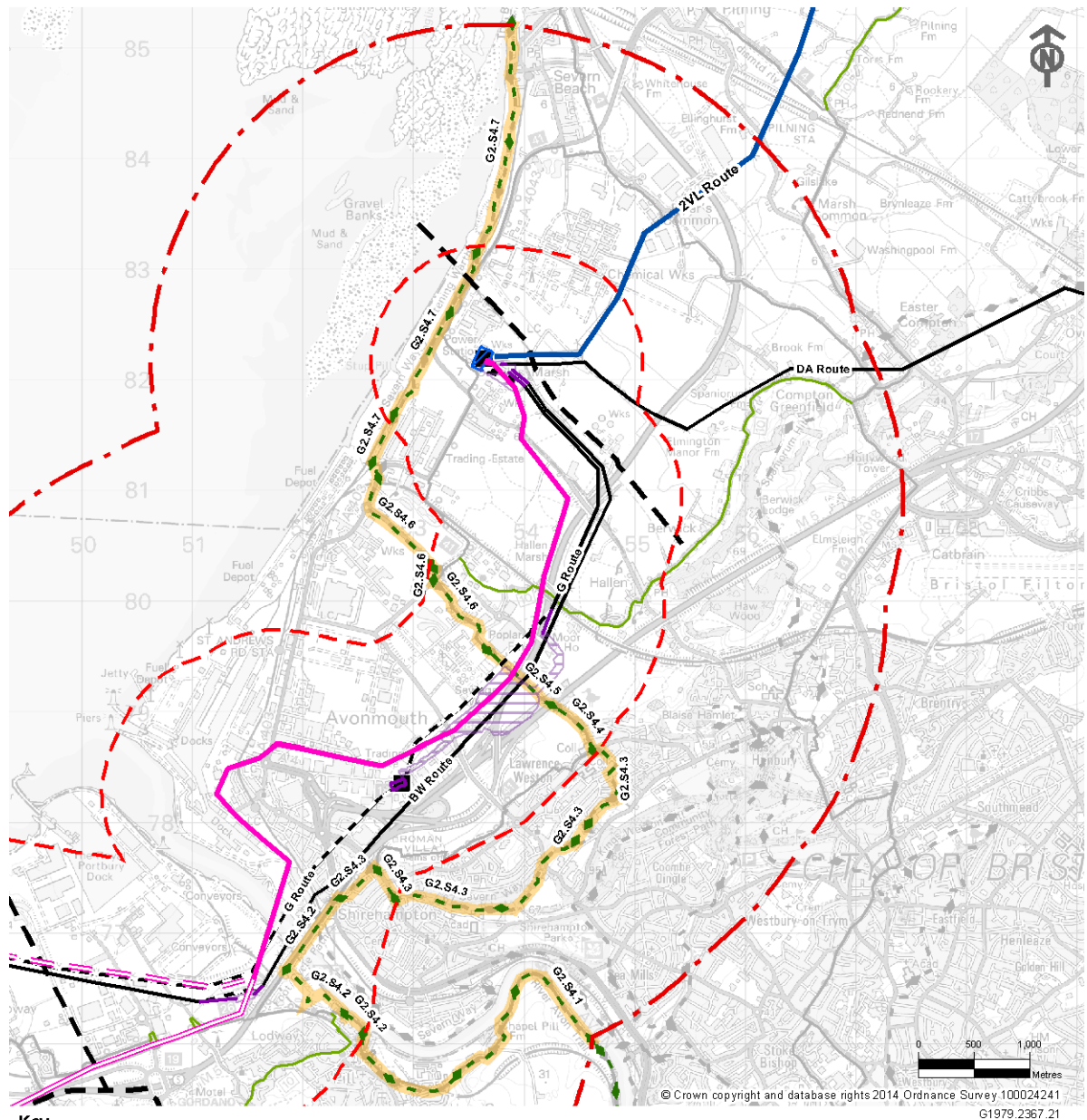
- 7.4.204 The Summits of Somerset and Avon is a national LDR and its users are of high sensitivity to changes in views. The LDR runs from the South West Coastal Path at Minehead through the Quantocks, Mendip Hills and Severn Valley to Offa's Dyke National Trail at Chepstow.
- 7.4.205 In Section A the path follows the same route as the Samaritans Way South West to the east of the M5 and takes a similar route through Bridgwater to the west of the M5. The baseline views experienced from the route are as described above for the Samaritans Way.



Inset 7.14 (of Volume 5.7.3, Figure 7.4.2): Location Plan illustrating the Geographical Extent in Section A of the Summits of Somerset and Avon Long Distance Route within the 3km Study Area

- 7.4.206 In Section G the path follows the same route as the Severn Way LDR running south between 1 and 3km from the proposed 400kV overhead line in Section G, along the coast between Severn Beach and Chitting Industrial Estate. The LDRs then turns inland southeast and pass within 1km of the proposed 400kV overhead line along Poplar Way West and Lawrence Weston Road to Lawrence Weston.

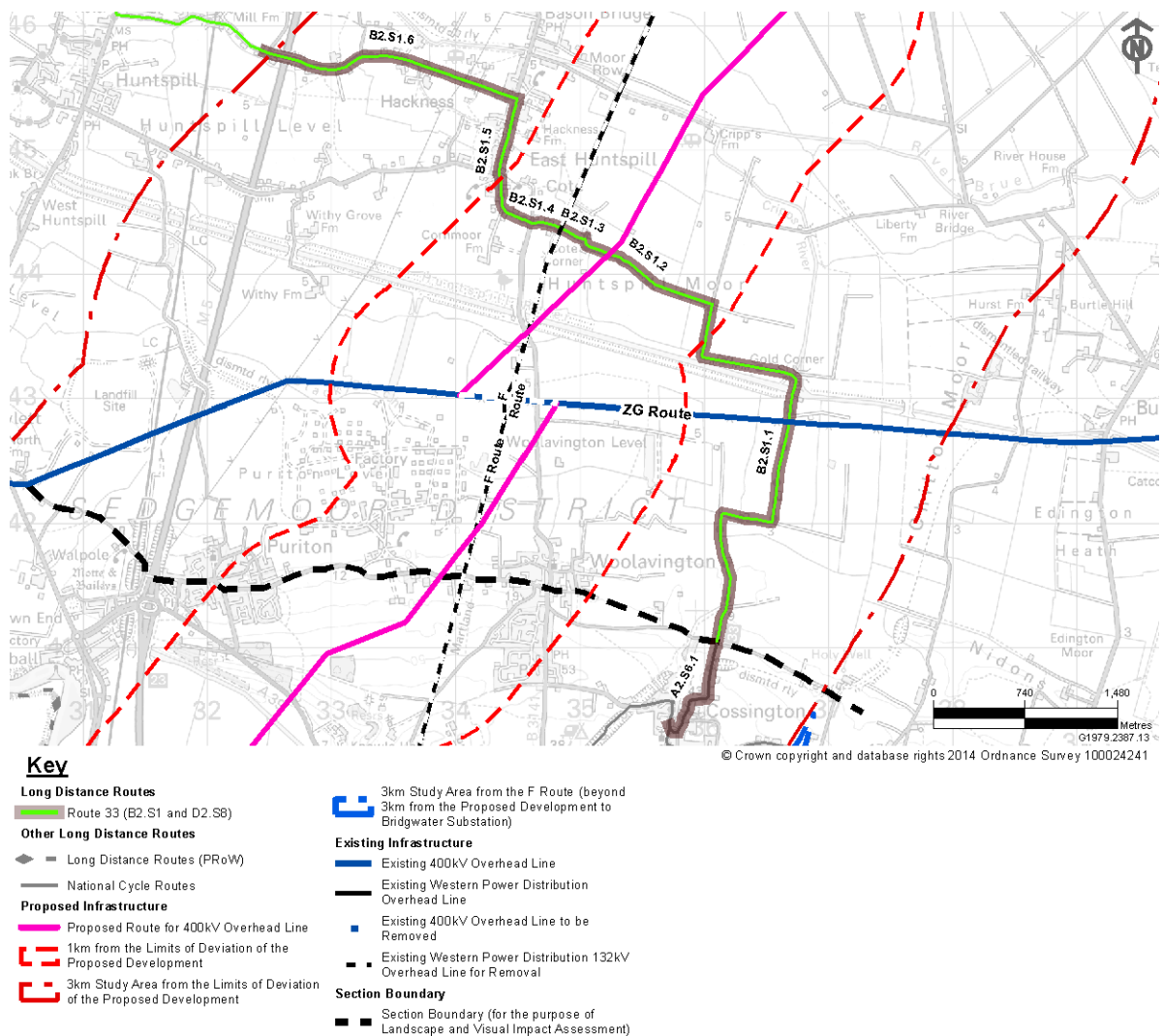
The Severn Way and Summits of Somerset and Avon then continue southwest to the River Avon. At this point the Summits of Somerset and Avon crosses the river and runs between 1 and 3km from the LoD for the proposed 400kV overhead line, following the southern bank east into Bristol city centre along the same route as the River Avon Trail. See paragraphs 7.1.14 and 7.1.15 respectively for a description of the baseline views experienced.



Inset 7.15 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section G of the Summits of Somerset and Avon Long Distance Route within the 3km Study Area

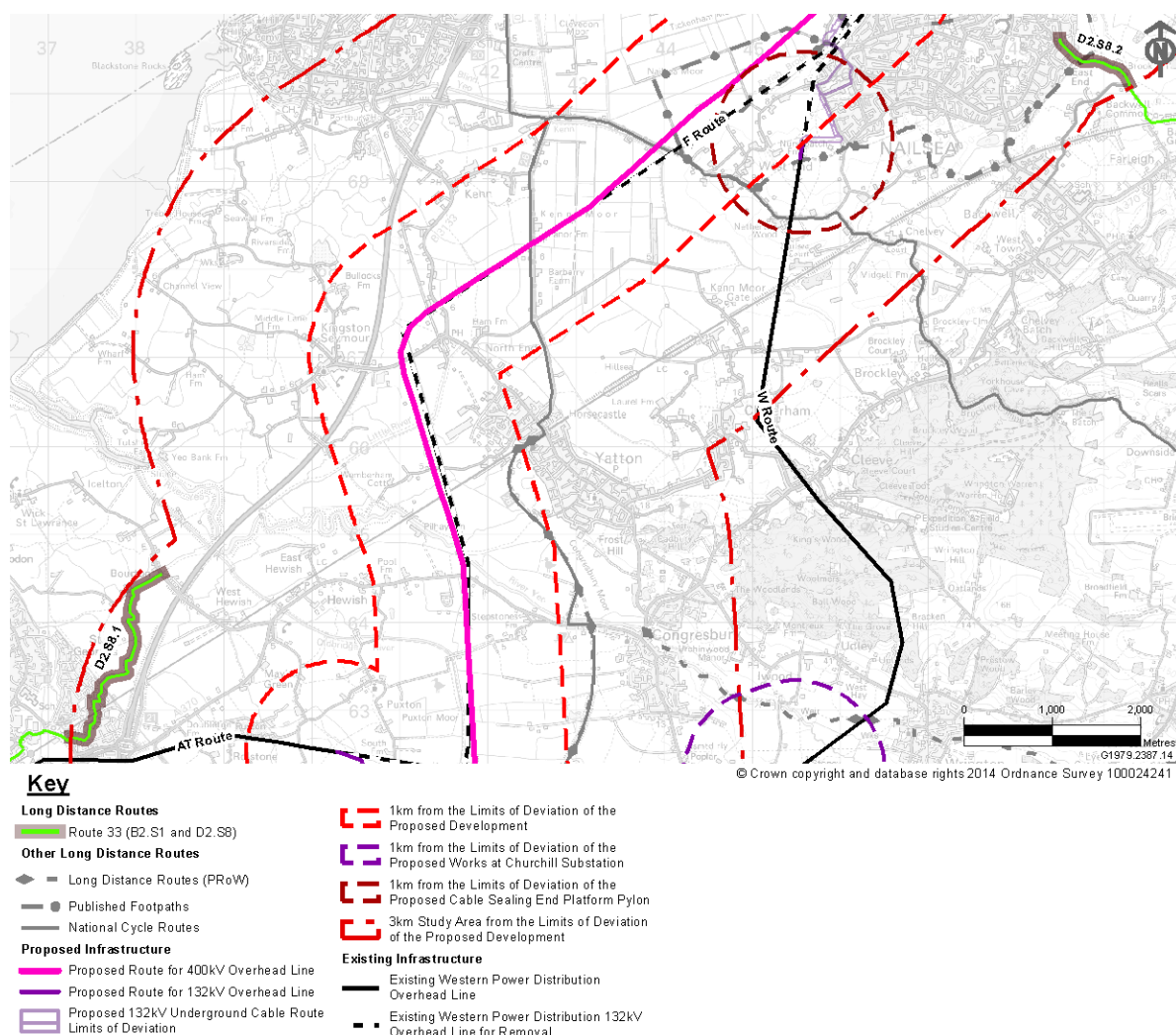
NCR 33 (part of the Stop Line Way)

- 7.4.207 Users of NCR 33 are of high sensitivity to changes in views. NCR 33 starts in Bristol and crosses Somerset and Devon to reach the English Channel at Seaton via Clevedon, Weston-super-Mare, Bridgwater and Chard. The cycle route follows NCR 3 between Bridgwater and Taunton before heading east to Ilminster.
- 7.4.208 In Section A a small part of the cycle route passes between 1 and 3km from the LoD for the proposed 400kV overhead line along a minor road from Cossington running north. The F Route and the VQ Route are visible in some views to the south of Puriton Ridge and the ZQ Route is visible in some views to the north of Puriton Ridge.
- 7.4.209 In Section B NCR 33 runs north and west of Cossington along the minor road network toward Burnham-on-Sea on the coast. The cycle route passes between 1 and 3km from the LoD for the proposed 400kV overhead line between the M5 motorway and East Huntspill to the west of the Proposed Development, passing under the Bridgwater to Weston-super-Mare Route (built on steel lattice pylons) on New Road. The cycle route passes within 1km of the LoD for the proposed 400kV overhead line between East Huntspill and Gold Corner, passing under the F Route conductors on Burtle Road at Cote Corner. In this location particularly long views along the F Route are available to the north. To the east of the Proposed Development the cycle route passes between 1 and 3km from the LoD for the proposed 400kV overhead line between Gold Corner and Cossington, passing under the ZQ Route to the south of the Huntspill River.



Inset 7.16 (of **Volume 5.7.3, Figure 7.4.3**): Location Plan illustrating the Geographical Extent in Sections A and B of National Cycle Route 33 Long Distance Route within the 3km Study Area

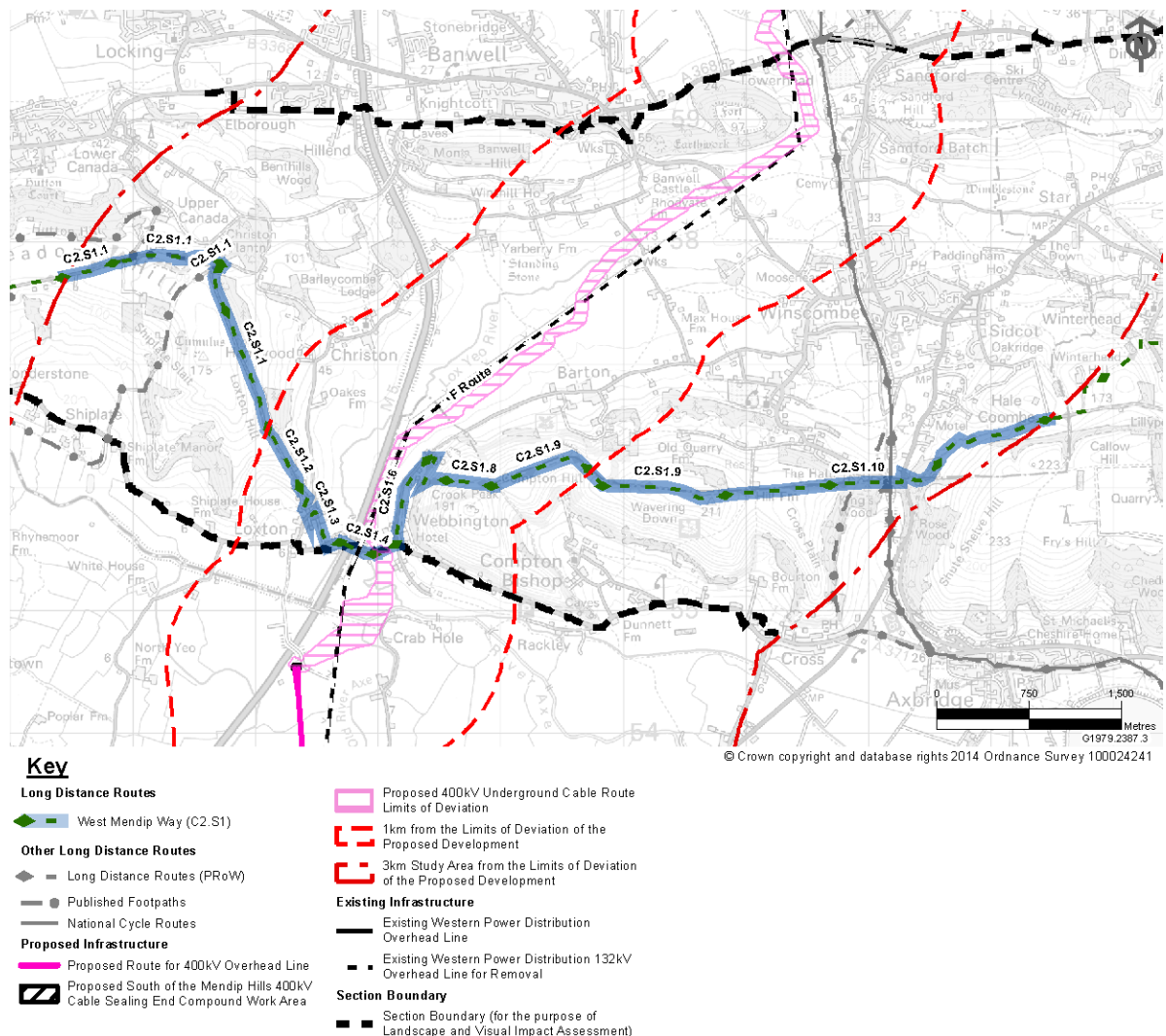
7.4.210 In Section D a short section of NCR 33 runs east of Weston-super-Mare to Bourton, west of the M5 and between 1 and 3km from the LoD for the proposed 400kV overhead line. Views to the east from this part of NCR33 are restricted by M5 motorway embankments. The section of NCR 33 intended between Bourton and Nailsea is currently under development. In Section D a further short length of cycle route 33 (also known as Festival Way) runs east from the centre of Nailsea beyond 3km and toward Bristol. Views looking west from this part of NCR 33 are prevented by Nailsea.



Inset 7.17 (of **Volume 5.7.3, Figures 7.4.5 and 7.4.7**): Location Plan illustrating the Geographical Extent in Section D of National Cycle Route 33 Long Distance Route within the 3km Study Area

West Mendip Way (western section of the Mendip Way)

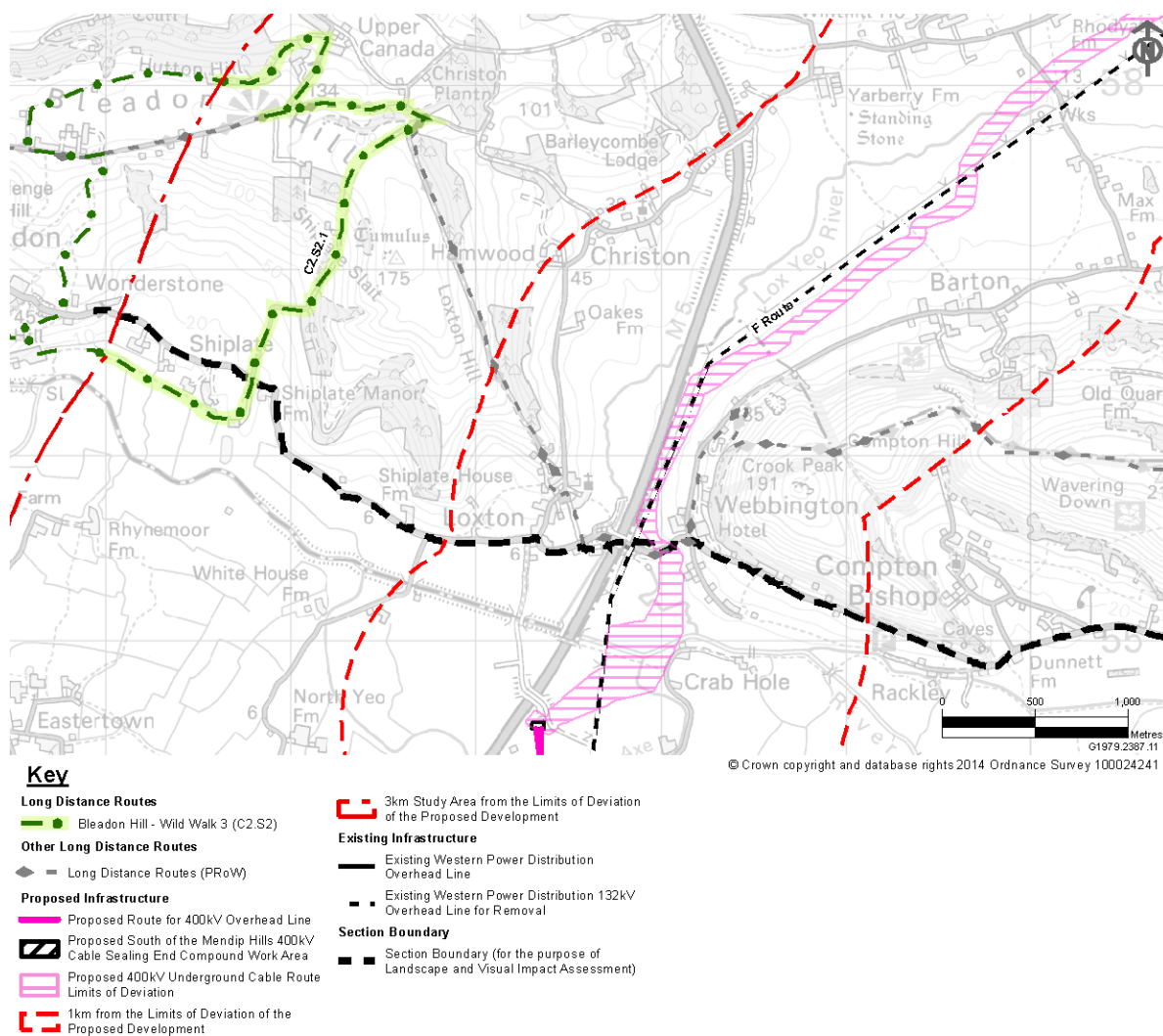
- 7.4.211 The West Mendip Way is a national LDR and its users are of high sensitivity to changes in views. The West Mendip Way is 50 miles long and runs across the Mendip Hills AONB from Weston-super-Mare to Frome. The LDR is divided in two and the West Mendip Way runs through Shipham to the east and crosses Callow Hill, Wavering Down, Compton Hill, Crook Peak, Loxton Gap, Loxton Hill and Bleadon Hill. The West Mendip Way passes east to west through Section C, within the 3km and 1km boundaries and under the F Route at Loxton Gap. There are views from this long distance route down through the Mendip Hills AONB and south across the Levels and Moors of Section B from within 1km and 3km of the LoD for the Proposed Development. The F Route is visible in some of these views.



Inset 7.18 (of Volume 5.7.3, Figure 7.4.4): Location Plan illustrating the Geographical Extent in Section C of the West Mendip Way Long Distance Route within the 3km Study Area

Bleadon Hill - Wild Walk 3 (published by the Mendip Hills AONB)

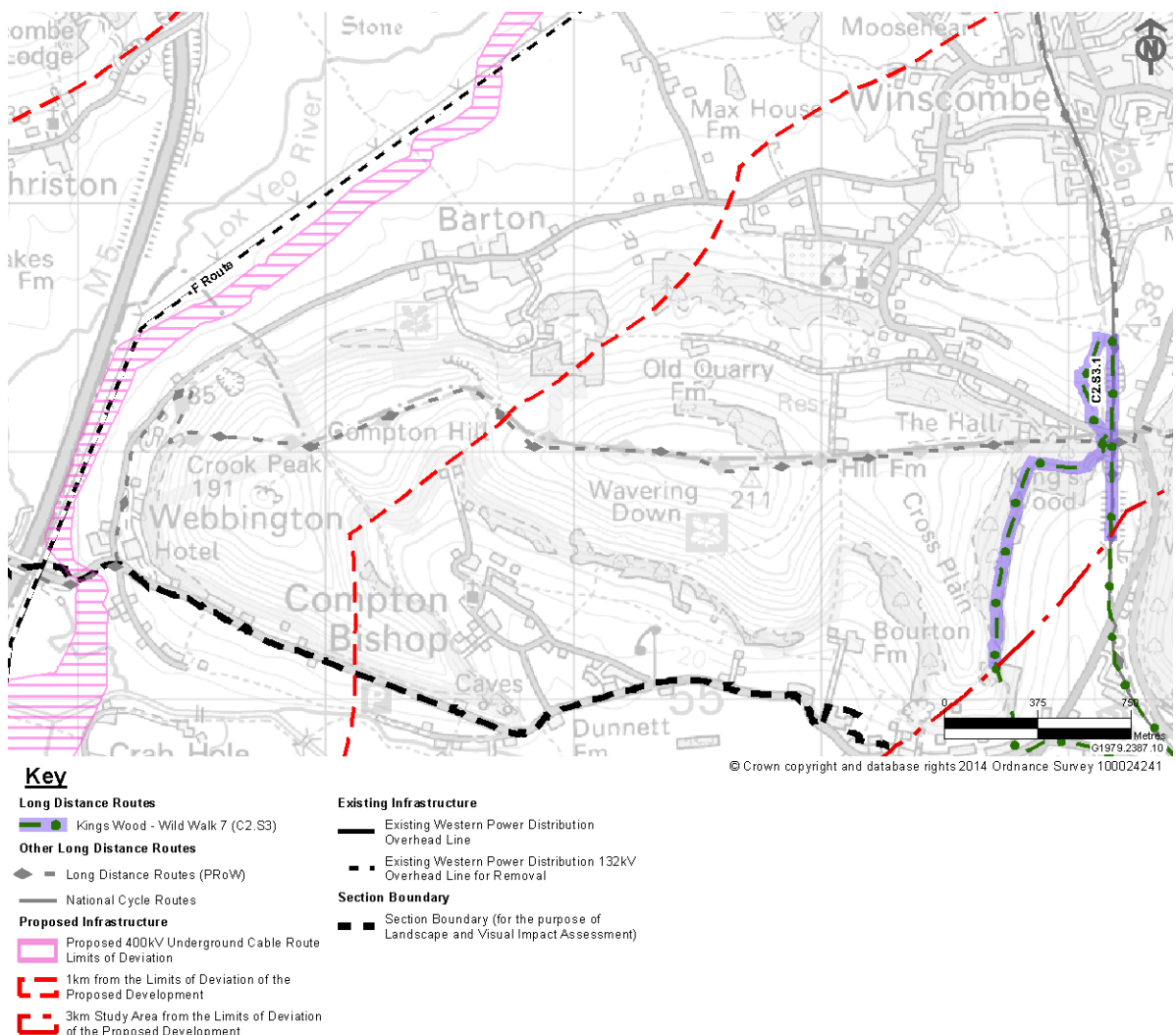
7.4.212 Bleadon Hill - Wild Walk 3 is a local published walking route within the AONB and as a result its users are of high sensitivity to changes in views. This is a circular 7.5 mile walk starting at Bleadon Hill car park following a section of the West Mendip Way to the east before heading south towards Shiplate and turning west towards the village of Bleadon and north back to the finish. The eastern half of the circular route is within 3km of the LoD for the Proposed Development predominantly in Section C, with a small part within 3km in Section B to the south. Part of the published walking route is shared with the West Mendip Way LDR. Views of the F Route from Wild Walk 3 are generally restricted by intervening landform and vegetation. The F Route is visible in distant and backgrounded views from the top of Bleadon Hill and from the PRoW leading off from Shiplate road.



Inset 7.19 (of Volume 5.7.3, Figure 7.4.4): Location Plan illustrating the Geographical Extent in Sections B and C of Bleadon Hill – Wild Walk 3 (published by Mendip Hills AONB) within the 3km Study Area

Kings Wood - Wild Walk 7 (published by the Mendip Hills AONB)

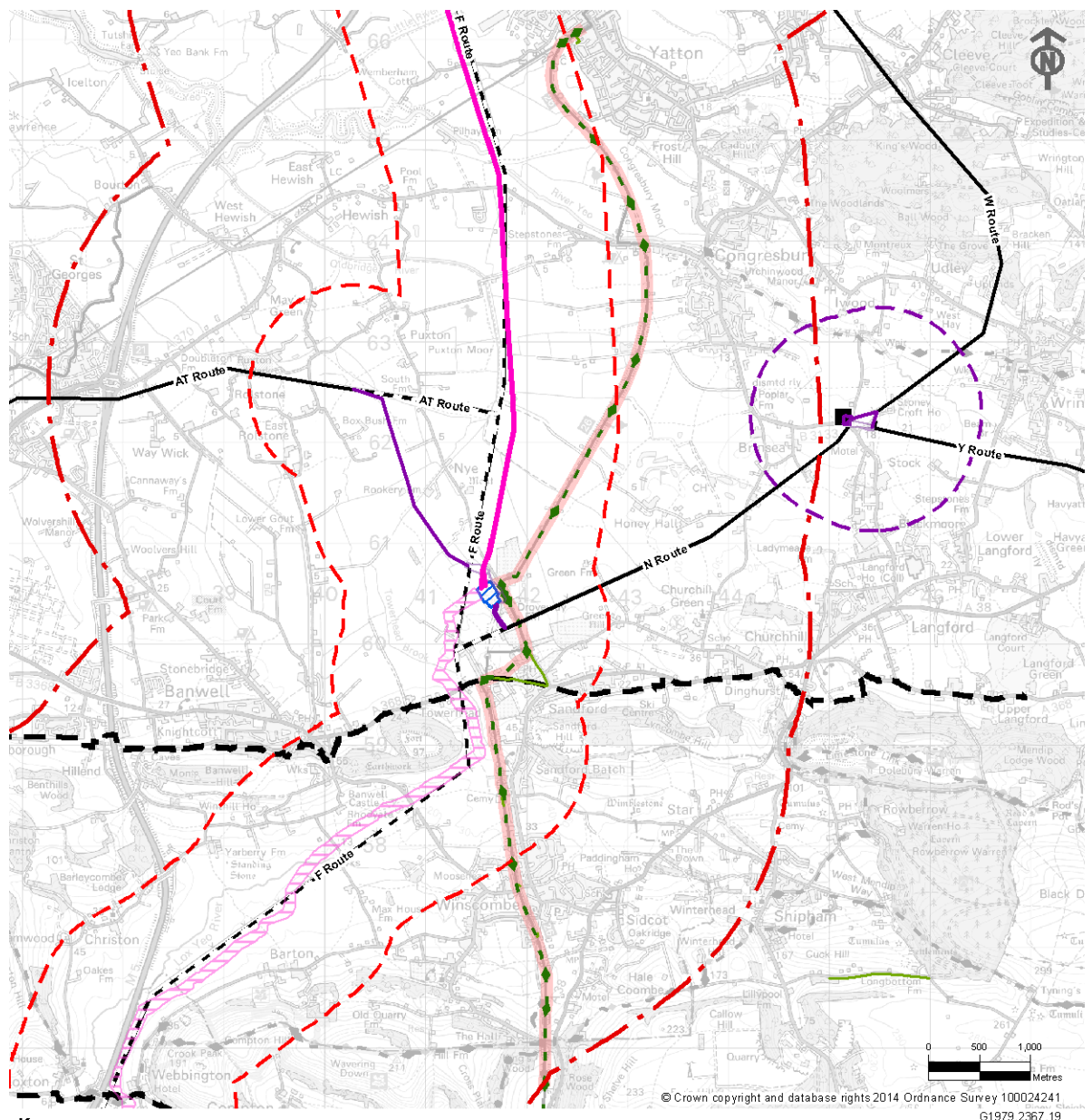
7.4.213 Kings Wood - Wild Walk 7 is a local published walking route within the AONB and as a result its users are of high sensitivity to changes in views. This is a 2.5 mile or 4km circular walk starting at the Kings Wood car park following the bridleway southwest through Kings Wood to the road at Cross, following Cross Lane east and turning north over fields to the Strawberry Line and back to the car park. The northern half of the circular route is within 3km of the LoD for the Proposed Development in Section C. The published walking route crosses the West Mendip Way LDR and follows part of the Strawberry Line. Views of the F Route are generally screened due to distance and intervening topography, vegetation and built form, although there are some distant views of the F Route looking north from the Strawberry Line.



Inset 7.20 (of Volume 5.7.3, Figure 7.4.4): Location Plan illustrating the Geographical Extent in Section C of Kings Wood – Wild Walk 7 (published by Mendip Hills AONB) within the 3km Study Area

Strawberry Line

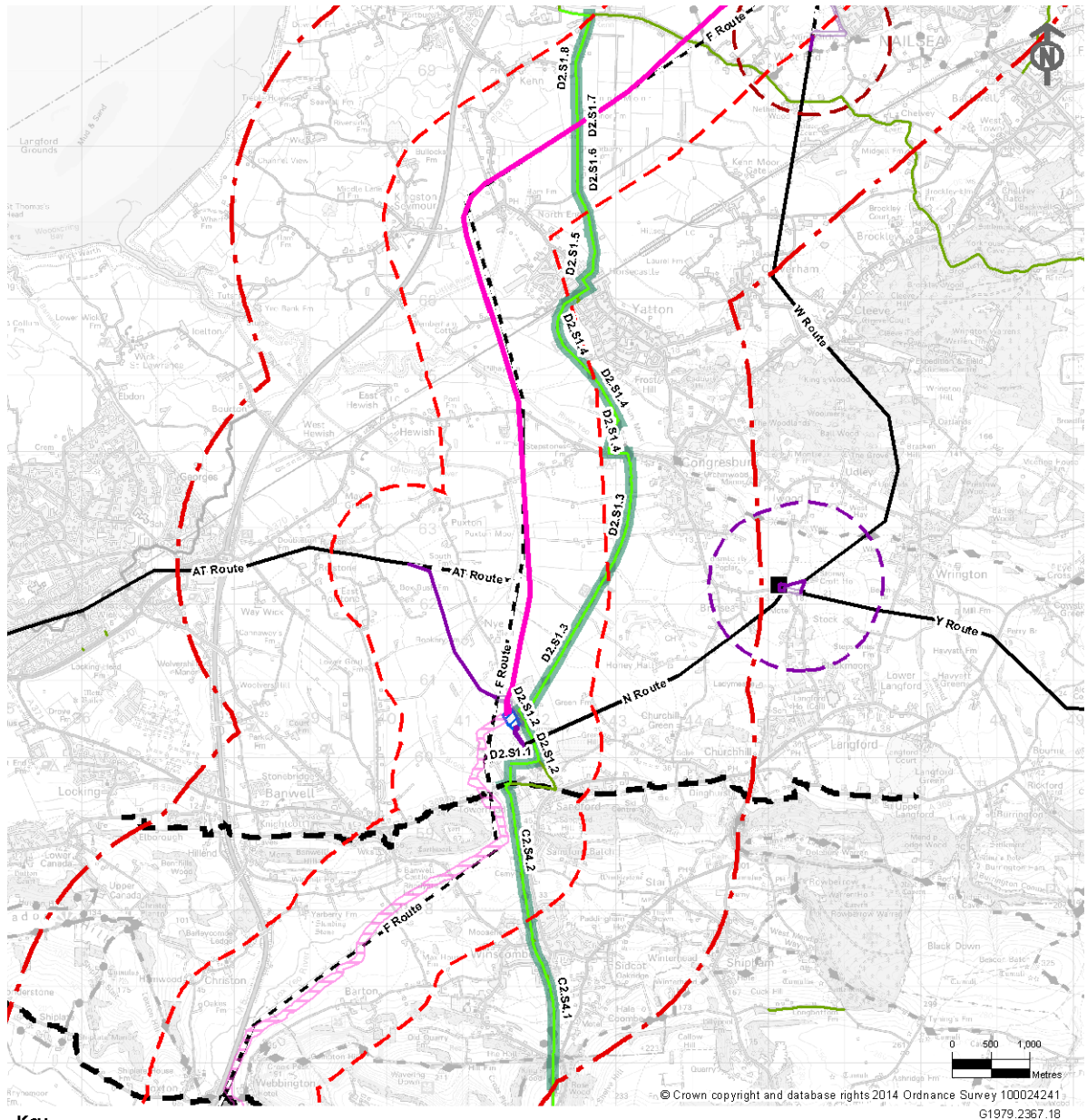
- 7.4.214 The Strawberry Line is a recreational trail (a national LDR and is also National Cycle Network Route 26) 10 miles long along the former Cheddar Valley Railway from Yatton to Cheddar. Its users are of high sensitivity to changes in views. The Strawberry Line LDR passes through the 1km boundary of Section C at Winscombe and Sandford Batch. There are views from Sandford Batch with the F Route visible above trees to the west and at the gap between Banwell Hill and Sandford Hill. The Strawberry Line continues south in Section C between Winscombe and Axbridge between 1 and 3km from the proposed 400kV overhead line with the F Route generally screened.
- 7.4.215 The Strawberry Line LDR generally runs within 1km of the proposed 400kV overhead line in Section D from Sandford in the south to Yatton in the north, running to the east and broadly parallel with the F Route. Trees and vegetation along the former railway embankments generally obscure views out to the west from the Strawberry Line with glimpsed or filtered views of the F Route and the AT Route available in places above trees.



Inset 7.21 (of Volume 5.7.3, Figure 7.4.5): Location Plan illustrating the Geographical Extent in Sections C and D of the Strawberry Line Long Distance Route within the 3km Study Area

NCR 26

- 7.4.216 Users of NCR 26 are of high sensitivity to changes in views. NCR 26 runs from Portishead to Portland Bill on the Dorset Coast and follows the Strawberry Line LDR along the former Cheddar Valley Railway from Yatton to Cheddar.
- 7.4.217 The cycle route follows the Strawberry Line LDR through Section C where it passes through Winscombe and along the western settlement edge of Sandford Batch. The cycle route passes within 1km of the Proposed Development at Sandford Batch and there are views towards the F Route above trees to the west and at the gap between Banwell Hill and Sandford Hill. To the south between 1 and 3km of the Proposed Development the cycle route passes through Winscombe where views towards the F Route are screened by trees and buildings.
- 7.4.218 In Section D the cycle route follows the Strawberry Line LDR north between Sandford and Yatton, within 3km of the Proposed Development. The cycle route is within 1km of the Proposed Development north of Sandford where it passes under the N Route on Nye Road, and near Yatton. Embankment trees and vegetation along the former railway generally obscure views with occasional glimpsed or filtered views of the F Route and the AT Route available in places above intervening trees. South of Congresbury views towards the Mendip Hills, the F Route and the AT Route are available more regularly due to more frequent gaps in trees and vegetation. North of Yatton and the Strawberry Line the cycle route follows the minor road network north to Clevedon, passing under the F Route on Kennmoor Road near Kenn. At this point there are long views northeast and southwest along the F Route as it crosses Nailsea Moor.



Key

Long Distance Routes

Route 26 (F2.S4 and G2.S1)

Other Long Distance Routes

Long Distance Routes (PRoW)

Published Footpaths

National Cycle Routes

Proposed Infrastructure

Proposed Route for 400kV Overhead Line

Proposed Route for 132kV Overhead Line

Proposed 400/132kV Overhead Line Route Limits of Deviation

Proposed 400kV Underground Cable Route Limits of Deviation

Proposed 132kV Underground Cable Route Limits of Deviation

Proposed Churchill 132kV Substation Work Area

Proposed Sandford 400/132kV Substation Work Area

1km from the Limits of Deviation of the Proposed Development

1km from the Limits of Deviation of the Proposed Works at Churchill Substation

1km from the Limits of Deviation of the Proposed Cable Sealing End Platform Pylon

3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

Existing Western Power Distribution Overhead Line

Existing Western Power Distribution 132kV Overhead Line for Removal

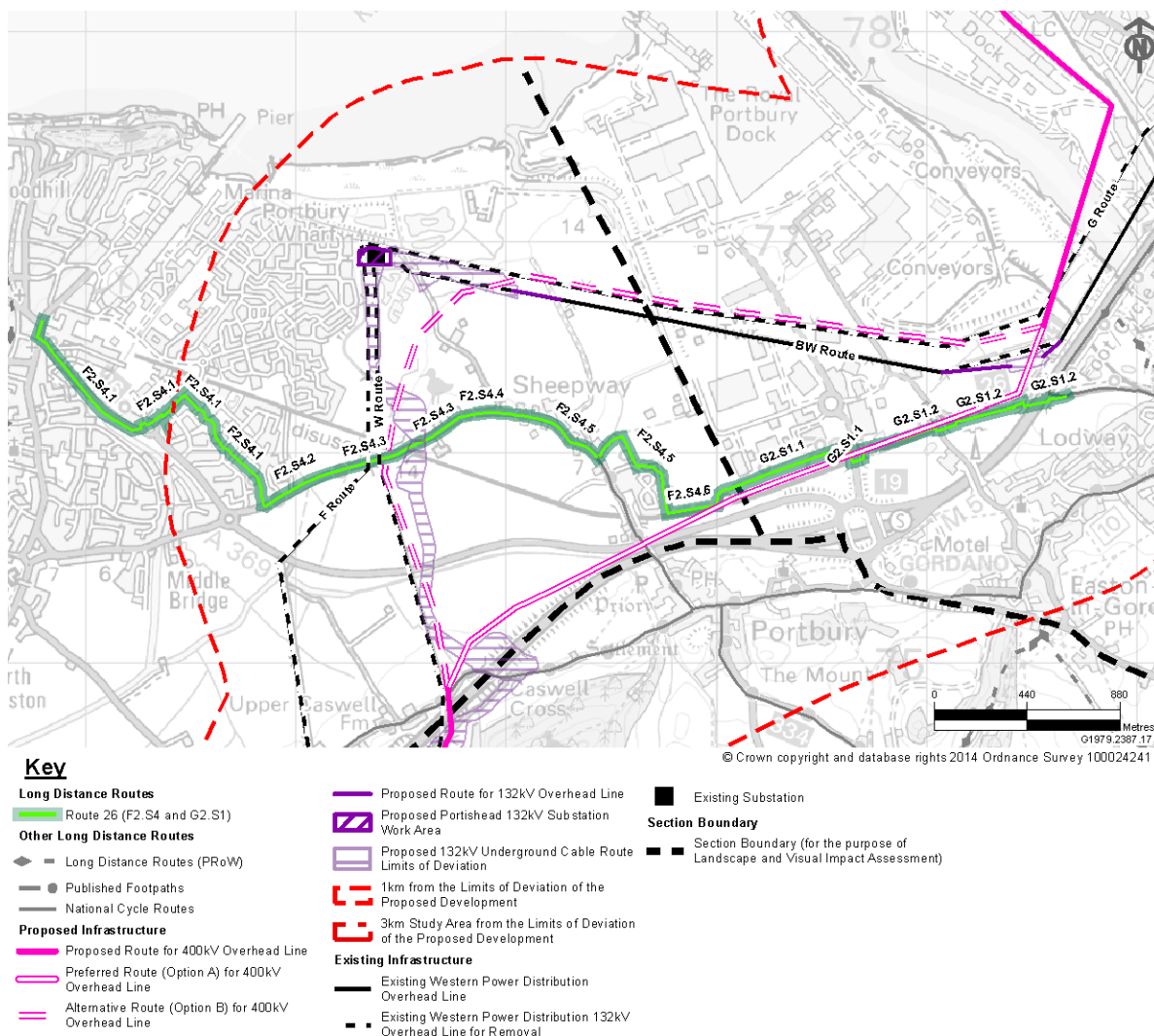
Existing Substation

Section Boundary

Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.22 (of Volume 5.7.3, Figure 7.4.5): Location Plan illustrating the Geographical Extent in Sections C and D of National Cycle Route 26 Long Distance Route within the 3km Study Area

- 7.4.219 In Section F NCR 26 is along PRoW and the road network between the River Avon in Section G and Portishead in Section F, passing under the F Route and the W Route on Portbury Common near Sheepway. As the cycle route passes beneath them, views along the F Route and W Route are available to the south and north through gaps in hedgerows with pylons visible above trees.
- 7.4.220 In Section G the cycle route starts in the southern part at Portbury Dock and runs parallel to the disused railway line within 1km of the proposed 400kV overhead line. Users have views east towards the BW Route and the G Route with views west largely obscured by industrial buildings.

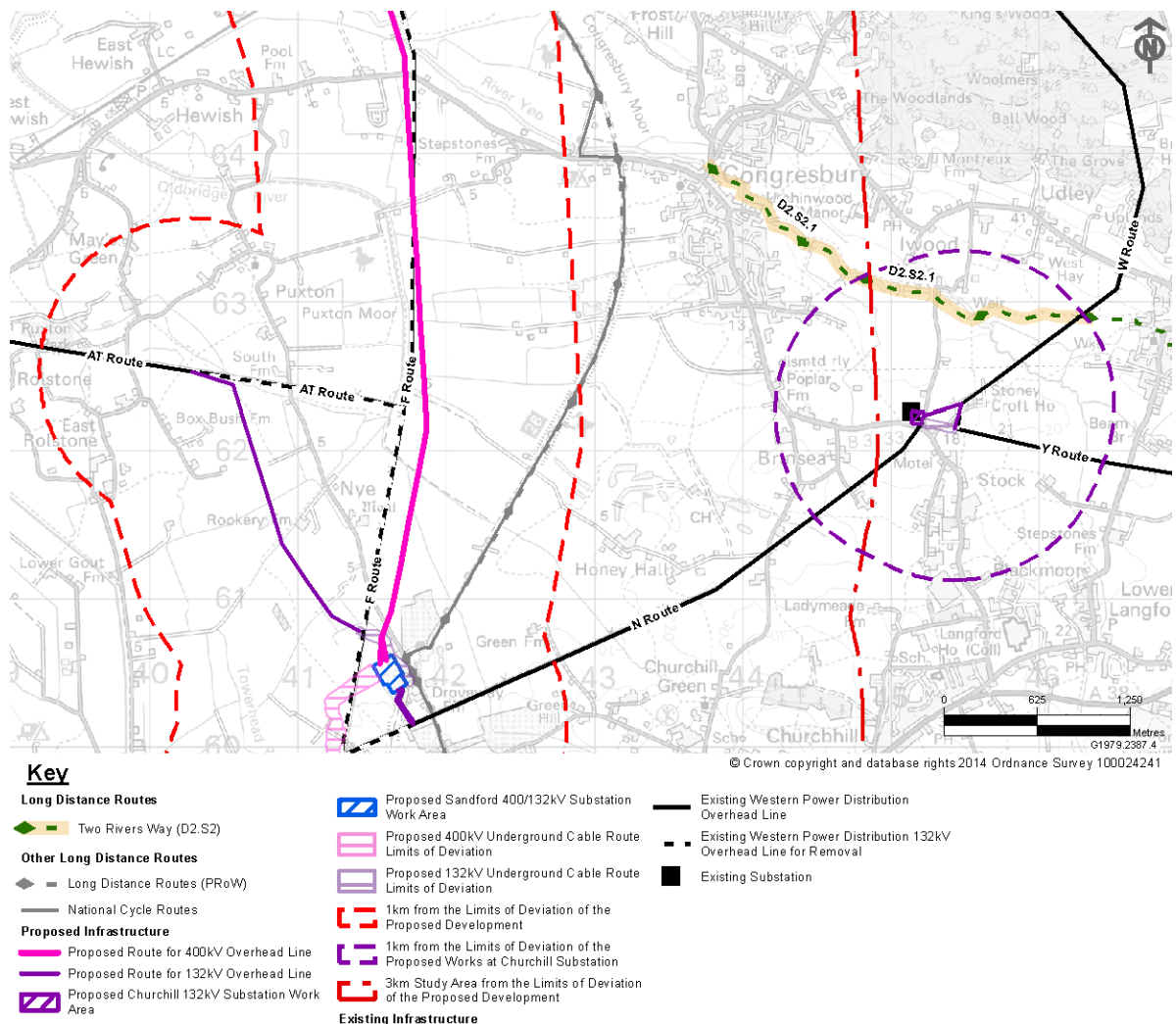


Inset 7.23 (of Volume 5.7.3, Figure 7.4.8): Location Plan illustrating the Geographical Extent in Sections F and G of National Cycle Route 26 Long Distance Route within the 3km Study Area

Two Rivers Way

- 7.4.221 Two Rivers Way is a National LDR and its users are of high sensitivity to changes in views. The LDR runs east from Congresbury (in Section D) to Keynsham on the River Avon, where it meets the River Avon Trail. A short section of the LDR is within 3km of the LoD for the proposed overhead line and within 1km from the proposed works at Churchill Substation in Section D. Existing views toward the F

Route from the LDR are obscured by intervening vegetation and built form and views toward Churchill Substation are generally heavily filtered by intervening vegetation with existing overhead lines visible above.



Inset 7.24 (of **Volume 5.7.3, Figure 7.4.5**): Location Plan illustrating the Geographical Extent in Section D of the Two Rivers Way Long Distance Route within the 3km Study Area

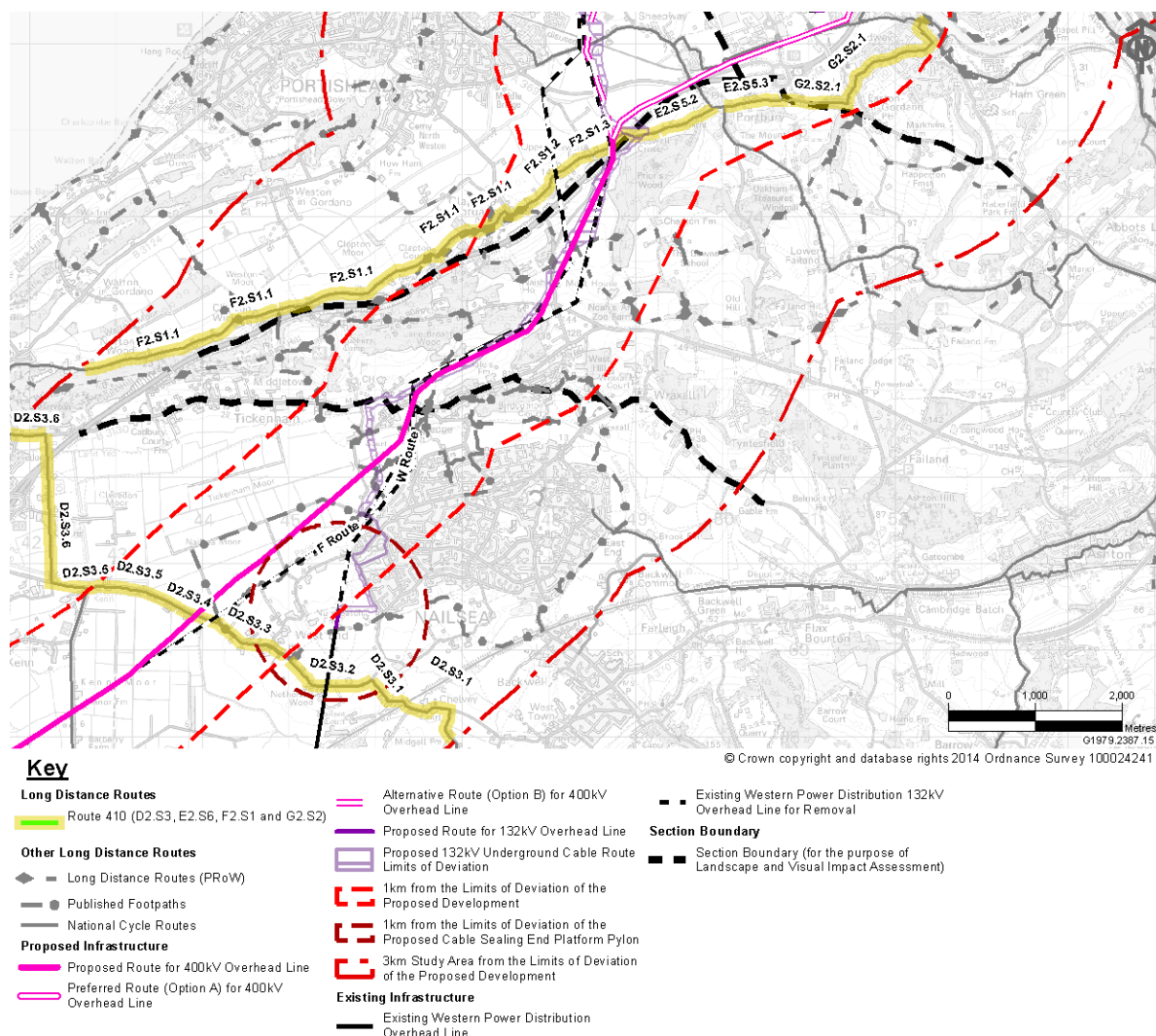
NCR 410 (Avon Cycleway)

- 7.4.222 Users of NCR 410 are of high sensitivity to changes in views. NCR 410 Avon Cycleway is a circular route 85 miles long around the City of Bristol. Regional Route 10 forms part of the route. The cycle route runs through Section D along the minor road network west to east between Clevedon and Bristol Airport, passing beneath the F Route along Nailsea Wall. In this location particularly long views are available east along the F Route as it crosses Nailsea Moor. The cycle route also passes under the W Route in the east near the village of West End, with long distance views north towards Nailsea Moor available from elevated land.
- 7.4.223 In Section E the cycle route passes through Portbury and within 1km of the proposed 400kV overhead line. Receptors have views west from Caswell Lane

(200m to 1km) to the W Route as it crosses Tickenham Ridge. Views north across Clapton Moor include both the W Route and the F Route above trees in the distance.

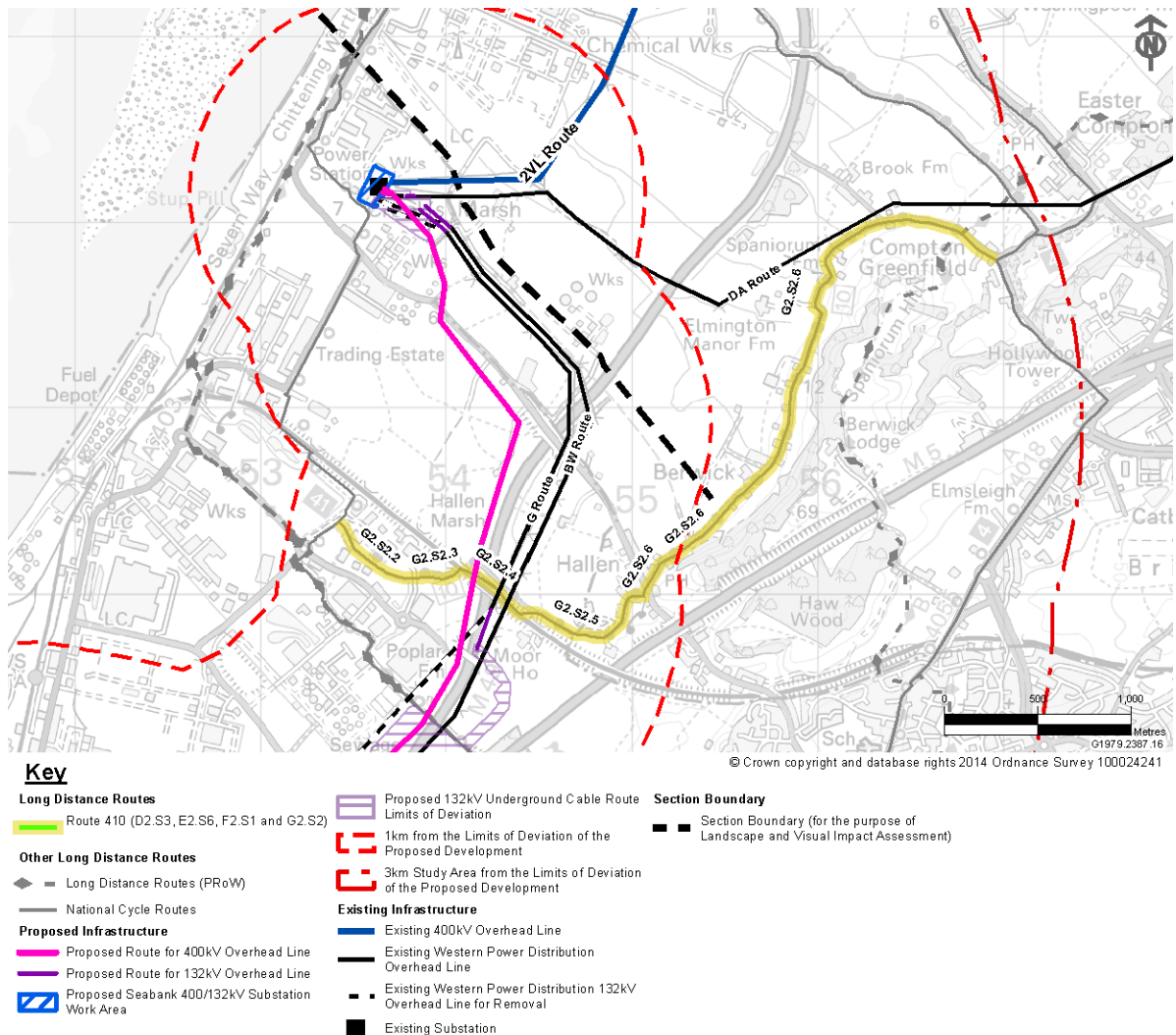
7.4.224 In Section F the cycle route passes through the Gordano Valley along Norton's Wood Lane, Clevedon Lane and Caswell Lane at the base of Tickenham Ridge parallel and close to the boundary of Sections E and F. Roadside trees, hedgerows and woodland screen views for long stretches. The cycle route runs under the F Route on Caswell Lane to the east of Clapton-in-Gordano and under the W Route further east adjacent to the M5 motorway. Here users of the cycle route have long views along the W Route and the F Route as they cross Clapton Moor to the north and up Tickenham Ridge to the south in Section E. From the west users of the cycle route have occasional long distance views along the Gordano Valley to the two tall pylons on the G Route passing over the River Avon in Section G.

7.4.225 In the south of Section G the cycle route runs through Easton-in-Gordano and Pill between 1 and 3km of the proposed 400kV overhead line to the River Avon where it connects with NCR 41. Existing baseline views towards the BW Route and the G Route are obscured by built form, trees and the M5 motorway in Section G.



Inset 7.25 (of Volume 5.7.3, Figure 7.4.8): Location Plan illustrating the Geographical Extent in Sections D, E, F and G of National Cycle Route 410 (also Regional Route 10) Long Distance Route within the 3km Study Area

7.4.226 In the north of Section G there is also a section of the NCR 410 (Avon Cycleway) which runs through Hallen along Moorhouse Lane (within 1km of the LoD for the Proposed Development) and Berwick Lane (between 1 and 3km), connecting NCR 41 with NCR 4. NCR 410 passes under the G Route and BW Route and over the M49 on Moorhouse Lane. Elsewhere there are more distant views of the upper part of existing overhead lines and Seabank Power Station above intervening vegetation.

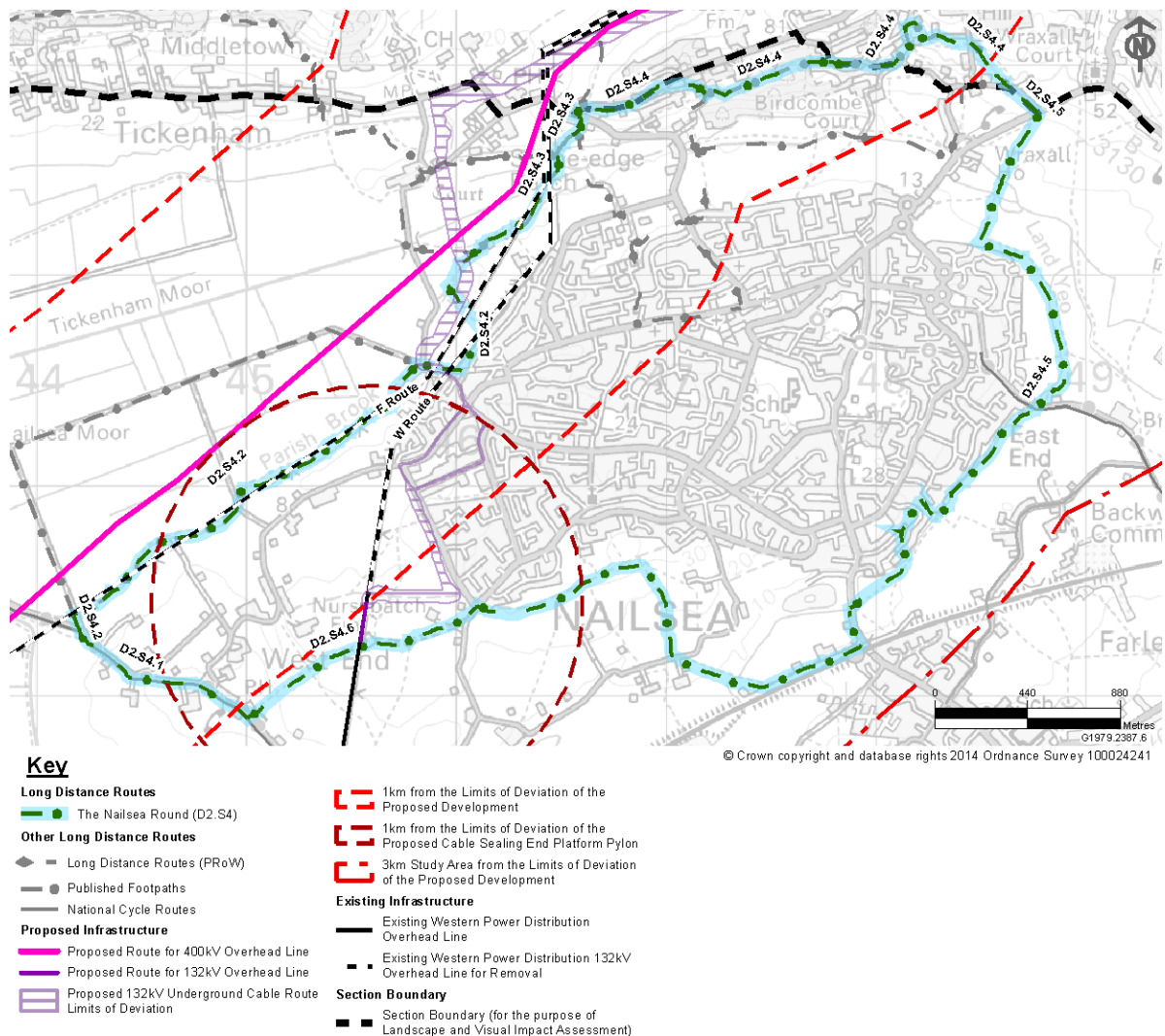


Inset 7.26 (of **Volume 5.7.3, Figure 7.4.9**): Location Plan illustrating the Geographical Extent in Section G of National Cycle Route 410 (also Regional Route 10) Long Distance Route within the 3km Study Area

The Nailsea Round (published footpath)

7.4.227 The Nailsea Round is a 9 mile published circular footpath route and its users are of medium sensitivity to changes in views. The route runs through countryside around Nailsea starting from Backwell Lake, to Wraxall, Tower House Woods and West

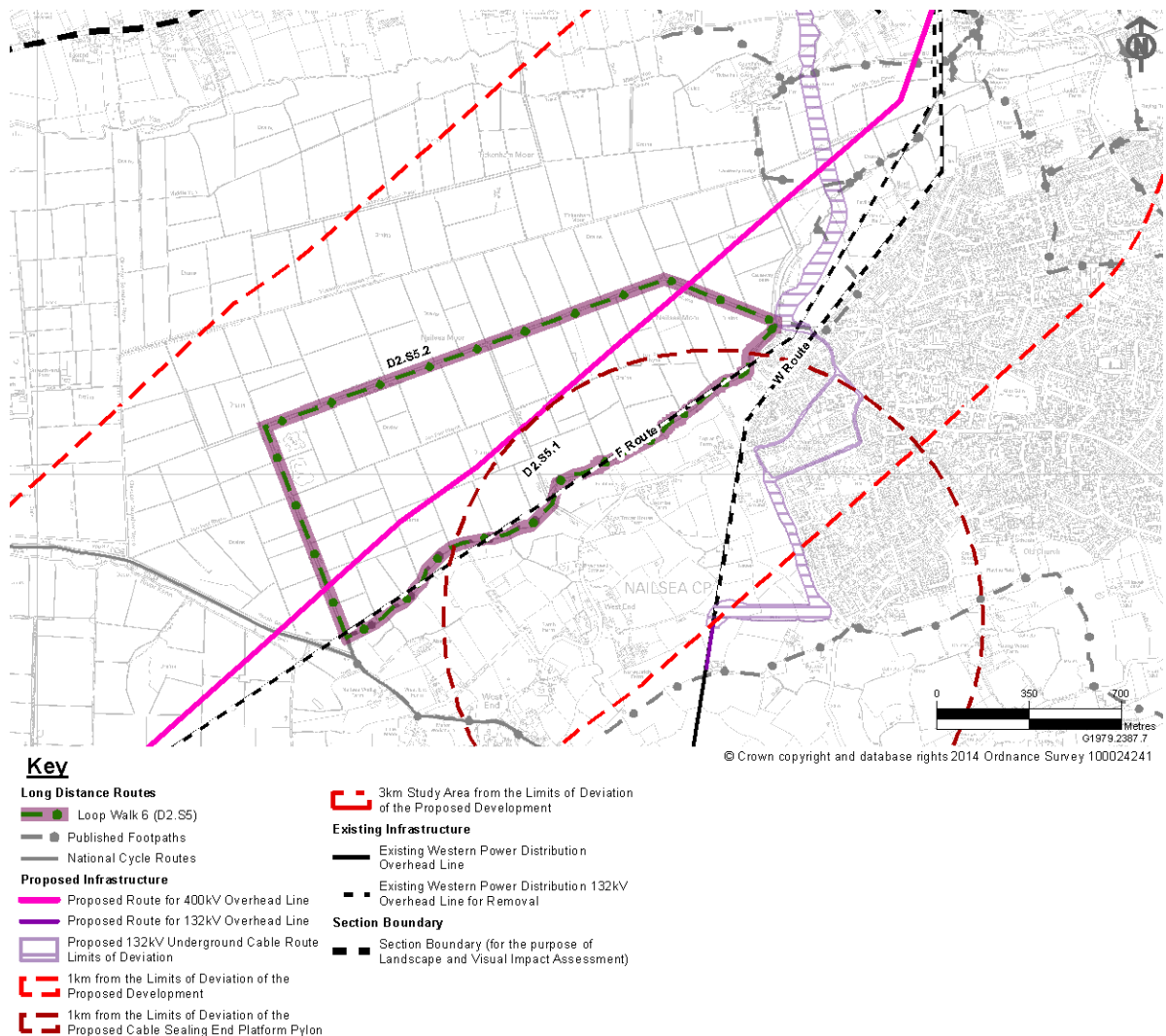
End, then back to the lake via Morgan's Hill. The majority of the footpath route is in Section D with a small section near Wraxall in Section E. The eastern part of the Nailsea Round is between 1 and 3km from the LoD for the Proposed Development and views toward the existing 132kV overhead lines west of Nailsea are limited by distance, built form and vegetation. From the western part of the Nailsea Round within 1km of the LoD for the Proposed Development there are some near and open views of the F Route and W Route.



Inset 7.27 (of **Volume 5.7.3, Figure 7.4.7**): Location Plan illustrating the Geographical Extent in Section D of the Nailsea Round Published Route within the 3km Study Area

Loop Walk 6 (published footpath)

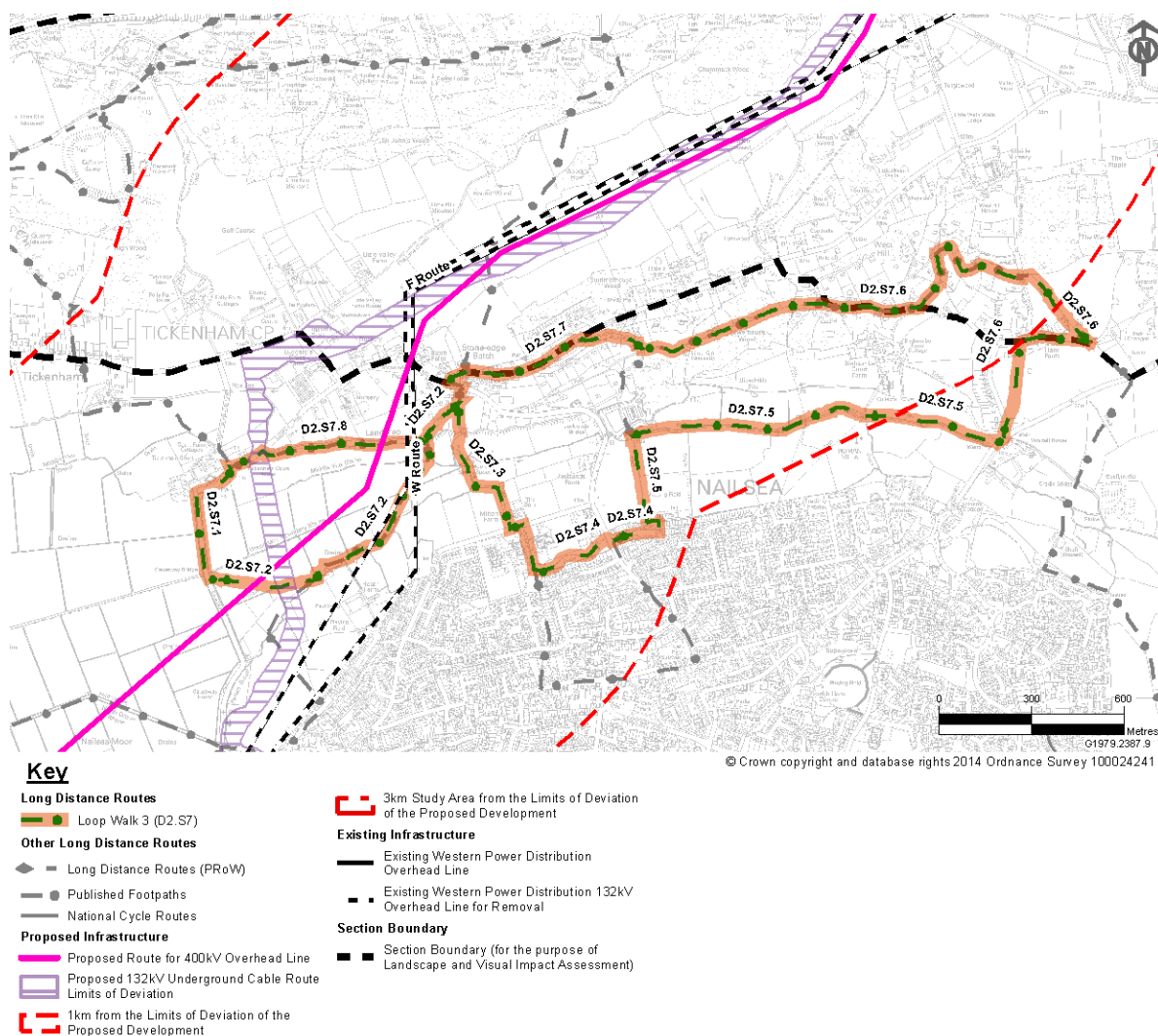
7.4.228 Loop Walk 6 is a published footpath route (published by the Nailsea and District Footpath Group) to the west of Nailsea in Section D and its users are of medium sensitivity to changes in views. The circular walk follows part of the Nailsea Round along Parish Brook and crosses Nailsea Moor. Loop Walk 6 is within 1km of the LoD for the Proposed Development and passes through the LoD for the Proposed Development twice. The footpath route also passes beneath the existing 132kV overhead line where it follows Parish Brook. There are near and open views of the existing F Route and W Route from this footpath route.



Inset 7.28 (of Volume 5.7.3, Figure 7.4.7): Location Plan illustrating the Geographical Extent in Section D of the Loop Walk 6 Published Route within the 3km Study Area

Loop Walk 3 (published footpath)

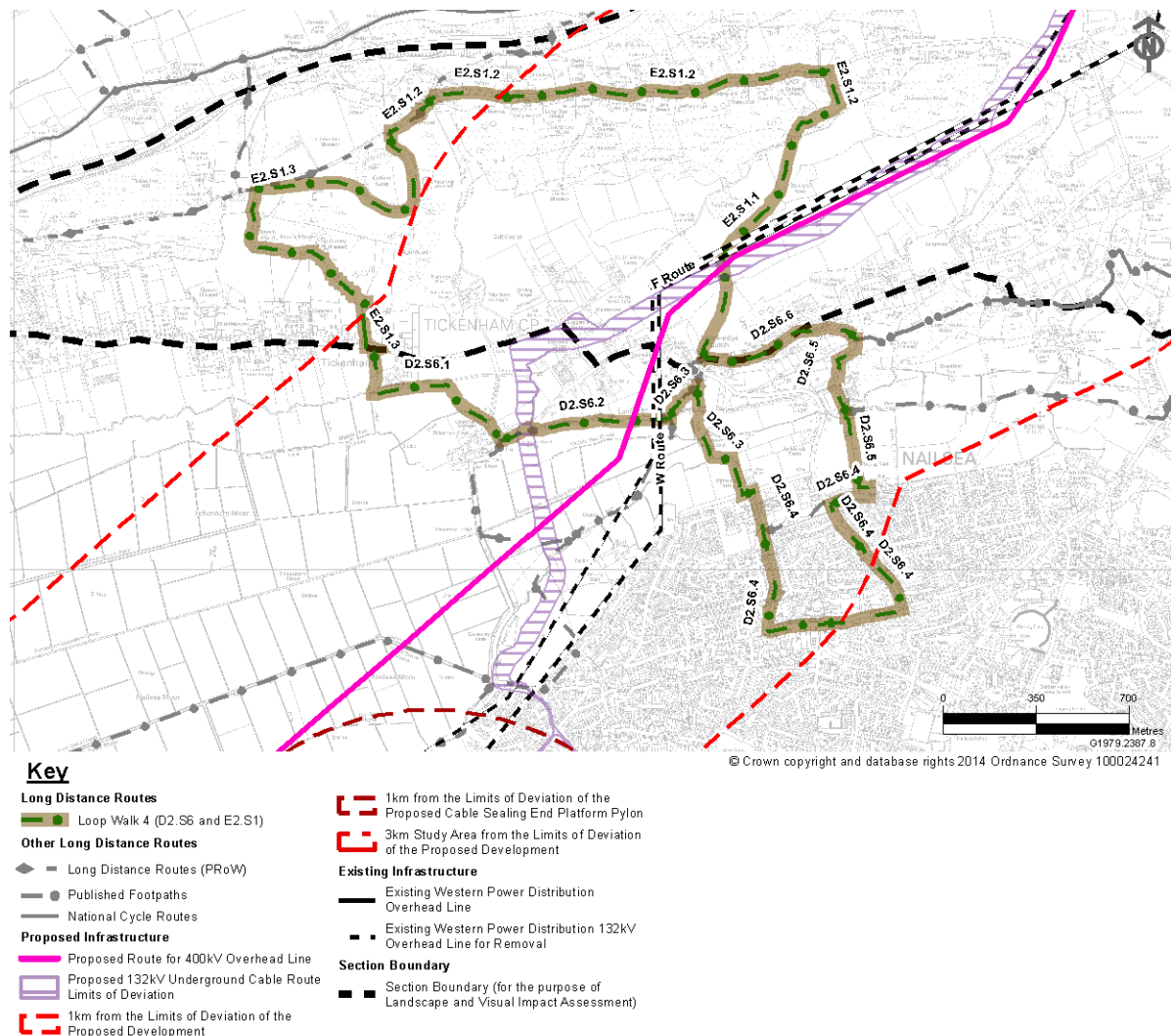
- 7.4.229 Loop Walk 3 is a published footpath route (published by the Nailsea and District Footpath Group) to the north of Nailsea and its users are of medium sensitivity to changes in views. Loop Walk 3 is a circular walk which runs between Tickenham Hill and the northern edge of Nailsea following parts of the Nailsea Round near Stone-edge Batch and through Tower House Woods. Parts of the route also coincide with Loop Walk 4. The majority of the footpath route is within 1km of the LoD for the Proposed Development; at its eastern extent the route is just beyond 1km. The majority of the footpath route is in Section D with a small section near Wraxall in Section E. There are some near and open views of the F Route and W Route from the western extent of the loop, with views from the remainder of the route largely restricted by a combination of topography, vegetation and built form.



Inset 7.29 (of Volume 5.7.3, Figure 7.4.5): Location Plan illustrating the Geographical Extent in Sections D and E of the Loop Walk 3 Published Route within the 3km Study Area

Loop Walk 4 (published footpath)

7.4.230 Loop Walk 4 is a published footpath route (published by the Nailsea and District Footpath Group) extending north from Nailsea and its users are of medium sensitivity to changes in views. Loop Walk 4 is a circular walk which runs from Nailsea and across Tickenham Hill as far as Lime Breach Wood and Cadbury Camp Hillfort close to the M5. The footpath route follows a section of the Nailsea Round on the B3128 Tickenham Hill and parts of the route coincide with Loop Walk 3 and also with the Gordano Round LDR. The majority of the footpath route is within 1km of the LoD for the Proposed Development with only the northern and southern extremities beyond 1km. The southern half of the footpath route is in Section D and the northern half is in Section E. There are some near views of the F Route and W Route from sections of the footpath route which pass beneath the overhead lines. Elevated and open viewpoints in and around Tickenham allow more extensive views of the existing overhead lines to the south and southwest. Elsewhere views from the route are largely restricted by a combination of topography, vegetation and built form.



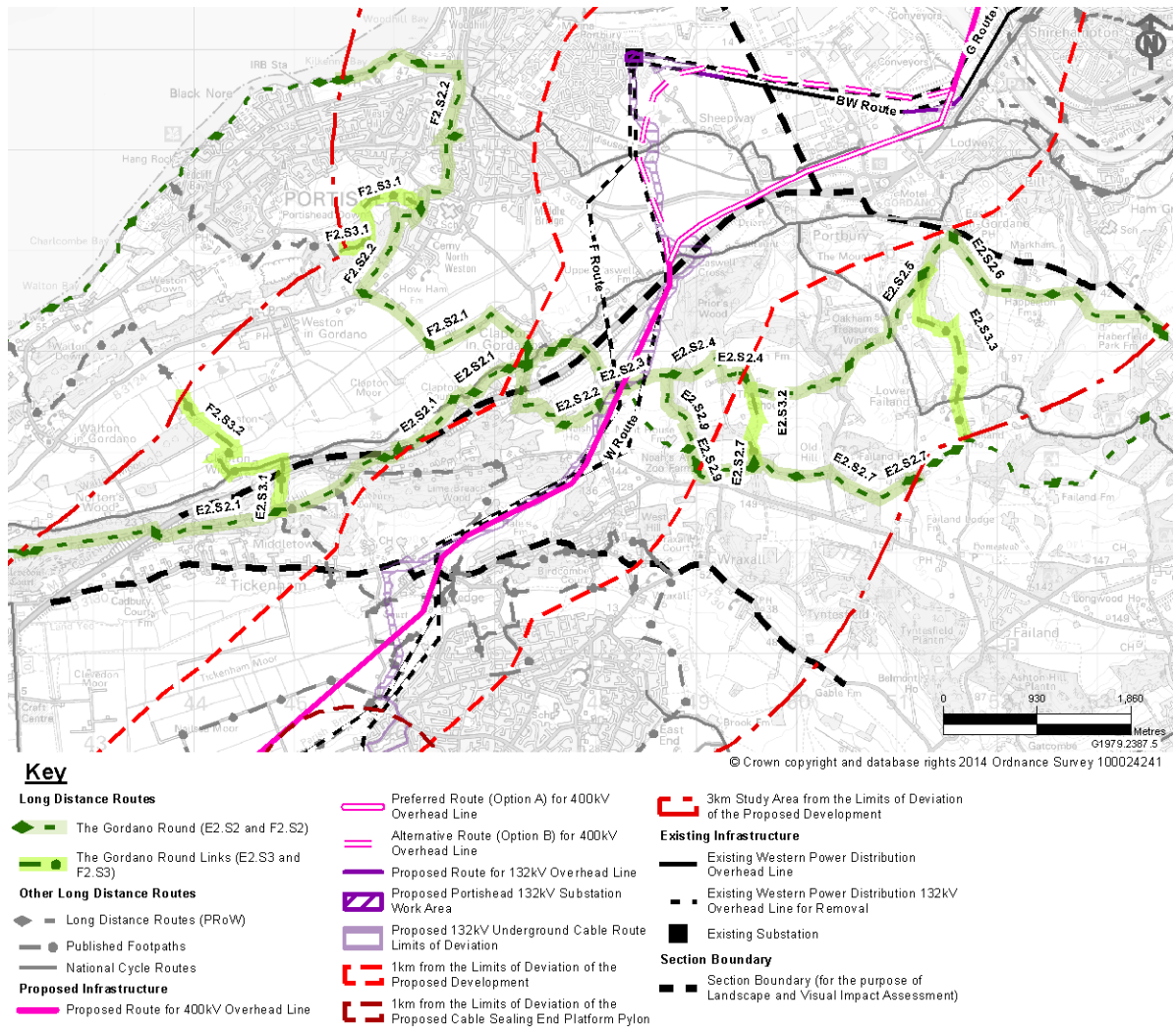
Inset 7.30 (of Volume 5.7.3, Figure 7.4.7): Location Plan illustrating the Geographical Extent in Sections D and E of the Loop Walk 4 Published Route within the 3km Study Area

Gordano Round and Gordano Round Links

- 7.4.231 The Gordano Round is a national LDR and its users are of high sensitivity to changes in views. The Gordano Round is a published 26 mile LDR waymarked around the Gordano Valley. It runs along the coast path between Portishead and Clevedon, along Tickenham Ridge and includes the Wraxall, Abbots Leigh and Portbury areas. In Section E, and a small part of Section F, the LDR passes within 1km and across the LoD for the proposed 400kV overhead line and under the F Route and W Route on Caswell Hill on the northern slope of Tickenham Ridge. Here there are views along the F Route and W Route as they pass over Tickenham Ridge and continue north across Clapton Moor and Portbury Wharf in Section F. The Gordano Round continues east in Section E and west into Section F between 1 and 3km from the LoD for the proposed 400kV overhead line.
- 7.4.232 From Section E between 1 and 3km from the LoD for the Proposed Development there are occasional long distance views northeast to Section F from several

locations including Clevedon Court Wood where 'magnificent views of the Gordano Valley can also be seen from the top of the ridge' (The Gordano Round: Gordano Footpath Group: 2011). Occasional views south to Nailsea Moor in Section D are also possible from the Gordano Round on Cadbury Camp Lane at the top of Tickenham Ridge, with the F Route and the W Route visible in the distance (1km distant). In the eastern part of Section E (between 1 and 3km from the LoD for the Proposed Development) the Gordano Round runs along Happerton Lane and Pill Road and receptors experience long distance views (2km distant) north towards Avonmouth and the tall G Route pylons and the BW Route where they cross the River Avon in Section G.

- 7.4.233 In Section F the Gordano Round generally runs between 1 and 3km from the LoD for the route of the proposed 400kV overhead line. The Gordano Round passes along Slade Road through the east of Portishead on elevated ground before crossing Clapton Moor on Clapton Drove towards Clapton-in-Gordano at the foot of Tickenham Ridge. On Slade Road receptors have views from elevated ground towards Tickenham Ridge in Section E and across Portbury Wharf towards Portbury Docks and Avonmouth Docks in Section G. The F Route and the W Route are visible on Tickenham Ridge in Section E and above trees as they cross Clapton Moor in Section F. To the east the G Route and the BW Route are visible parallel across Portbury Wharf to Portbury Docks and the River Avon in Section G, with the tall pylons crossing the river visible against the sky line.
- 7.4.234 The Gordano Round includes four linked routes of shorter circuits around the LDR which are all between 1 and 3km from the LoD for the Proposed Development. Link 1 connects the coastal path at Portishead with an inland section of the Gordano Round across Portishead Down. The views from Link 1 looking south and east are obscured by woodland and built form. Link 2 connects the coastal path at Portishead Ridge in Section F with Tickenham Ridge in Section E and crosses Walton Moor with views generally restricted by hedgerow trees. Link 3 provides a short connection between the northern and southern parts of the Gordano Round south of Prior's Wood. From Link 3 there are occasional glimpsed views to the west of the upper part of the F Route and W Route above woodland crossing Tickenham Ridge. Link 4 also provides a link between the northern and southern parts of the Gordano Round across undulating ground to the south of Easton-in-Gordano. There are occasional distant and extensive views looking north from higher ground toward Portbury Docks and Avonmouth with the existing pylons at the River Avon crossing visible.

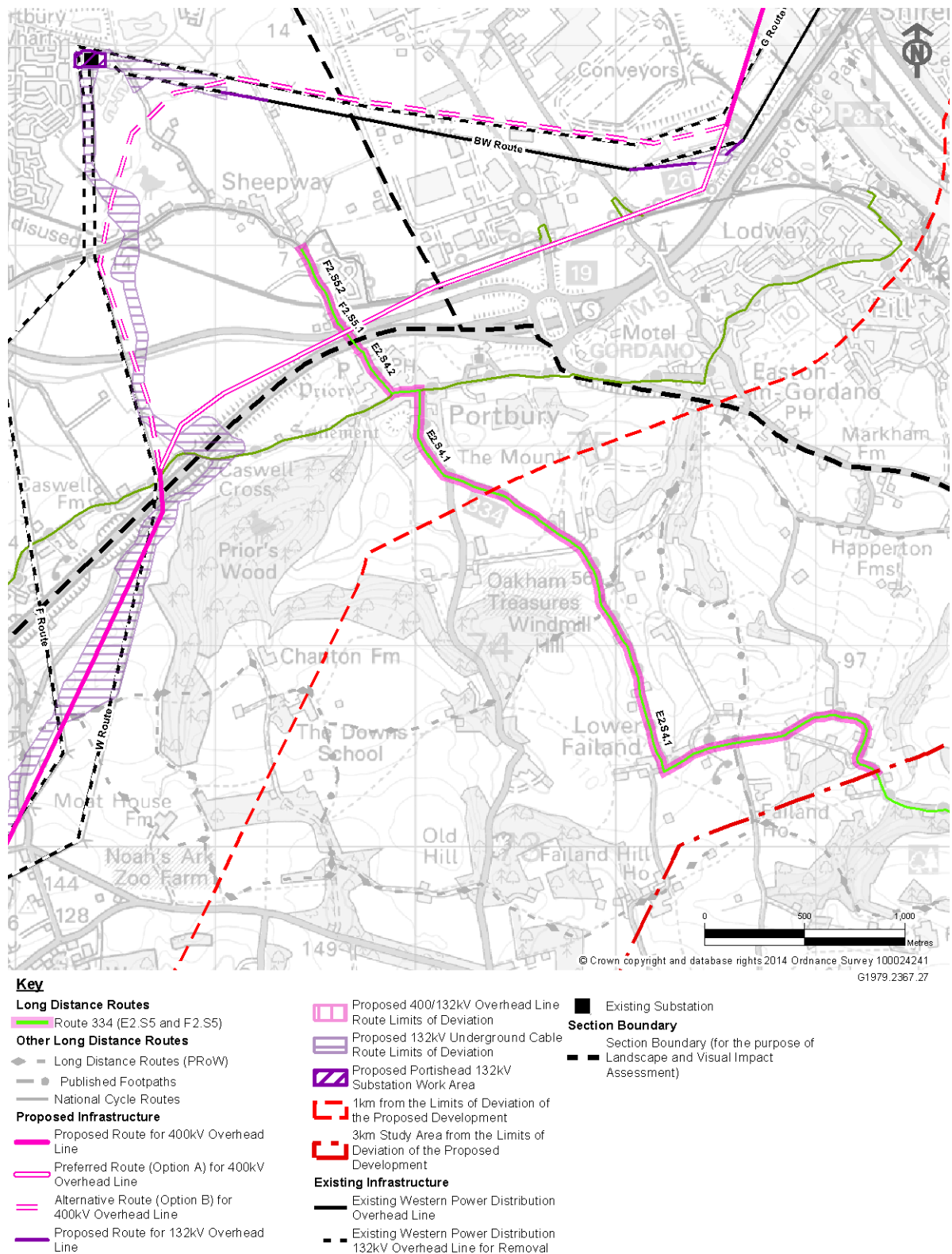


Inset 7.31 (of Volume 5.7.3, Figure 7.4.8): Location Plan illustrating the Geographical Extent in Sections D, E and F of the Gordano Round and Gordano Round Links Long Distance Routes within the 3km Study Area

NCR 334 (Clifton Link)

- 7.4.235 Users of NCR 334 are of high sensitivity to changes in views. NCR 334 Clifton Link runs between Portbury and Lower Failand within 1km of the proposed 400kV overhead line in Section E. There are occasional long distance views north towards the F Route, W Route, G Route and BW Route as they pass through Sections F and G (1-1.5km).
- 7.4.236 A small section of the cycle route is in Section F and is within 1km of the LoD for the proposed 400kV overhead line. This part of the cycle route runs over the M5 motorway at Portbury on a narrow bridge and connects with NCR 26 to the north. From here there are expansive views southwest along the M5 motorway towards the W Route and the F Route on the slopes of Tickenham Ridge (700m to 1km away) in Section E, with six pylons 'sky-lining' views above the ridge. Four pylons on each of the F Route and W Route are also visible above trees, largely

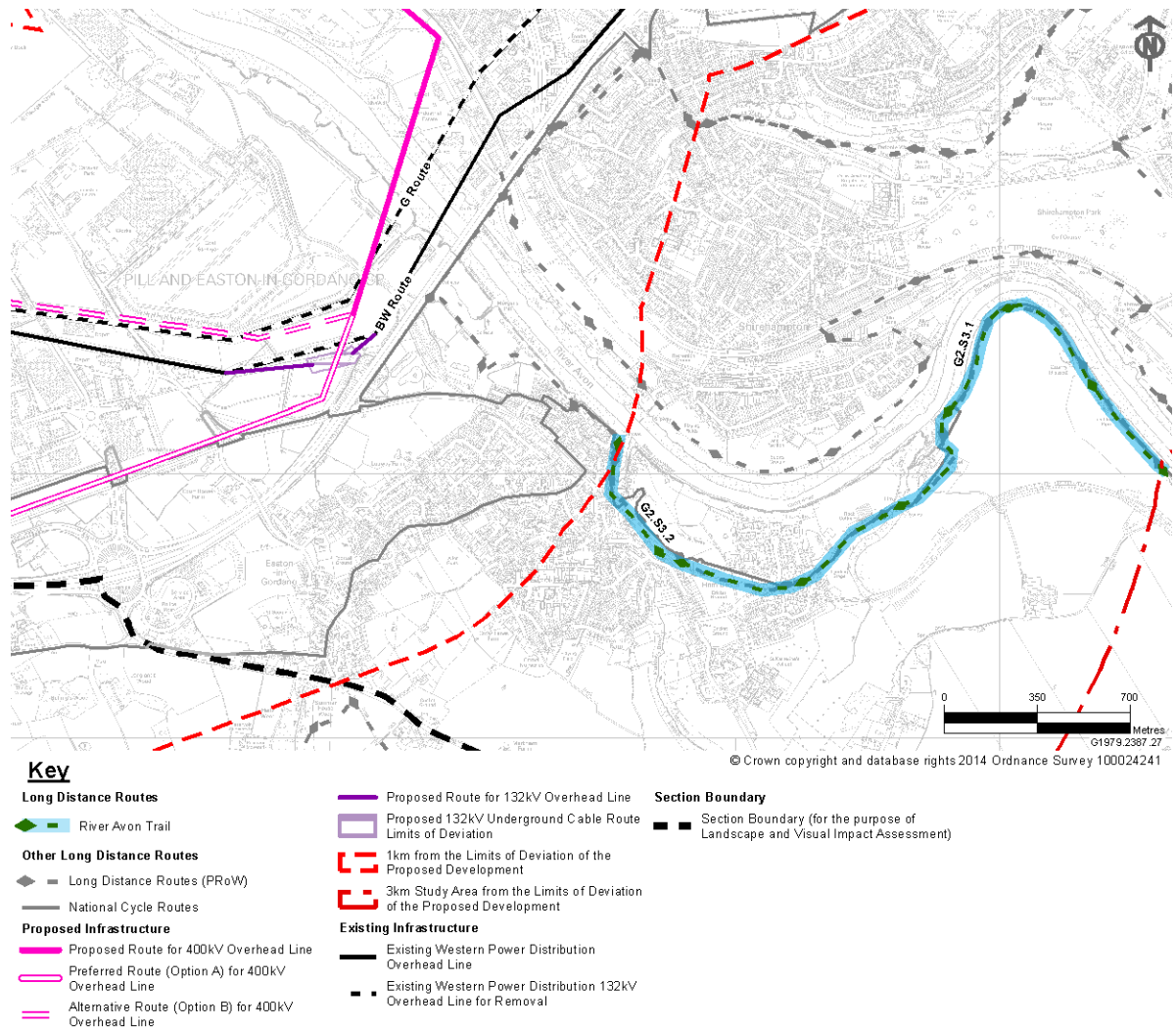
backgrounded by Portishead Ridge, in views west across Clapton Moor in Section F. Mature trees along the A369 The Portbury Hundred screen views northwest.



Inset 7.32 (of Volume 5.7.3, Figure 7.4.8): Location Plan illustrating the Geographical Extent in Sections E and F of National Cycle Route 334 Long Distance Route within the 3km Study Area

River Avon Trail

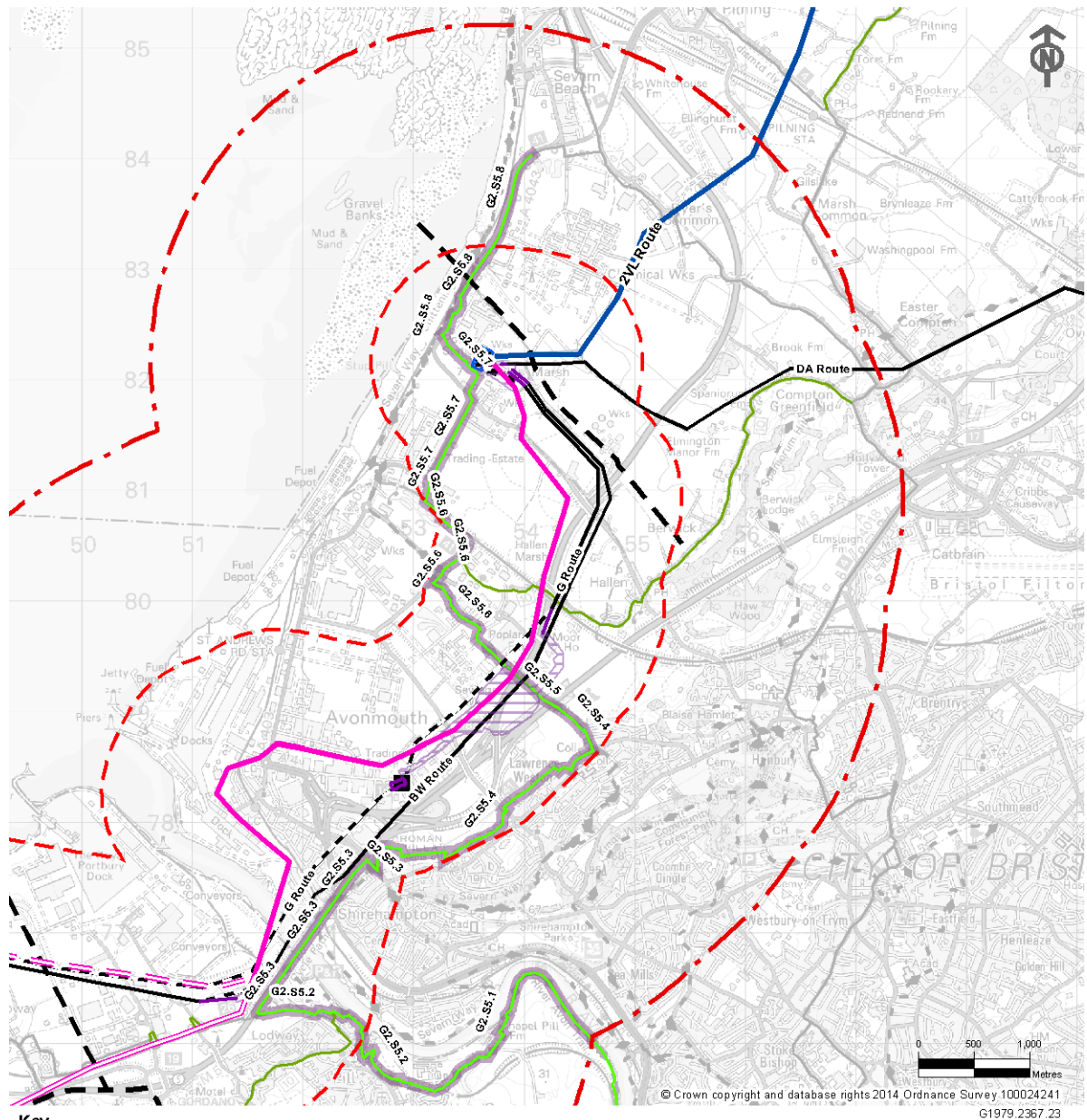
7.4.237 The River Avon Trail is a national LDR and its users are of high sensitivity to changes in views. The River Avon Trail is a 23 mile route on the south bank of the River Avon between Pill and Bath. This LDR passes between 1 and 3km from the LoD for the proposed 400kV overhead line in Section G and receptors have open views from Pill towards the M5 motorway and the two tall pylons on the G Route passing over the River Avon, with Avonmouth docks in the distance.



Inset 7.33 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section C of the River Avon Trail Long Distance Route within the 3km Study Area

NCR 41

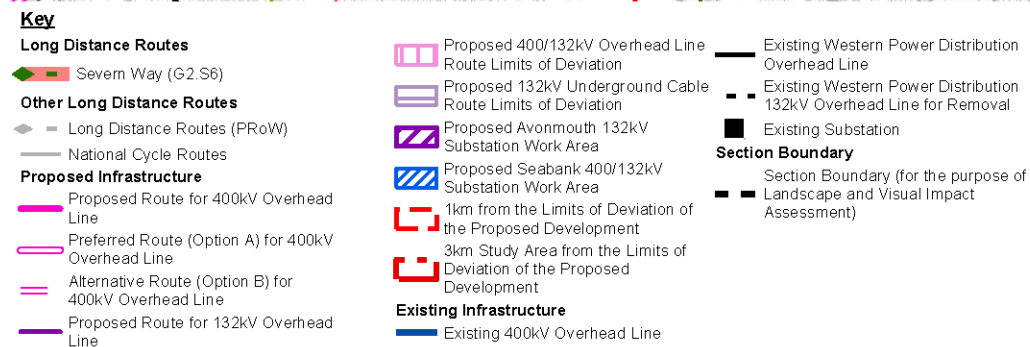
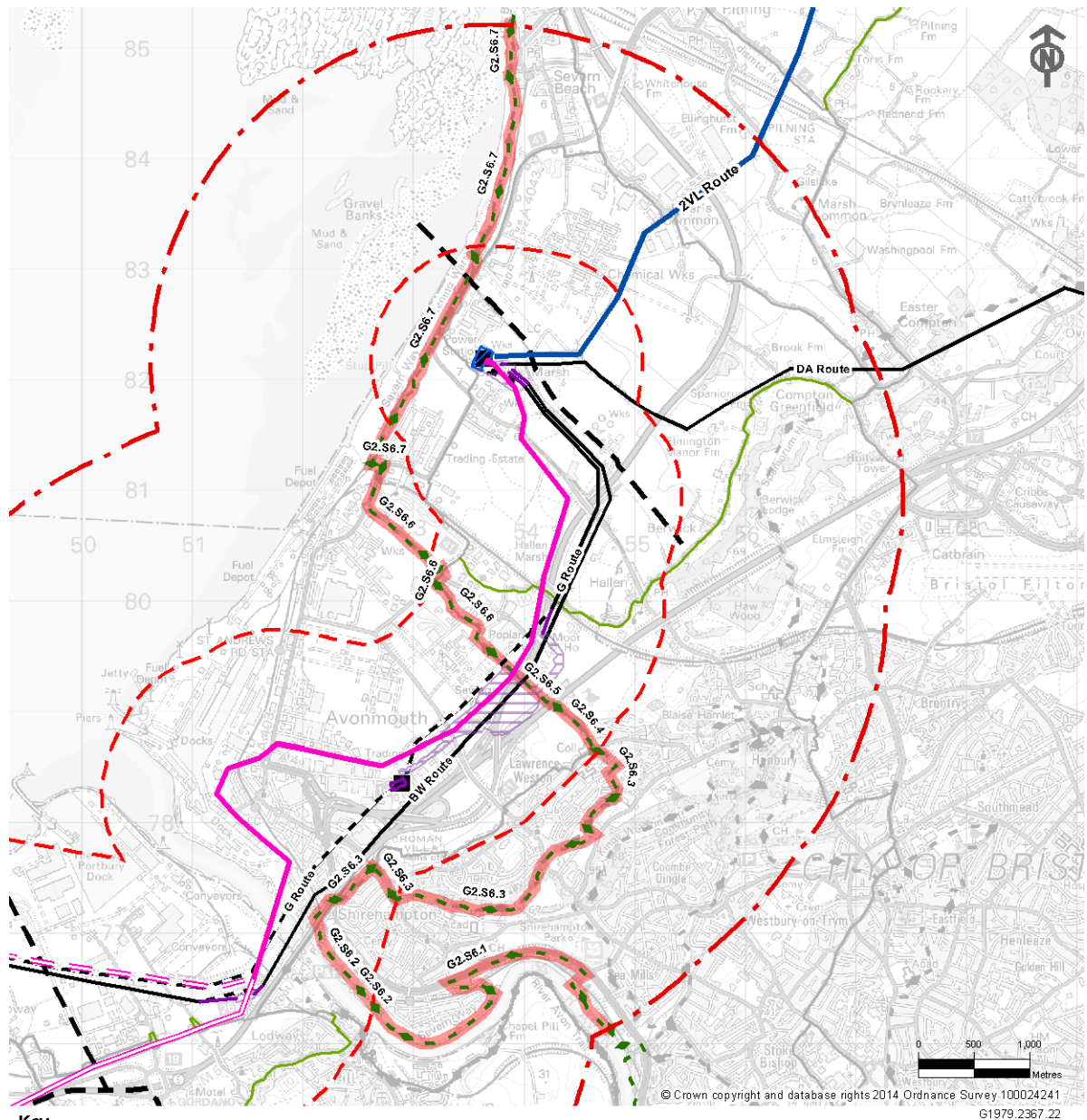
- 7.4.238 Users of NCR 41 are of high sensitivity to changes in views. NCR 41 connects Bristol, Gloucester, Stratford-upon-Avon and Rugby and passes within 1km of the LoD for the proposed 400kV overhead line in Section G. The cycle route starts in Bristol and runs along the south bank of the River Avon along the same route as the River Avon Trail LDR, Summits of Somerset and Avon LDR and NCR 410 (Avon Cycleway) between 1 and 3km in Section G. The cycle route continues through Pill and then crosses the river over the M5 motorway bridge where it continues through Avonmouth and Lawrence Weston to the east of the M5 motorway. The cycle route then diverts northwest through the industrial area to Seabank Power Station where it continues north along the coast towards Severn Beach. Parts of the route between the Avon crossing and Severn Beach are shared with the Severn Way and Summits of Somerset and Avon LDRs. The cycle route is parallel to the G Route and the BW Route at the M5 motorway bridge and passes under the G Route and the BW Route, and the M49 and M5 motorway on Lawrence Weston Road. In these locations users have views along the G Route and BW Route with open and filtered views from other locations on the cycle route.



Inset 7.34 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section G of National Cycle Route 41 Long Distance Route within the 3km Study Area

Severn Way

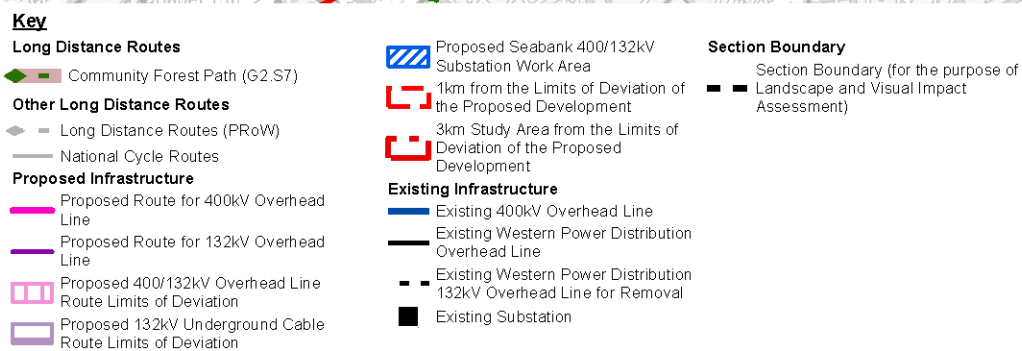
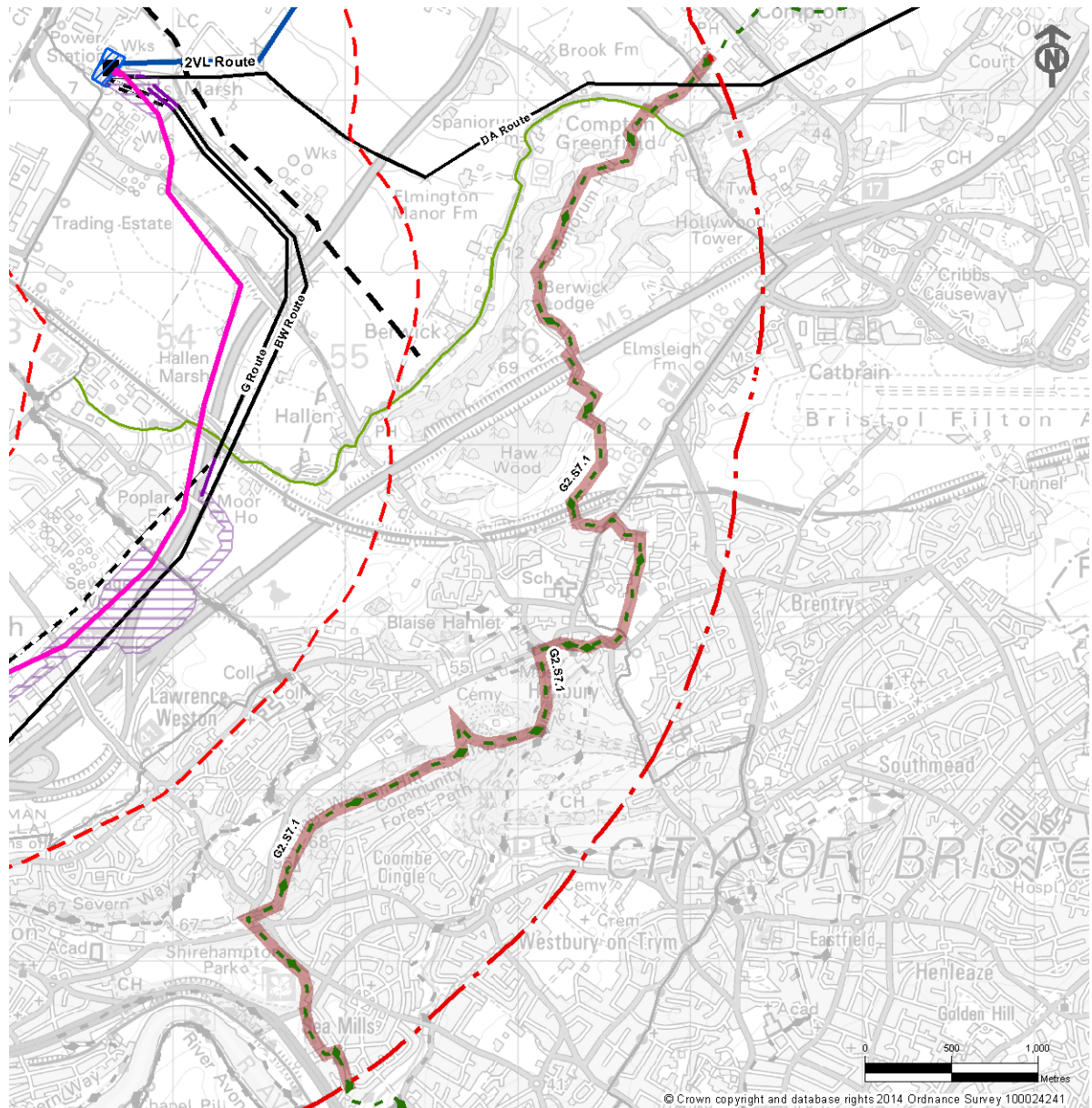
- 7.4.239 The Severn Way is a national LDR and its users are of high sensitivity to changes in views. The Severn Way is a waymarked 225 mile long distance public route that follows the course of the entire River Severn from Mid Wales to Shrewsbury before heading south to Severn Beach then along the River Avon at Avonmouth into Bristol city centre. The Severn Way runs south between 1 and 3km from the proposed 400kV overhead line in Section G, along the coast between Severn Beach and Chittening Industrial Estate. The LDR then turns inland southeast and passes within 1km of the proposed 400kV overhead line along Poplar Way West and Lawrence Weston Road to Lawrence Weston. The Severn Way then continues southwest to the River Avon where it runs between 1 and 3km from the LoD for the proposed 400kV overhead line and follows the northern bank east into Bristol city centre. The LDR passes under the G Route and BW Route and the M49 and M5 motorway on Lawrence Weston Road. Long distance views to the G Route and BW Route are available in numerous locations along the Severn Way in particular on Lawrence Weston Road and from the elevated landform at Lawrence Weston and Shirehampton. Views include the G Route and the BW Route at Avonmouth, where the tall pylons on the G Route pass over the River Avon.



Inset 7.35 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section G of the Severn Way Long Distance Route within the 3km Study Area

Community Forest Path

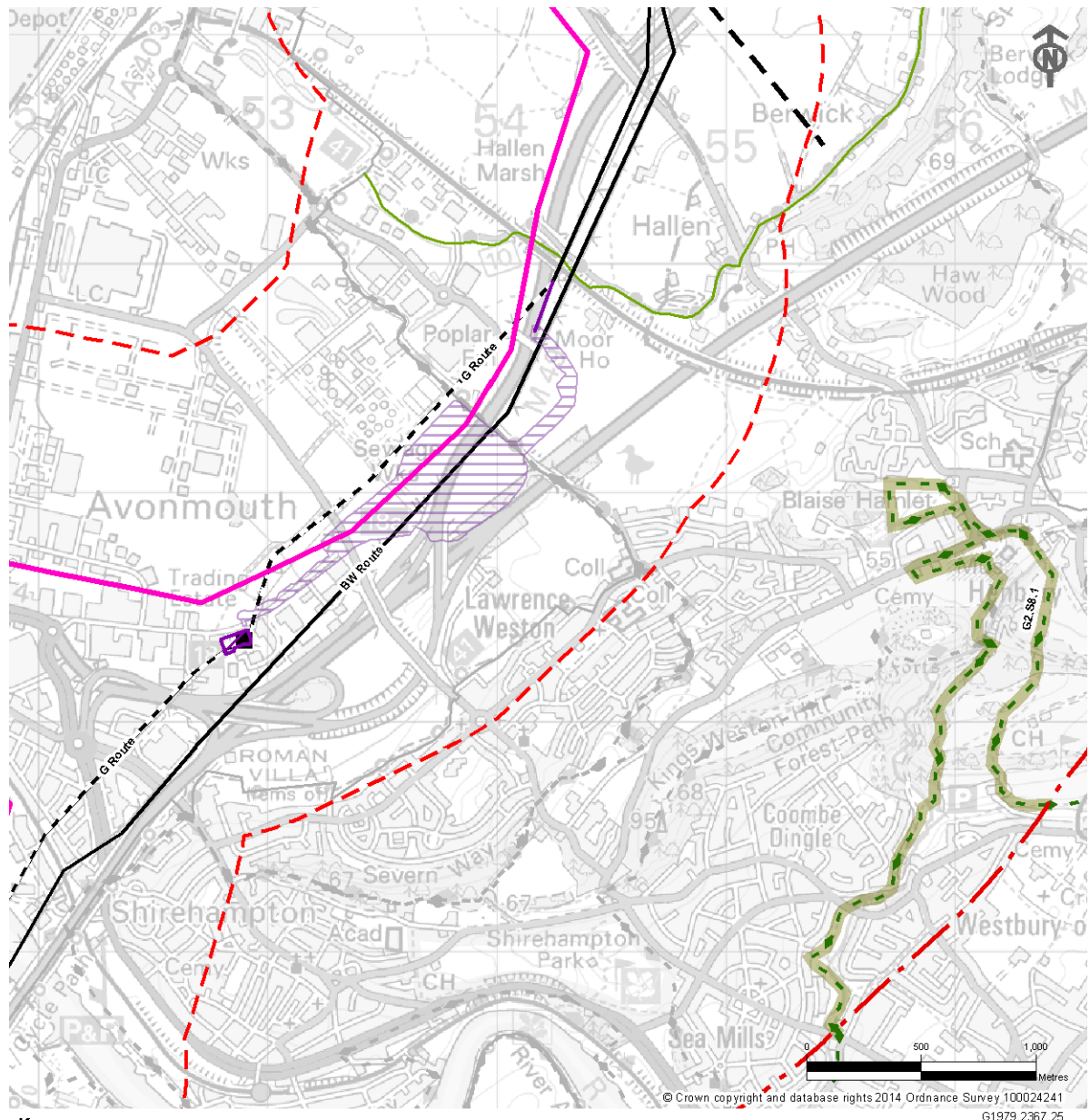
- 7.4.240 The Community Forest Path is a national LDR and its users are of high sensitivity to changes in views. The Community Forest Path is a 45 mile route around Bristol 'using footpaths, tracks and some sections of rural lanes providing a variety of landscapes with views of the Mendip Hills, Severn Estuary and the Severn Bridges' (The Long Distance Walkers Association Website: 2001-2012). In Section G the LDR passes between 1 and 3km from the LoD for the proposed 400kV overhead line through Easter Compton to the north and along the wooded peaks of Spaniorum Hill and King Weston Hill, passing close to Blaise Castle, before running southeast and beyond 3km towards Ashton, adjacent to the River Avon. In Section G distant views from the Community Forest Path to the G Route and BW Route are generally obscured by landform and woodland on Kings Weston Hill, although some distant views towards Seabank Power Station are available in the north from Easter Compton and at the top of Spaniorum Hill through gaps in woodland. Distant views along the DA Route are available, in particular where it passes over the LDR at Easter Compton, with the G Route and the BW Route, and the 2VL Route also visible in the distance.



Inset 7.36 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section G of the Community Forest Path Long Distance Route within the 3km Study Area

Bristol City Triangular Walk

- 7.4.241 Bristol City Triangular Walk is a route published by Bristol Ramblers' Association and users of the walking route are of medium sensitivity to changes in views. Bristol City Triangular Walk is a circular route around Bristol starting at Temple Meads Station. The route takes in the Clifton Suspension Bridge, Clifton Downs, Sea Mills, Blaise Hamlet, Henbury Church, Henleaze and Redland before returning to Temple Meads Station via the city. In Section G the LDR passes between 1 and 3km from the LoD for the proposed 400kV overhead line through Sea Mills and along the course of the River Trym continuing north to Blaise Hamlet and Henbury Church before turning south through Henbury Golf Course toward Westbury-on-Trym. Views from the Bristol City Triangular Route in Section G to the G Route and BW Route are obscured by a combination of intervening topography, built form and vegetation.



Key

Long Distance Routes

◆ Bristol City Triangular Walk (G2.S8)

Other Long Distance Routes

◆ Long Distance Routes (PRoW)

— National Cycle Routes

Proposed Infrastructure

— Proposed Route for 400kV Overhead Line

— Proposed Route for 132kV Overhead Line

— Proposed 400/132kV Overhead Line Route Limits of Deviation

— Proposed 132kV Underground Cable Route Limits of Deviation

— Proposed Avonmouth 132kV Substation Work Area

— 1km from the Limits of Deviation of the Proposed Development

— 3km Study Area from the Limits of Deviation of the Proposed Development

Existing Infrastructure

— Existing Western Power Distribution Overhead Line

— Existing Western Power Distribution 132kV Overhead Line for Removal

— Existing Substation

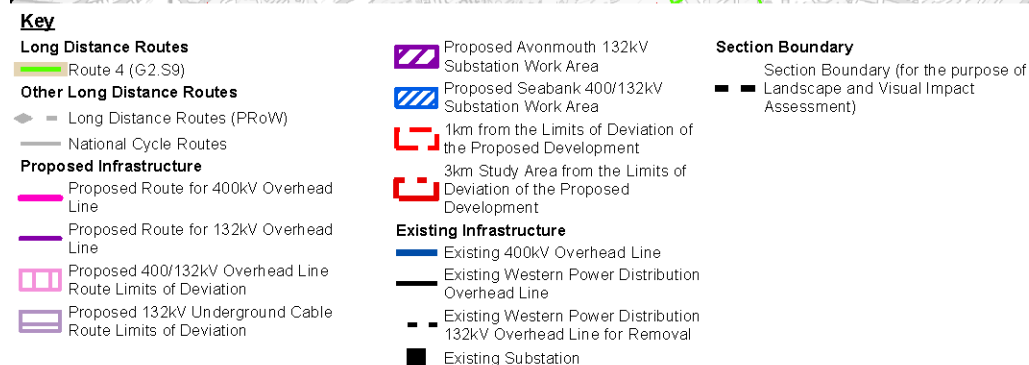
Section Boundary

— Section Boundary (for the purpose of Landscape and Visual Impact Assessment)

Inset 7.37 (of Volume 5.7.3, Figure 7.4.9): Location Plan illustrating the Geographical Extent in Section G of the Bristol City Triangular Walk Long Distance Route within the 3km Study Area

NCR 4

- 7.4.242 Users of NCR 4 are of high sensitivity to changes in views. NCR 4 is a LDR between London and Fishguard in Wales via Bristol. The cycle route passes between 1 and 3km from the LoD for the proposed 400kV overhead line in Section G near Easter Compton on Farm Lane and on the B4055 Blackhorse Hill and extending to the northwest toward Severn Beach (within 3km) and north toward Pilning (beyond 3km). From Easter Compton the cycle route also extends south of the M5 and through the outskirts of Bristol on the A1048 and then the B4055 between 1 and 3km from the LoD for the Proposed Development. The cycle route passes under the DA Route conductors on Farm Lane and the 2VL Route conductors on the B4055 Blackhorse Hill. There are views along the DA Route and the 2VL Route towards Seabank Power Station with the G Route and the BW Route visible in the distance. South of the M5 motorway views towards the G Route, BW Route, DA Route and the 2VL Route are largely obscured by King Weston Hill and Spaniorum Hill.



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M5 Motorway

- 7.4.243 Users of the M5 are of medium sensitivity to changes in views. The M5 motorway runs approximately parallel to the existing F Route and the G Route through much of each Section of the route for the proposed 400kV overhead line. It ranges between 1 and 3km west of the F Route and the G Route. The motorway passes within 1km of the LoD for the proposed 400kV overhead line for a short distance in each Section and passes under the F Route and the W Route north of Tickenham Ridge on the boundary of Section E and Section F. A number of overhead lines pass over or run parallel to the motorway in other Sections.
- 7.4.244 In Section A the M5 motorway passes within 1km of the LoD for the Proposed Development at Horsey Level and is parallel to the F Route south to Bridgwater Substation. The VQ Route passes over the motorway north of Bridgwater and receptors have views east and west along the VQ Route. Motorway users have views across Horsey Level towards Puriton Ridge with the F Route in the distance. Beyond the VQ Route is visible above trees and on Puriton Ridge.
- 7.4.245 In Section B receptors typically have expansive open and filtered distant views across the Levels and Moors towards the route of the proposed 400kV overhead line with the F Route visible above trees on a similar alignment. Puriton Ridge in the south, the Mendip Hills in the north and Brent Knoll are features of views. Glastonbury Tor is also visible from some places in distant views on clear days. The motorway passes under the ZQ Route in the south and the Bridgwater to Weston-super-Mare Route (on steel lattice pylons) to the north and users of the motorway have views east and west along these overhead lines. Views towards the F Route often have in the foreground the Bridgwater to Weston-super-Mare Route that runs approximately parallel and east of the motorway. To the north of Section B the motorway is within 1km of the F Route south of the Mendip Hills with views along the line.
- 7.4.246 Crook Peak is a distinctive peak east of the M5 motorway in Section C and forms part of the Mendip Hills. The motorway is parallel and close to the F Route for a short distance through the Mendip Hills at Loxton Gap within 1km of the LoD for the Proposed Development. Motorway users have long distance views northeast along the F Route through the Mendip Hills and south across the Levels and Moors in Section B before the motorway continues north into Section D.
- 7.4.247 In Section D the M5 motorway is to the west of the F Route and for most of the Section the motorway runs between 1 and 3km from the LoD for the proposed 400kV overhead line. The motorway passes under the AT Route and receptor views include the Mendip Hills to the south and Tickenham Ridge to the north. Receptors typically have glimpsed views of the F Route above and between intervening trees and built form. A short section of the M5 motorway south of Kingston Seymour is within 1km of the LoD for the proposed 400kV overhead line and the F Route is approximately 300m from the closest part of the M5. There are open oblique views towards the F Route tension pylon near Lampley Road where the F Route changes direction and heads northeast across Kenn Moor.
- 7.4.248 In Section E the M5 motorway passes over Tickenham Ridge obliquely to the west near Clevedon and runs along the lower northern slopes of the ridge on the boundary between Section E and Section F. Receptors have expansive fleeting views in places across the Gordano Valley in Section F towards Portishead Ridge and the settlement of Portishead, including Portbury Wharf. Trees and raised

embankments screen views along sections of the motorway. Further northeast views across Clapton Moor extend to Portbury and Avonmouth Docks, Avonmouth Bridge and the Severn Estuary in Section F and Section G. The M5 passes under the F Route and the W Route at Caswell Hill. Receptors have views of the F Route and the W Route on the slopes of Tickenham Ridge in Section E and above trees across Clapton Moor towards Portbury Wharf in Section F. The motorway continues approximately 1km from the F Route and the G Route as the M5 runs towards Avonmouth passing close to the settlement of Portbury with views towards the Avon crossing and the two tall pylons on the G Route crossing the River Avon. The guide to the Gordano Round walk describes the motorway as ‘one of the most picturesque stretches of motorway in the country with wonderful views across the Gordano Valley’ (Gordano Footpath Group: 2011).

- 7.4.249 In Section G the M5 motorway passes over the River Avon and continues northeast on supports, passing between the settlements of Avonmouth and Shirehampton in an elevated position. The M5 then joins the M49 and both motorways continue northeast to the east of the G Route and the BW Route. Receptor views include the G Route and the BW Route beyond and parallel to the M5 motorway, with the two tall pylons on the G Route visible crossing the River Avon. Views north include the top of pylons on the G Route and the BW Route crossing the area parallel to the M5 and M49 motorways with dock structures visible beyond, and the tall pylons on the G Route crossing the River Avon. Views south are towards King Weston Hill and the settlement of Lawrence Weston and Shirehampton.

Main Intercity Railway Line between Bristol and Plymouth

- 7.4.250 The main intercity railway line runs between Bristol and Plymouth and its users are of medium sensitivity to change in views. The railway runs within 1km of the LoD for the proposed 400kV overhead line in Section A and D and between 1 and 3km of the LoD for the proposed 400kV overhead line in Sections A, B and D. In Section D the railway passes under the F Route, the route of the proposed 400kV overhead line and the W Route.
- 7.4.251 In Section A the F Route and VQ Route are visible above railside trees, roadside and field boundary vegetation including hedgerows and mature trees. Rail users experience oblique fleeting views which are frequently backgrounded by distant hills and ridges. Some sections of railway are in a cutting and also have embankment vegetation which obscures views. The railway passes under the VQ Route within 1km of the LoD for the proposed 400kV overhead line however views east towards the route of the proposed 400kV overhead line are largely screened by the Morrisons distribution centre. For a short section north of the Morrisons distribution centre receptors have fleeting views east to the M5 motorway and across Horsey Level to Puriton Ridge with the VQ Route visible and the F Route in the distance above trees.
- 7.4.252 In Section B the railway runs within 3km of the LoD for the proposed 400kV overhead line and passes under the ZG Route. The topography is generally flat and there are some open glimpsed views but these are only a small component of the view. Sections of the route are obscured by the M5 motorway which is on an embankment. Receptors have fleeting views along the ZG Route and to the west towards the F Route visible in places above trees.

- 7.4.253 In Section D rail users experience oblique fleeting views of the top of the F Route, frequently backgrounded by distant hills and ridges. Some sections of railway are in a cutting and also have embankment vegetation which obscures views. Receptors have fleeting localised views of the F Route as the railway line passes underneath the route and the proposed route of the proposed 400kV overhead line. Further east between 1 and 3km of the LoD for the proposed 400kV overhead line the railway passes under the W Route and receptors have fleeting views along the route. In Section D the landscape appears open and far-reaching views are possible towards the Mendip Hills AONB.

West Somerset Coast Path

- 7.4.254 The West Somerset Coast Path is a national LDR and its users are of high sensitivity to changes in views. The West Somerset Coast Path is a LDR that runs for approximately 25 miles from the hamlet of Steart in the east to the coastal resort of Minehead in the west. There are extensive and long distance views from this footpath both inland and across Bridgwater Bay and the rest of the Bristol Channel.
- 7.4.255 The West Somerset Coast Path is soon to form part of the England Coast Path National Trail currently being developed by Natural England in conjunction with Somerset County Council.
- 7.4.256 The LDR runs within 3km (and beyond) of the LoD for the proposed Hinkley Line Entries in Section H and is shown as PRoW WL23/95 on **Volume 5.7.3, Figure 7.22.1**.
- 7.4.257 Section 2 of the West Somerset Coast Path runs along the West Somerset Coast between Stolford (east of Wick Moor) and Lilstock in the west, passing between 1 and 3km and then within 1km of the proposed Hinkley Line Entries. Views from this long distance PRoW to the east of the existing Hinkley Point Power Station Complex are open and include the ZQ Route, VQ Route and the ZZ Route on the flat coastal marsh with the Quantock Hills AONB in the distance providing backgrounding. Further east views from section 1 of the West Somerset Coast Path are distant and open southwest across the marsh towards the existing Hinkley Point Power Station Complex and the ZQ Route, VQ Route and the ZZ Route.
- 7.4.258 During the time of site visual assessment work a section of this coastal footpath to the north of the existing Hinkley Point Power Station Complex was 'closed' and an alternative footpath route provided around the perimeter of the existing Hinkley Point Power Station Complex and sewage works along PRoW WL 23/61 and WL 23/71. The alternative route allowed sufficient access to assess views from the coastal path to the west of Hinkley Point Power Station. Looking to the east views are limited by the power station's building complex.

Summary of Existing Baseline Views across Sections A to H

- 7.4.259 Across Sections A to G and across Section H, a range of views are experienced. The following paragraphs summarise typical views of the current baseline environment from public and private visual receptors.
- 7.4.260 Views of the landscape are broadly characterised by the flat low-lying Somerset Levels and Moors and the Severn and Avon Vales. Views across these flat landscapes are limited by valleys and ridges including Puriton Ridge, the Mendip Hills AONB, Tickenham Ridge, Portishead Ridge and the Quantock Hills AONB. Other elevated landforms are characteristic features in views including Brent Knoll, the Isle of Wedmore, Crook Peak, Cleeve Ridge and King Weston Hill.
- 7.4.261 The F Route is present across the study area between Bridgwater Substation and Portishead Substation. A number of other overhead lines are present across the area including the ZZ Route, VQ Route, ZG Route, Bridgwater to Weston-super-Mare Route, AT Route, N Route, W Route, G Route, BW Route, DA Route and the 2VL Route. Overhead lines are generally visible across large scale flat landscapes. Typically most receptors have views of overhead lines, including the F Route, above intervening field trees, hedgerows and vegetation with the top of pylons and conductors visible above. Views of overhead lines become less visible or screened in more distant views as filtering and screening by trees, land form and built form has increasing effects. Some receptors are close to overhead lines and experience a greater effect where pylons and conductors are visible in near views.
- 7.4.262 The F Route passes over the elevated landforms of Puriton Ridge and Tickenham Ridge obliquely between blocks of woodland. The W Route also passes over Tickenham Ridge parallel to the F Route. These overhead lines are visible in distant views from receptors due to the elevated position. In places receptors on elevated landforms have long views along overhead lines across the flat landscape of the Levels and Moors and the Severn and Avon Vales.
- 7.4.263 Typically views are of local value across the large scale flat landscape with views to and from hills and ridges being locally distinctive. Views in the Mendip Hills AONB have regional value and are of regional distinction with the scenic value of views promoted in tourist literature. Views in Avonmouth and Seabank are locally valued and are generally have low amenity value due to the industrial nature of the area.
- 7.4.264 The main public views of the F Route across the wider study area are experienced by visual receptors using long distance footpaths and cycle routes, PRoW, public open spaces, outdoor visitor attractions, roads and motorways. Receptors typically have views of the F Route for a short length where the route passes close or is on elevated ground. Typically views are across flat landscapes with other overhead lines within the wider view and obscured in places by intervening trees. Receptors using footpaths, bridleways, cycle routes, and roads sometimes pass close to overhead lines or beneath overhead line conductors. Public receptors on higher ground in the surrounding hills and ridges typically have expansive long distance views across the Somerset Levels and Moors landscape where views of overhead lines are visible above trees and form a small part of expansive views for a short length of the route.
- 7.4.265 Private views of the F Route across the wider study area are typically experienced by individual properties and settlements within 1km. In general views from

settlements are typically experienced from the settlement edge with views within the settlement often screened by built form, trees and shrubs. Some individual properties in settlements are close to overhead lines where they pass over roads, in particular in the settlements of Mark, Rooks Bridge, Nailsea, Stone-edge Batch, Portbury Wharf and Avonmouth. Pylons are visible in the foreground with views along parts of the F Route, and in places the W Route. Mature trees and hedgerows filter some views of the lower sections of the pylons.

- 7.4.266 There are views of the F Route from private receptors in settlements within 1km of the LoD for the proposed 400kV overhead line including Puriton and Woolavington; Mark, Rooks Bridge, Tarnock and Biddisham; Loxton, Webbington, Christon, Barton, Winscombe and Sandford; East Rolstone, Puxton, Hewish, Yatton, North End, Kingston Seymour, Kenn, West End and Nailsea; and Stone-edge Batch. There are views of the F Route and the G Route from private receptors in settlements including Portbury; Portbury Wharf and Sheepway and there are views of the G Route from private receptors in Clapton in Gordano, Easton in Gordano, Pill, Shirehampton, Avonmouth, Lawrence Weston and Hallen.
- 7.4.267 Individual properties and settlements beyond 1km of the Proposed Development typically have open views across large scale flat landscapes. Overhead lines are often in views and typically visible above intervening trees and hedgerows in a small part of the view. Settlements beyond 1km and within 3km on elevated ridges have long distance expansive views across the surrounding flat open landscape with overhead lines visible or barely perceptible in the distance above trees and backgrounded. Settlements include Woolavington, Loxton, Webbington, Sandford, Banwell, Congresbury, Yatton, Clevedon, Tickenham, Wraxall, Portishead and Lawrence Weston.
- 7.4.268 Typically views extend beyond the overhead lines and the route of the proposed 400kV overhead line to the wider landscape and where overhead lines are present these are not visible in the distance above trees, landform and built form or are completely backgrounded and cannot be distinguished. Most receptors have views of short sections of overhead lines and these often form a small part of views in a single direction. On elevated landforms, views of overhead lines tend to diminish over distance where filtering, screening and backgrounding have increasing effects. Overhead lines form a small part of these expansive views that often include built form, settlements, roads, motorways and other man made features. Some receptors close to overhead lines experience the greatest effect in near views where overhead lines are visible across a large extent of the view.

Future Baseline Environment

- 7.4.269 A description of the current baseline environment is provided above; it is also appropriate to consider the changing nature of the environment in the event that the Proposed Development is not constructed or operated. As detailed in **Volume 5.5.1, section 5.6** this is referred to as the 'future baseline' and represents a do nothing scenario.
- 7.4.270 This part of the chapter considers what views may be like in the future in the absence of the Proposed Development (the future baseline), and what the environment (i.e. the 'base case') is anticipated to be when the impacts of the Proposed Development would arise.
- 7.4.271 The nature of the future baseline is influenced by a combination of natural and man-made processes. When considering the future visual baseline below,

consideration has been given to ash dieback disease (*Chalara fraxinea*) and the implications this disease might have on the ash tree population within the study area for the Proposed Development. This is detailed further in **Volume 5.6.1, section 6.4**.

- 7.4.272 Major consented development proposals ('committed developments') are able to influence the future baseline as discussed in **Volume 5.5.1, section 5.6** and these are identified and discussed in the cumulative assessment provided at **Volume 5.17.1**. Committed developments have been included in the future baseline where appropriate and are discussed further below. Some committed developments would introduce new visual receptors and these are assessed in the Visual Assessment Tables for each Section at **Volume 5.7.2, Appendix 7A to 7H**.
- 7.4.273 As part of considering the future baseline environment, consideration has been given to ash dieback disease (*Chalara fraxinea*) and the implications this disease might have on the ash tree population within the Study Area for the Proposed Development. This is detailed further in **Volume 5.6.1, section 6.4**.
- 7.4.274 The 'base case' identifies what the environment is anticipated to be when the impacts of the Proposed Development would arise. A description of the 'base case' landscape in the absence of the Proposed Development is provided below; however this involves a degree of speculation and uncertainty, as acknowledged at paragraph 5.33 of GLVIA3 (Ref 7.1).

Ash Dieback Disease

- 7.4.275 Ash dieback disease (*Chalara fraxinea*) and the implications this disease might have on the ash tree population within the Study Area for the Proposed Development is detailed further in **Volume 5.6.1, section 6.4**. A summary of the implications is provided below.
- 7.4.276 Ash (*Fraxinus excelsior*) is a common woodland species and is frequent across the wider countryside. Ash dieback disease (*Chalara fraxinea*), first detected in the UK in 2012, is a threat to Great Britain's ash tree population. The disease can kill young trees within one growing season of symptoms becoming visible and can debilitate more mature trees over several years. This means that it has the potential to influence the future baseline in relation to landscape character and visual effects.
- 7.4.277 The future effects of *Chalara fraxinea* are not predictable. If the disease becomes prevalent and causes deaths of ash trees, its effects are likely to be evenly experienced throughout the wider landscape. There is no indication that it would be more prevalent in the area where the Proposed Development would be constructed than in other areas.
- 7.4.278 A reduction in tree cover as a result of *Chalara fraxinea* would be characteristic of the wider landscape and would not be confined or concentrated to the area where the Proposed Development would be constructed. All forms of built development such as settlement edges, buildings and existing overhead lines which are presently screened and backgrounded by ash trees are likely to be more prominent.

- 7.4.279 As there is great uncertainty regarding whether and how *Chalara fraxinea* will affect ash trees in the area where the Proposed Development would be built, the future baseline has not taken account of reduced tree cover.

Planting Mixes

- 7.4.280 *Chalara* is known to infect a range of ash species and the UK's native ash (*Fraxinus excelsior*) is particularly susceptible. Studies are being undertaken to identify a resistant strain but no resistant variety is currently available. Ash has consequently been excluded from the proposed planting mixes discussed in section 7.7 of this chapter.
- 7.4.281 Pedunculate oak (*Quercus robur*) is considered to be the most appropriate alternative to planting ash. Oak is the third most abundant tree recorded during the tree survey after willow (as a collective genus) and ash. It is comparable to ash in its mature stature and is appropriate to the existing landscape. Pedunculate oak has been proposed where ash is to be replaced or where ash would otherwise have been a component of proposed planting discussed in section 7.7 of this chapter.

Committed Development

- 7.4.282 Committed developments have been considered in terms of their potential influence on the future visual baseline, and are presented below where relevant within each Section of the Proposed Development. Committed developments are identified in each Section using the development ID numbers provided in **Volume 5.17.1, Table 17.7**, and are categorised below based on distance from the LoD for the Proposed Development. Committed developments that would introduce new visual receptors are assessed in the Visual Assessment Tables for each Section at **Volume 5.7.2, Appendix 7A to 7H**.

Section A: Puriton Ridge

Committed Development within 1km

- ID 10: mixed use development between Bridgwater and the M5 on the north eastern edge of Bridgwater;
- ID 18: change of use from agriculture to haulage business at Hillside Farm on Woolavington Road between Puriton and Woolavington; and
- ID 20: sixteen dwellings on Higher Road in Woolavington (ID 16).

- 7.4.283 The mixed use development on the north eastern edge of Bridgwater (ID 10) would introduce additional visual receptors within 1km of the Proposed Development with potential views towards the proposed 400kV overhead line and Bridgwater Tee CSE compounds on Horsey Level and Puriton Ridge. Views are anticipated from the eastern edge of this committed development looking northeast towards the Bridgwater Tee connection to the VQ Route above intervening trees and towards the proposed 400kV overhead line on Puriton Ridge. Views towards the Proposed Development would include this committed development; however mixed use development would reinforce the presence of existing development already present in views towards Bridgwater.
- 7.4.284 A haulage business at Hillside Farm (ID 18) would not change the nature of views available across Puriton Ridge towards the proposed 400kV overhead line.

- 7.4.285 There would be views from the ID 18 committed development looking both southwest and northeast towards the route of the Proposed Development visible on Puriton Ridge and to the north across the Levels.
- 7.4.286 ID 20 would introduce limited changes to views towards the Proposed Development as the residential site is located to the west settlement edge of Woolavington.
- 7.4.287 There would be views from the ID 20 committed development looking west towards the route of the Proposed Development visible above hedgerows and trees.

Committed Development between 1 and 3km

- ID 8: erection of hospital to the eastern edge of Bridgwater with associated access, car parking, landscaping and engineering works;
 - ID 9: Bridgwater Accommodation Campus (to house 1000 workers for the construction of Hinkley Point C) northeast of Bridgwater town centre (27 month construction from 2014); and
 - ID 14: park and ride, freight management facility and worker induction centre west of Junction 23 M5 and Dunball (associated development for the construction of Hinkley Point C) (12 month construction from 2014).
- 7.4.288 The ID 8 committed development would screen views towards the Proposed Development from some receptors on the northeast edge of Bridgwater along Bower Lane. However these receptors would have limited views towards the Proposed Development where views north extend over the A39 motorway bridge and trees towards Puriton Ridge.
- 7.4.289 There would be views from the upper storeys of the ID 8 committed development towards the proposed 400kV overhead line supported by T-pylons visible above trees and properties across Horsey Level and on Puriton Ridge connecting to the VQ Route. The lower half of pylons would be screened by field trees and hedgerows. The Bridgwater Tee CSE compounds would be screened by properties, trees and hedgerows.
- 7.4.290 There would be no change to views towards the Proposed Development caused by the ID 9 and ID 14 committed developments as they would be contained within the settlement of Bridgwater.
- 7.4.291 There would be no views from the ID 9 committed development towards the route of the Proposed Development, as the committed development is contained within the settlement of Bridgwater.
- 7.4.292 There would be no change to views towards the Proposed Development caused by the ID 14 committed development as it located adjacent to other industrial and commercial buildings in Dunball.
- 7.4.293 There would be no views from the ID 14 committed development towards the Proposed Development due to screening by the adjacent industrial and commercial buildings and hedgerows and trees.

Committed Development beyond 3km

- ID 1: mixed use development on the south side of Bridgwater west of the M5 Junction 24;

- ID 2: park and ride and freight management facility located north of M5 Junction 24 (associated development for the construction of Hinkley Point C) (6 month construction from 2014);
- ID 3: 240 homes at Stockmoor Village located south of Bridgwater (construction timetable not known);
- ID 4: 330 homes at Rhode Lane located southwest of Bridgwater (construction timetable not known);
- ID 5: 146 homes at Rhode Lane located southwest of Bridgwater (construction timetable not known); and

7.4.294 There would be no change to views towards the Proposed Development caused by the above committed developments due to their remote location.

7.4.295 There would be no views from the committed developments towards the Proposed Development due to their remote location.

Section B: Somerset Levels and Moors South

Committed Development within 1km

- ID 17: remediation of land, including demolition of existing buildings at ROF Puriton, Woolavington Road;
- ID 19: 45 dwellings and doctor's surgery at Crockers Hill, Woolavington; and
- ID 21: solar energy facility at The Causeway, Woolavington.

7.4.296 No visual receptors would be introduced by the remediation of ROF Puriton (ID 17) and therefore there are no views from this committed development to be considered towards the Proposed Development. Views towards the Proposed Development would change as existing buildings and structures would be removed.

7.4.297 The residential committed development to the western edge of Woolavington (ID 19) would introduce additional visual receptors within 1km of the Proposed Development with potential views towards the proposed 400kV overhead line on the lower slopes of Puriton Ridge and across the Somerset Levels and Moors. Views are anticipated from the western edge of the committed development looking towards the proposed 400kV overhead line above hedgerows and trees. Views towards the Proposed Development would include this committed development; however, this residential development would reinforce the settlement of Woolavington.

7.4.298 No visual receptors would be introduced by the solar energy facility (ID 21) and therefore there are no views from this committed development to be considered towards the Proposed Development. Views towards the Proposed Development would include the solar energy facility above hedgerows.

Committed Development between 1 and 3km

- ID 15: installation of photovoltaic solar park and associated equipment; and
- ID 23: anaerobic digestion facility, Walpole Landfill Site, Puriton Road, Pawlett.

- 7.4.299 No visual receptors would be introduced by the photovoltaic solar park (ID 15) or the anaerobic digestion facility (ID 23) and therefore there are no views from these committed developments to be considered towards the Proposed Development.
- 7.4.300 Views towards the Proposed Development from the northern edge of Puriton would include the photovoltaic solar park (ID 15) to the north in the lower elevation of the view with the top of the proposed 400kV overhead line visible above trees in the distance.
- 7.4.301 There would be no change to views towards the Proposed Development caused by the ID 23 committed development due to its distant location.

Committed Development beyond 3km

- 7.4.302 There are no committed developments considered beyond 3km of the Proposed Development in Section B.

Section C: Mendip Hills AONB

Committed Development within 1km and between 1 and 3km

- 7.4.303 There are no committed developments considered within 1km and between 1 and 3km of the Proposed Development in Section C.

Committed Development beyond 3km

- ID 27: Extension to Callow Rock Quarry near Cheddar.
- 7.4.304 No visual receptors would be introduced by the extension to the quarry (ID 27) and therefore there are no views from this committed development to be considered towards the Proposed Development. There would be no change to views towards the Proposed Development caused by the ID 27 committed development due to its distant location.

Section D: Somerset Levels and Moors North

Committed Development within 1km

- ID 33: packaging building to northern edge of Sandford; and
 - ID 45: wind turbine on land off Wemberham Lane in Yatton.
- 7.4.305 The packaging building at the northern edge of Sandford (ID 33) would not change the nature of views available across the Somerset Levels.
- 7.4.306 Views towards the Proposed Development would include the wind turbine (ID 45) west of Yatton and other associated industrial development on the settlement edge.

Committed Development between 1 and 3km

- ID 39: installation of solar energy farm to the southeast of Congresbury.
- 7.4.307 No visual receptors would be introduced by the solar energy farm (ID 39) and therefore there are no views from this committed development that need to be

considered towards the Proposed Development. Views towards the Proposed Development are also unlikely to include the solar energy farm.

Committed Development over 3km

- ID 28 and 29: large mixed use development to south of Weston-super-Mare;
- ID 30: large mixed use development to southeast of Weston-super-Mare; and
- ID 41: extension to infrastructure at Bristol Airport east of Congresbury.

- 7.4.308 The mixed use development (ID 28) would potentially introduce additional visual receptors over 3km of the Proposed Development however no views are anticipated due to the distance. No views towards the Proposed Development including this committed development are anticipated.
- 7.4.309 The mixed use development (ID 29) would potentially introduce additional visual receptors over 3km of the Proposed Development however no views are anticipated due to the distance. No views towards the Proposed Development including this committed development are anticipated.
- 7.4.310 The mixed use committed development (ID 30) would introduce additional visual receptors within 3km of the Proposed Development with potential views towards the proposed 400kV overhead line. Views are anticipated from the eastern edge of the committed development looking towards the proposed 400kV overhead line above hedgerows and trees. Views towards the Proposed Development would include this committed development; however it is unlikely to be perceptible in views.
- 7.4.311 There are no additional visual receptors as a result of the infrastructure works at Bristol Airport (ID 41). There would be no change to views towards the Proposed Development caused by the infrastructure works due to its remote location.

Section E: Tickenham Ridge

Committed Development within 1km, between 1 and 3km and beyond 3km

- 7.4.312 There are no committed developments considered within 1km, between 1 and 3km and beyond 3km of the Proposed Development in Section E.

Section F: Portishead

Committed Development within 1km

- ID 50: residential and employment development on brownfield land in Portishead.
- 7.4.313 The residential and employment committed development in Portishead (ID 50) is unlikely to introduce additional receptors due to intervening development between ID 50 and the Proposed Development. Therefore there are unlikely to be views from the committed development towards the Proposed Development. Views towards the Proposed Development are also unlikely to include the committed development.

Committed Development between 1 and 3km and beyond 3km

- 7.4.314 There are no committed developments considered between 1 and 3km and beyond 3km of the Proposed Development in Section F.

Section G: Avonmouth

Committed Development within 1km

- ID 51: biomass-fired renewable energy plant including boiler house, steam turbine and cooling towers at Portbury Dock;
- ID 52: extension to existing processing and warehouse building on Marsh Lane in Easton-in-Gordano;
- ID 53: two storey office units off Marsh Lane in Easton-in-Gordano;
- ID 55: erection of three wind turbines, associated bases and cables and control buildings off St Andrews Road, Avonmouth;
- ID 56: change of use of former railway sidings to port-related storage off Gloucester Road, Avonmouth;
- ID 57: 14 B1/B2 units on St Andrews Road, Avonmouth;
- ID 58: deep-sea container terminal at Avonmouth Docks;
- ID 59: biomass power plant at St Andrews Road, Avonmouth;
- ID 60: mechanical biological treatment facility at Kings Weston Lane, Avonmouth;
- ID 61: low carbon energy facility at Kings Weston Lane, Avonmouth;
- ID 62: distribution unit (B8) and ancillary buildings on brownfield site at St Andrews Road, Avonmouth;
- ID 63: access road and landscaping off Avonmouth Way, Avonmouth;
- ID 64: four wind turbines and ancillary development at Bristol Sewage Treatment Works;
- ID 65: plant for recycling food waste at Kings Weston Lane, Avonmouth;
- ID 70: change of use from brownfield site to recycling facility at Chittening Road, Avonmouth;
- ID 72: two wind turbines on former Shell Tanker site at Severn Road, Avonmouth;
- ID 73: bio-fuel renewable energy plant at Severn Road, Avonmouth;
- ID 74: resource recovery centre at Severn Road, Avonmouth;
- ID 75: change of use to expand recycling operations at Severn Road, Avonmouth;
- ID 76: anaerobic digestion facility at Severn Road, Avonmouth;
- ID 77: change of use for energy recovery centre at Severn Road, Avonmouth;
- ID 78: ash recycling facility at Severn Road, Avonmouth; and
- ID 81: Severnside mixed use development (1030 hectares) (also within 1-3km of the LoD for the Proposed Development).

- 7.4.315 There are likely to be views from within Section G and surrounding Section E and F towards the Proposed Development and the biomass-fired renewable energy plant (ID 51), the extension to the existing processing and warehouse building (ID 52) and the two storey office units (ID 53); however these committed developments

would reinforce the presence of existing development already present in views towards Avonmouth.

- 7.4.316 There are likely to be views from within Section G and surrounding areas towards the Proposed Development and the other committed developments in Section G identified above. These committed developments would also reinforce the presence of existing development already present in views towards Avonmouth.
- 7.4.317 Views towards the Proposed Development from properties in Avonmouth would include the three wind turbines on St Andrews Road (ID 55) and the port-related storage development (ID 56) on Gloucester Road.
- 7.4.318 Views towards the Proposed Development from pedestrians and cyclists on the local PRow and cycle route network and residential properties in Lawrence Weston would include the three wind turbines on St Andrews Road (ID 55) and the two wind turbines on the former Shell Tanker site (ID 72).
- 7.4.319 Views towards the Proposed Development from residential properties in Hallen and pedestrians on the local PRow network, cycle routes and roads in Severnside, across Hallen Marsh and Hallen would include the anaerobic digestion facility (ID 76), the Severnside mixed use development (ID 81) and the resource recovery centre at Severn Road (ID 74). These committed developments would be in keeping with other industry in the area but would change the character of the existing rural landscape to the north of Severn Road.
- 7.4.320 Views towards the Proposed Development from pedestrians and cyclists on the local PRow and NCR 41 would include the ash recycling facility (ID 78).
- 7.4.321 The Severnside mixed use committed development (ID 81) is an outline planning permission granted in 1957 for a variety of industrial and business uses. The development phasing of the area is guided by a number of masterplans for parts of the consented area of land to the north of the Proposed Development. Development phasing to the southern part of the consented area of land, adjacent to the Proposed Development is not available. As there is less detailed information available about this committed development than the other committed developments identified, it is considered more appropriate to consider ID 81 as part of the assessment of potential cumulative effects (**see Volume 5.17**).

Committed Development between 1 and 3km

- ID 66: materials recovery park at Kings Weston Lane, Avonmouth;
- ID 67: development to recycle and sort waste materials at Kings Weston Lane, Avonmouth; and
- ID 68: industrial and office buildings at St Andrew's Road, Avonmouth.

- 7.4.322 A small number of receptors would be introduced by the materials recovery park (ID 66). Views towards the Proposed Development from the Lawrence Weston area would include the materials recovery park in the context of other industrial development in Avonmouth.
- 7.4.323 A small number of receptors would be introduced by the recycle and sort waste facility (ID 67). Views towards the Proposed Development from the Lawrence Weston area would include the recycle and sort waste facility in the context of other industrial development in Avonmouth.

- 7.4.324 Some new receptors would be introduced as part of the industrial and office buildings at St Andrew's Road (ID 68). Views towards the Proposed Development from the Lawrence Weston area would include the industrial and office building in the context of other industrial development in Avonmouth.

Committed Development beyond 3km

- ID 86: decommissioning Oldbury Nuclear Power Station, Oldbury.

- 7.4.325 No additional receptors would be introduced as part of the decommissioning work. There would be no views towards the Proposed Development including this committed development due to the distance.

Section H: Hinkley Line Entries

Committed Development within 1km

- ID 93: decommissioning Hinkley Point A Nuclear Power Station;
- ID 94: ongoing operation and future decommissioning of Hinkley Point B Nuclear Power Station;
- ID 95: building for storage of intermediate level of radioactive waste materials;
- ID 96: Hinkley Point C Power Station including two nuclear reactors; and
- ID 97: replacement of two existing transformers and intermediate switch rooms at Hinkley Point A.

- 7.4.326 There are likely to be views from within Section H towards the Proposed Development and the committed developments (ID 93, 94, 95, 97); however these committed developments would be visible with the existing development already present in views towards the existing Hinkley Point Power Station Complex.

- 7.4.327 There would be views from within Section H towards the Proposed Development and the proposed Hinkley Point C Power Station (ID 96). As identified in **Volume 5.17.2, Appendix 17C** the estimated construction start date for the proposed Hinkley Point C Power Station (ID 96) is 2014 and construction is estimated to end in 2026. Construction works for the proposed Hinkley Point C Power Station form part of the visual base case.

- 7.4.328 The preliminary construction programme provided at **Volume 5.3.1, section 3.3** states that the proposed start date for the construction works relating to the proposed Hinkley Line Entries would be January 2016 and the proposed finish date would be November 2018. As such the construction and the operation of the proposed Hinkley Point C Power Station, (including Shurton Substation), would affect the visual baseline potentially affected by the proposed Hinkley Line Entries in Section H. The proposed Shurton Substation formed part of EDF Energy's proposals, which were granted Development Consent in March 2013. National Grid is proposing to construct the consented Shurton Substation, and the proposed Hinkley Line Entries (subject to this ES), to connect the proposed Hinkley Point C Power Station to the high voltage transmission network.

- 7.4.329 The proposed Hinkley Point C Power Station would extend the footprint of existing large scale nuclear development, and would increase the presence of the existing Hinkley Point Power Station Complex in views.
- 7.4.330 As stated in the ES for the proposed Hinkley Point C (HPC) Power Station, (Volume 1, Volume 2, section 2.2, Landscape Strategy), when the proposed HPC Power Station is completed the extended HPC Power Station development site area will be landscaped. The landscape strategy is illustrated at Volume 1, Volume 2, Figure 2.1, and includes new woodland, restored field boundaries and farmland, and a network of PRow. The landscape strategy aims to recreate the existing landform including a wide gently sloping shallow valley over a culverted Holford Stream and by maintaining the relative height and prominence of the Green Lane ridge, ensuring the southern landform will be no higher than 35m AOD.
- 7.4.331 Following the establishment of woodland proposed in the HPC Power Station Landscape Strategy, there would be increased woodland cover in Section H, which is anticipated to reduce the influence the proposed Hinkley Line Entries in the surrounding area to the southwest and west.
- 7.4.332 The decommissioning of the Hinkley Point A Power Station (ID 94) is not anticipated to significantly change the visual baseline potentially affected by the Proposed Development due to the presence of the existing Hinkley Point B Power Station and the proposed Hinkley Point C Power Station adjacent. The decommissioning of the Hinkley Point A Power Station is also estimated to end in 2104, (as identified in **Volume 5.17.2, Appendix 17C**), which is over 80 years after the proposed finish date (November 2018) for the proposed Hinkley Line Entries. The lifespan of a 400kV pylon is greater than other components of a 400kV overhead line, and is typically 80 years; therefore the proposed Hinkley Line Entries would be seen in the context of Hinkley Point A for a number of years.
- 7.4.333 With regard to the future decommissioning of Hinkley Point B the indicative programme for this work, provided at **Volume 5.17.2, Appendix 17C**, is unknown, but the start date is stated as being long-term i.e. in excess of 100 years.

Committed Development between 1 and 3km

- ID 91: creation of wildlife habitat at Steart Drove, Steart Peninsula through managed realignment; and
- ID 92: creation of wildlife habitat at South Bank, Steart Peninsula through managed realignment.

- 7.4.334 Receptors would be introduced as part of the education and visitor facilities at Steart Drove (ID 91) and South Bank (ID 92). The wildlife habitat areas would introduce no change to views towards the Proposed Development.

Committed Development beyond 3km

- ID 88: freight laydown facility and road improvements west of Cannington; and
- ID 90: park and ride facility and road improvements south of Combwich.

- 7.4.335 Some receptors would be introduced as part of the freight laydown facility (ID 88) and park and ride facility (ID 90). The facilities would introduce no change to views towards the Proposed Development.

Visual Effects Base Case

- 7.4.336 The 'base case' identifies what the environment is anticipated to be when the visual effects of the Proposed Development would arise. The anticipated construction programme for the Proposed Development (and all of the permanent components) is provided at **Volume 5.3.2, Appendix 3B**. Construction works are anticipated to start in Q3 2015 and are anticipated to be completed by Q3 2019.
- 7.4.337 The base case in 2015 is not anticipated to be different to the baseline environment, except for the introduction of the committed developments identified above. Where committed developments would introduce new receptors they are assessed in the visual assessment Tables at **Volume 5.7.2, Appendix 7A to 7H** of this Volume.
- 7.4.338 The landscape is ever changing based on man-made processes such as agricultural practice and natural processes such as tree and vegetation growth and ash dieback disease. As there is great uncertainty regarding whether and how these would affect landscape and visual amenity in the area where the Proposed Development would be built, the future baseline has not taken account of this.

7.5 Prediction and Assessment of Significance of the Potential Effects

- 7.5.1 This part of the chapter refers to those components of the Proposed Development which are anticipated to result in visual effects during construction, operation and decommissioning, and which are discussed in **Volume 5.3.1**.
- 7.5.2 The following assessment identifies and assesses the likely significant effects of the Proposed Development on views during its operation. Operational effects are assessed on completion of the Proposed Development at the opening year and to year fifteen (in the short and medium-term). The assessment also identifies and assesses the likely significant effects on views during construction from Q3 2015 to the opening year and during decommissioning of all components of the Proposed Development (in the short-term). This includes assessment of the removal of the F Route and the partial removal of other 132kV overhead lines, as part of the Proposed Development, along with an assessment of proposed 132kV underground cables work.
- 7.5.3 The visual assessment includes consideration of how individual components of the Proposed Development combine to affect visual receptors as well as consideration of the inter-relationship of potential effects (between environmental topics) as an intrinsic part of the assessment.
- 7.5.4 Residual operational effects are assessed at section 7.8 of this chapter. Residual operational effects are visual effects which would occur from the Proposed Development fifteen years after completion, taking account of establishment of guaranteed mitigation measures comprising; planting replacement trees, tree groups and hedges 'in-situ' (following construction); and new planting of trees, tree groups and hedges with new site-specific infrastructure. The assessment of residual effects in this ES does not take account of planting enhancements in the OSPES, **Volume 5.25**, as this is not guaranteed for the reasons explained at section 7.1 and 7.7 of this chapter.
- 7.5.5 Visual effects anticipated in views from all receptors assessed within Sections A to H are presented in Visual Assessment Tables provided at **Volume 5.7.2, Appendix 7A to 7I**. The Visual Assessment Tables present visual effects anticipated in views during construction and on completion in the short-term, and during the operation of the Proposed Development in the medium and long-term
- 7.5.6 Tree and hedgerow removal required to construct the Proposed Development and in-situ replacement planting, identified in the AIA at **Volume 5.21.1, section 7 to 9** and **Volume 5.21.3, Figures 21.2 and 21.3**, has been considered as part of this visual assessment.
- 7.5.7 PRoW proposed to be managed or temporarily closed (stopped up) during construction of the Proposed Development, and temporary PRoW diversions are identified in the PRoW Management Plan at **Volume 5.26.6, Table 2.2**. The PRoW Management Plan states that the majority of the PRoW affected by the Proposed Development will be stopped up for short durations only and it is National Grid's hope and intention to keep the majority of PRoW open via management, ensuring they are safe to use and the disruption to users is minimised.
- 7.5.8 The PRoW Management Plan also states that where a PRoW has been identified for a longer duration temporary closure (rather than management), the feasibility of temporary diversions has been discussed with the PRoW officers. Two temporary diversions have been identified at this stage and are shown on the Access/Rights of Way Plans included at **Volume 5.26.6**. The longer duration temporary closures

could be for the entire construction period of the Proposed Development; however, PRow will be reopened at the earliest opportunity if no longer affected by the construction activities of the Proposed Development. The proposed management of affected PRow, temporary PRow closures (stopping up) and temporary PRow diversions are considered in this visual assessment and are referred to where relevant in the Visual Assessment Tables provided at **Volume 5.7.2, Appendix 7A to 7I**.

- 7.5.9 Figures relating to visual effects are in **Volume 5.7.2** and verified photomontages are provided at **Volume 5.18.1 and 5.18.2**.

Digital Model and Verified Photomontages

- 7.5.10 A digital model of the landscape and the Proposed Development has been constructed. In addition, verified photomontages have been produced for consultation in accordance with the Method provided at **Volume 5.7.2, Appendix 7J**.
- 7.5.11 Verified photomontages have been produced in accordance with guidance contained in the LI Advice Note 01/11 Photography and Photomontage in Landscape and Visual Impact Assessment (Ref. 7.20) and Figures are illustrated at **Volumes 5.18.1 and 5.18.2**. The production of photomontages had regard to the guidance provided in 'Visual Representations of Windfarms: Good Practice Guidance' prepared for Scottish Natural Heritage (SNH) March 2006, which the LI Advice Note 01/11 (Ref. 7.20) strongly advises (LI) members to follow where applicable in preference to any other guidance or methodology.
- 7.5.12 Verified photomontage viewpoints produced are representative of views in the area. The location of these viewpoints and the timing of photographic surveys were discussed with the Landscape and Views Thematic Group between January and May 2013. Photomontage **Figures 18.2.1 to 18.2.113** and **Figures 18.3.1 to 18.3.5** are included at **Volume 5.18.2**. The locations where verified photomontages have been produced to support this visual assessment, and to support the landscape assessment in **Volume 5.6.1**, are identified in **Volume 5.18.1, Figures 18.1.1 to 18.1.9**.

Source of Effect(s)

- 7.5.13 Those components of the Proposed Development that are anticipated to result in an effect on views during the operation, construction, and decommissioning stages of the Proposed Development, are discussed in **Volume 5.3.1**.
- 7.5.14 The visual effects have been considered based on the Works Drawings and on the basis that the proposed route of the overhead line and underground cables would be subject to the LoD identified in **Volume 5.5.1, section 5.6** and **Volume 5.5.3, Figures 5.1 and 5.2**.
- 7.5.15 The LoD provide a necessary and proportionate degree of flexibility as to the final alignment of the works. The LoD identify a maximum distance or measurement of variation within which these works must be constructed. This comprises:
- lateral LoD;
 - longitudinal LoD; and
 - vertical LoD.

- 7.5.16 In practice, there are limitations posed by the angles achievable, the span lengths between pylons to minimise numbers of pylons and to maintain clearance from the ground without exceeding the maximum height, and the need to avoid environmental features such as ancient woodland and veteran trees. These limitations mean that it is not likely that there would be substantial variation from the design of the connection shown in the application.
- 7.5.17 The Order Limits, identified in the Proposed Development Plans as a red outline (see **Volume 5.3.3**), are fixed and detail the anticipated maximum extent of land in which the Proposed Development may take place (if approved and subject to Development Consent Order Requirements and any other associated commitments). Work within the Order Limits would comprise site-specific components and components with the potential to be sited anywhere within the Order Limits. Notwithstanding the Proposed Development components site-specific components comprise:
- substations and extensions and modifications to existing substations;
 - CSE compounds;
 - removal of existing 132kV overhead lines;
 - temporary construction compounds;
 - bell mouth locations; and
 - visibility splays.
- 7.5.18 Construction components with the potential to be sited anywhere within the Order Limits (subject to any restrictions set out in the DCO Works Plans) comprise:
- haul roads;
 - other access roads;
 - pylon working areas;
 - scaffolding and associated working area;
 - equi-potential zones (EPZ);
 - crossings; and
 - indicative access for future maintenance.

Source of Effect(s) during Construction

- 7.5.19 Construction of the Proposed Development is anticipated to be undertaken between late 2015 and late 2019 as detailed in the construction programme (see **Volume 5.3.2, Appendix 3B**). Visual effects associated with the construction of the Proposed Development would be temporary and short-term (0 to 5 years).
- 7.5.20 The sources of visual effects associated with the construction of each component of the Proposed Development refer to:
- construction compounds;
 - temporary access, bell mouths and watercourse crossings;
 - temporary overhead lines;
 - 400kV and 132kV overhead line construction;
 - 400kV and 132kV underground cables installation;
 - CSE compound construction;
 - substation construction;

- bridge crossing construction; and
- removal of the F Route and part of the ZG, VQ, ZZ, AT, W, G and BW Routes including pylons and foundations removed in full.

7.5.21 The measures for lighting during construction of the Proposed Development are detailed in the Draft Construction Environmental Management Plan (CEMP) at **Volume 5.26.1**.

7.5.22 Lighting will be used only when required during core working hours, unless otherwise stated. Winter working may require task-specific lighting due to the short day lengths when lighting will be required at the beginning and end of the day. Lighting will comprise:

- lighting of work areas and access or egress;
- construction compounds will not be lit at night outside core working hours, except for welfare and site security cabins;
- lighting will be used in areas of high security risk;
- cable jointing will require 24/7 lighting inside the covered structures that will surround the cable jointing bays.
- lighting will be required outside the covered structures for security and access or egress; and
- other works required to be undertaken outside of the normal working hours (identified in **Volume 5.26.1**) may also require lighting.

Source of Effect(s) during Operation

7.5.23 The on-going presence of the proposed 400kV and 132kV overhead lines, CSE compounds, and Sandford Substation; and the cables bridge option over the River Axe and the cables bridge crossing Towerhead Brook during operation would give rise to adverse effects on visual amenity.

7.5.24 The sources of visual effects associated with the operation of each element of the Proposed Development refer to:

- 400kV and 132kV overhead lines ;
- CSE compounds;
- proposed and existing substations;
- bridge crossings; and
- 400kV Hinkley Line Entries.

7.5.25 National Grid would also require access to ensure the Proposed Development could be appropriately maintained during operation. Future maintenance access would typically be made by foot, 4x4 or tractor and trailer, and would not typically require any new temporary accesses; however access to tension pylons may require temporary stone roads or aluminium trackway to be laid. Upon completion of any maintenance works, surfaces would be restored to their condition at the commencement of the works.

Source of Effect(s) during Decommissioning

- 7.5.26 Activities during decommissioning of the Proposed Development in Sections A to H would be very similar to those during construction but generally these would take place for a shorter duration. Exceptions to this would be in Section C (and part of Sections B and D) where 400kV underground cables are proposed and in Sections E, F and G where sections of the W Route and the G Route (and a western section of the BW Route, as part of the alternative route (Option B)) are proposed to be replaced with 132kV underground cables. 400kV and 132kV underground cables would be removed in full involving activity similar to that undertaken during the installation of proposed underground cables.
- 7.5.27 Pylons would be removed during decommissioning including foundations removed in full below ground level.

Assessment of Potential Visual Effects

- 7.5.28 This section provides an assessment of the anticipated significance of visual effects predicted in views of the Proposed Development in each Section (A to H) on completion and during operation in the short and medium-term. The significance of visual effects predicted for the short-term during construction and decommissioning of the Proposed Development in Sections A to H are also provided. The assessment has been undertaken in accordance with the visual assessment method provided at section 7.3 of this chapter.
- 7.5.29 The residual effects of the Proposed Development are discussed at section 7.8 of this chapter and take account of guaranteed mitigation measures comprising; planting replacement trees, tree groups and hedges ‘in-situ’ (following construction); and new planting of trees, tree groups and hedges with new site-specific infrastructure fifteen years after completion and in the long-term.
- 7.5.30 The following text provides an overview of the anticipated significance of visual effects predicted for each Section (A to H) followed by a summary of where the greatest significance of effects on visual receptors are likely. Typically, this is where visual effects of greater than minor adverse significance are anticipated and where a beneficial significance of effect is anticipated in receptor views within 1km of the Proposed Development in each Section. A summary of the anticipated significance of visual effects on receptor views beyond 1km of the Proposed Development in each Section A to H is also provided.
- 7.5.31 A summary of the anticipated visual effects is provided for sequential views on long distance public routes, including national and regional footpaths and cycleways within 3km of the Proposed Development in Sections A to H, and from the M5 motorway in Sections A to G.
- 7.5.32 Visual effects anticipated in views from all receptors identified within Sections A to H are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7A to 7I**. The Visual Assessment Tables present visual effects anticipated in views during construction and on completion in the short-term, and during the operation of the Proposed Development in the medium and long-term.
- 7.5.33 The following assessment of visual effects should be read with the Figures at **Volume 5.7.3** as they assist the understanding of the descriptions and assessments presented. The significance of the visual effects predicted in Sections A to H are illustrated on the Figures listed in **Table 7.11**, and extracts of these Figures are included in the assessment text below.
- 7.5.34 Verified photomontages at **Volume 5.18.2** have also been produced for each Section A to H (at viewpoints identified on **Volume 5.18.1, Figures 18.1.1 to 18.1.9**), and are included in **Table 7.11**. Verified photomontages are included in the assessment text for illustrative purposes only. For correct perspective viewing the verified photomontage figures should be referenced.

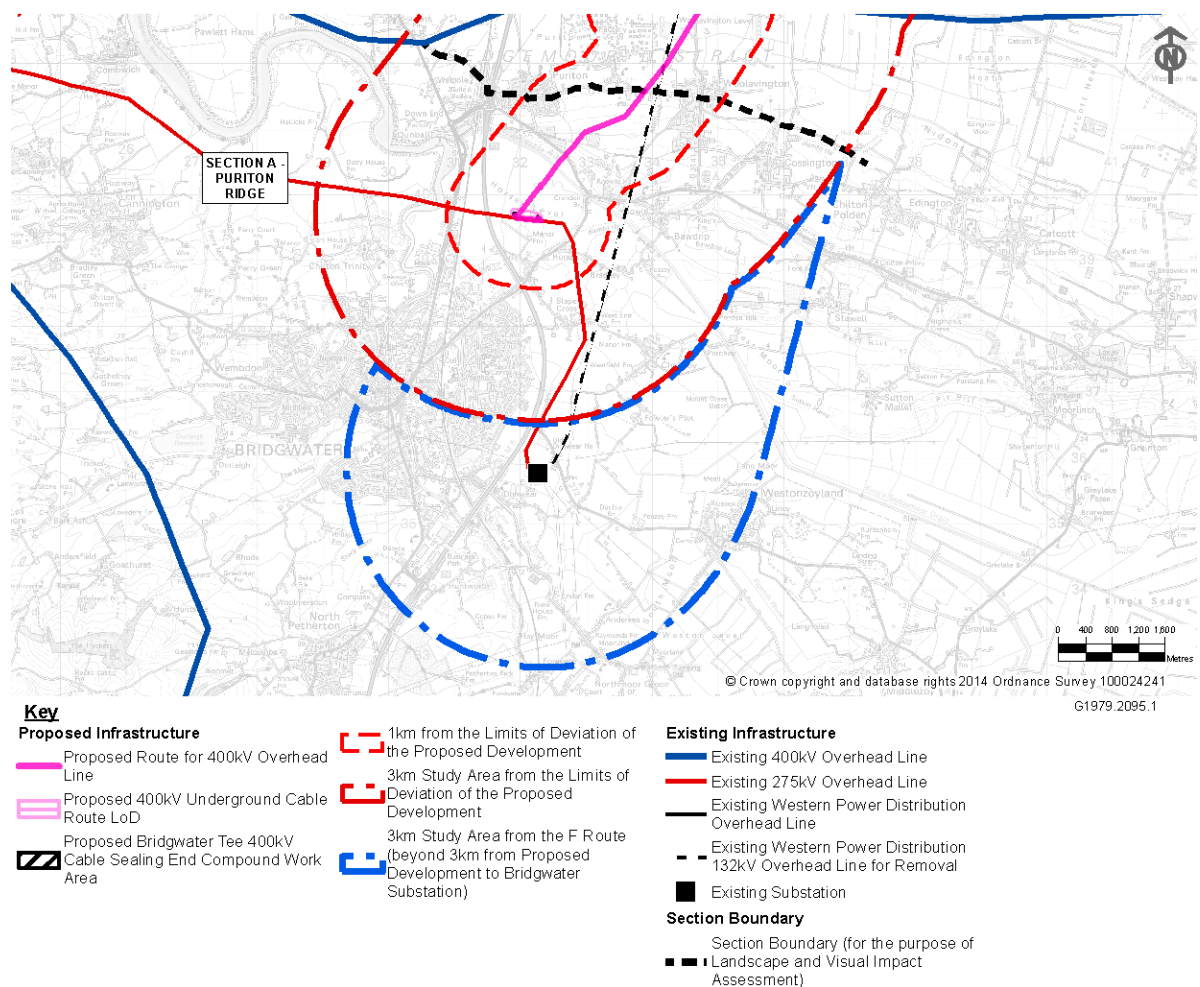
Table 7.11 Relevant Visual Assessment Figures

Figure Name	Figure Number
Volume 5.7.3	
Significance of Visual Effects on Receptors within 1km during construction	Figure 7.28.1 to 7.28.20 (Sections A-G)
Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during construction	Figure 7.29.1 to 7.29.5 (Sections A-G) Figure 7.29.6 to 7.29.15 (LDRs)
Significance of Visual Effects on Receptors within 1km during operation	Figure 7.30.1 to 7.30.20 (Sections A-G)
Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during operation	Figure 7.31.1 to 7.31.5 (Sections A-G) Figure 7.31.6 to 7.31.15 (LDRs)
Bridgwater Tee Cable Route 400kV CSE Compound Landscape Mitigation and Detailed Planting Plans	Figures 7.32.1 to 7.32.4
South of Mendip Hills 400kV CSE Compound Landscape Mitigation and Detailed Planting Plans	Figures 7.33.1 to 7.33.5
River Axe Cables Bridge Option Landscape Mitigation and Detailed Planting Plan	Figures 7.34.1
Sandford 400kV/132kV Substation Landscape Mitigation and Detailed Planting Plans	Figures 7.35.1 to 7.35.5
Towerhead Brook Bridge Landscape Mitigation and Detailed Planting Plan	Figures 7.36.1
Significance of Visual Effects on Receptors within 1km during construction	Figure 7.37.1 (Section H)
Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during construction	Figure 7.38.1 (Section H)
Significance of Visual Effects on Receptors within 1km during operation	Figure 7.39.1 (Section H)
Significance of Visual Effects on Receptors between 1 and 3km and beyond 3km during operation	Figure 7.40.1 (Section H)
Volume 5.18.1 and 5.18.2	
Verified Photomontage Viewpoint Locations	Figure 18.1.1 to 18.1.9
Verified Photomontages	Figures 18.2.1 to 18.2.113

Figure Name	Figure Number
Verified Photomontages for Cultural Heritage	Figures 18.3.1 to 18.3.5

Section A: Puriton Ridge: Assessment of Visual Effects

- 7.5.35 The following text provides an overview of the anticipated significance of visual effects predicted for Section A followed by a summary of where the greatest significance of effects on visual receptors are likely. Typically, this is where visual effects of greater than minor adverse significance are anticipated and where a beneficial significance of effect is anticipated in receptor views within 1km of the Proposed Development. A summary of the anticipated significance of visual effects on receptor views beyond 1km of the Proposed Development in Section A is also provided. The assessment should be read with the Figures listed in **Table 7.11**. Residual effects in the long-term are discussed at section 7.8 of this chapter.
- 7.5.36 Visual effects anticipated in views from all receptors identified within Section A are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7A**.



Inset 7.39: Location Plan illustrating the Geographical Extent of Section A within the 3km Study Area

- 7.5.37 Long distance routes in Section A comprise the River Parrett Trail, Samaritans Way South West and Summits of Somerset and Avon and NCR 3, 33 and 339 run between 1 and 3km of the LoD for the proposed 400kV overhead line and between 1 and 3km of the F Route removal to Bridgwater Substation and these receptors are of high sensitivity. The M5 motorway and main intercity railway line also run within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and the F Route removal to Bridgwater Substation in Section A and these receptors are of medium sensitivity. These long distance footpath and cycle routes, the M5 motorway and main intercity railway are assessed separately in the latter part of this section 7.5 and in Visual Assessment Tables at **Volume 5.7.2, Appendix 7I**.

Construction Effects

Overview

- 7.5.38 Construction effects typically are of relatively short duration. Construction activities associated with the proposed 400kV overhead line, Bridgwater Tee CSE compounds and removal of the F Route in Section A would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience either a low adverse or negligible magnitude of effect in views with a low alteration to the existing view and a moderate or low proportion of the view affected for the short-term. This would result in short-term effects of **minor adverse** or **negligible** significance in most receptor views.
- 7.5.39 Visual effects of the greatest significance would be experienced by visual receptors closest to construction operations and within 1km of the LoD for the proposed 400kV overhead line at:
- Horsey;
 - on the A39 Bath Road;
 - on Puriton Ridge near Knowle Park and Chisland Covert; and
 - on Woolavington Road.
- 7.5.40 These receptors include users of PRowS on the top of Puriton Ridge near Chisland Covert that would pass close to the proposed 400kV overhead line construction area; a residential property nearest to the construction compound and haul route adjacent to the A39 Bath Road; and residential properties nearest to the working area and construction haul routes on Woolavington Road.
- 7.5.41 Receptors would experience short-term effects of **moderate adverse** significance on views where construction operations would be seen in close proximity across a large proportion of the view. A moderate to low adverse magnitude of effect on views would be experienced by some receptors where the F Route would be removed from views. This would result in a short-term **moderate** to **minor adverse** significance of effect in receptor views.
- 7.5.42 For the majority of receptors construction of the proposed 400kV overhead line crossing Puriton Ridge would be visible particularly where it crosses the highest point of the ridge where there is limited backgrounding and temporary at-height works and cranes would be visible in the short term. For many visual receptors the temporary construction works to remove the F Route also would be visible in places

further east, including at-height works and cranes removing pylons visible in the short-term.

- 7.5.43 At the southern extent of Section A, the two Bridgwater Tee CSE compounds would be constructed in the vicinity of the VQ Route. Construction of the CSE compounds would introduce localised temporary adverse visual effects in public and private receptor views to the south of Puriton Ridge where the flat generally open Levels landscape allows expansive open views with limited screening. The proposed site compound and lay-down area for the construction works would be adjacent to the A39 Bath Road and would be visible in the short-term.

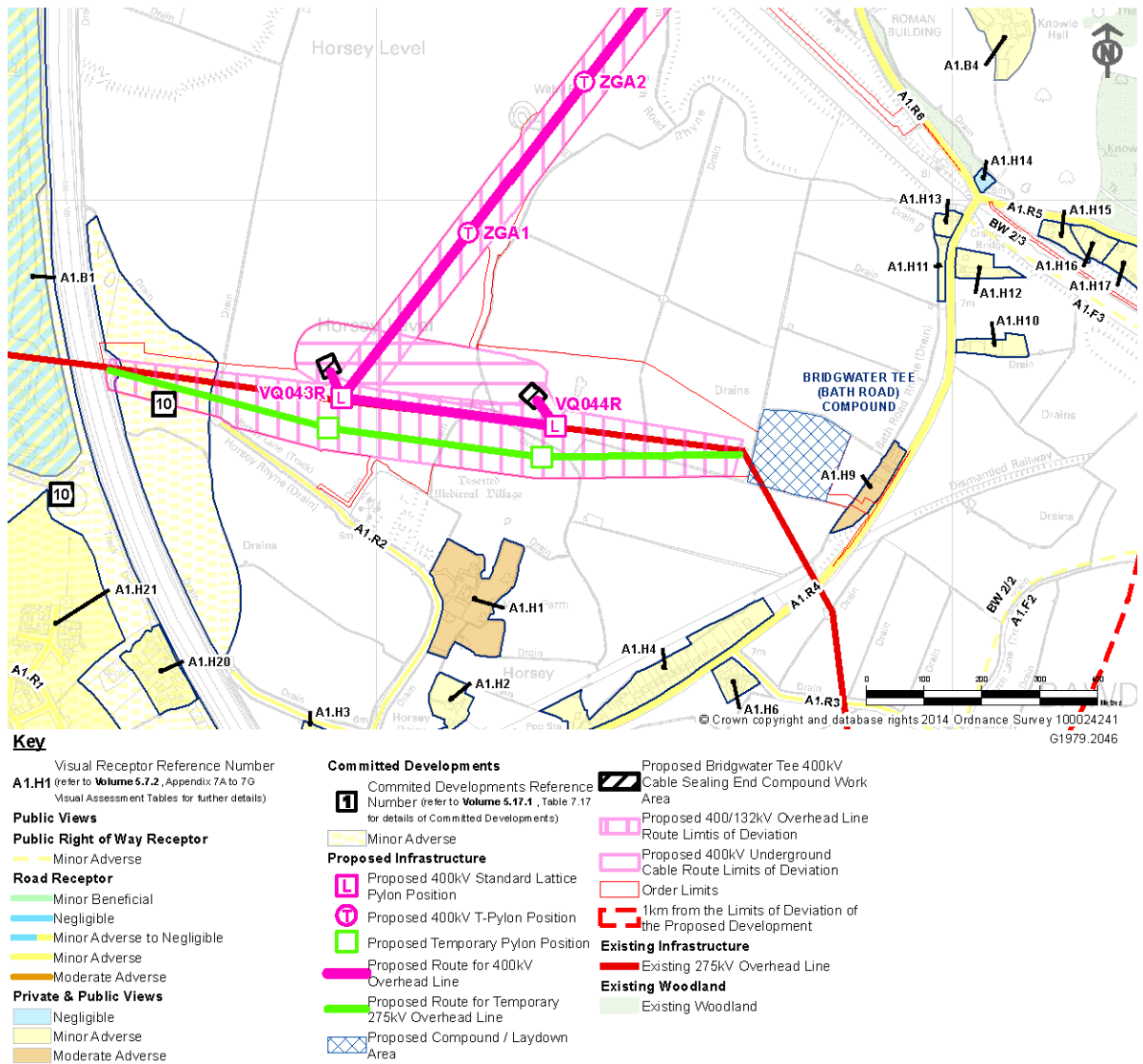
Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

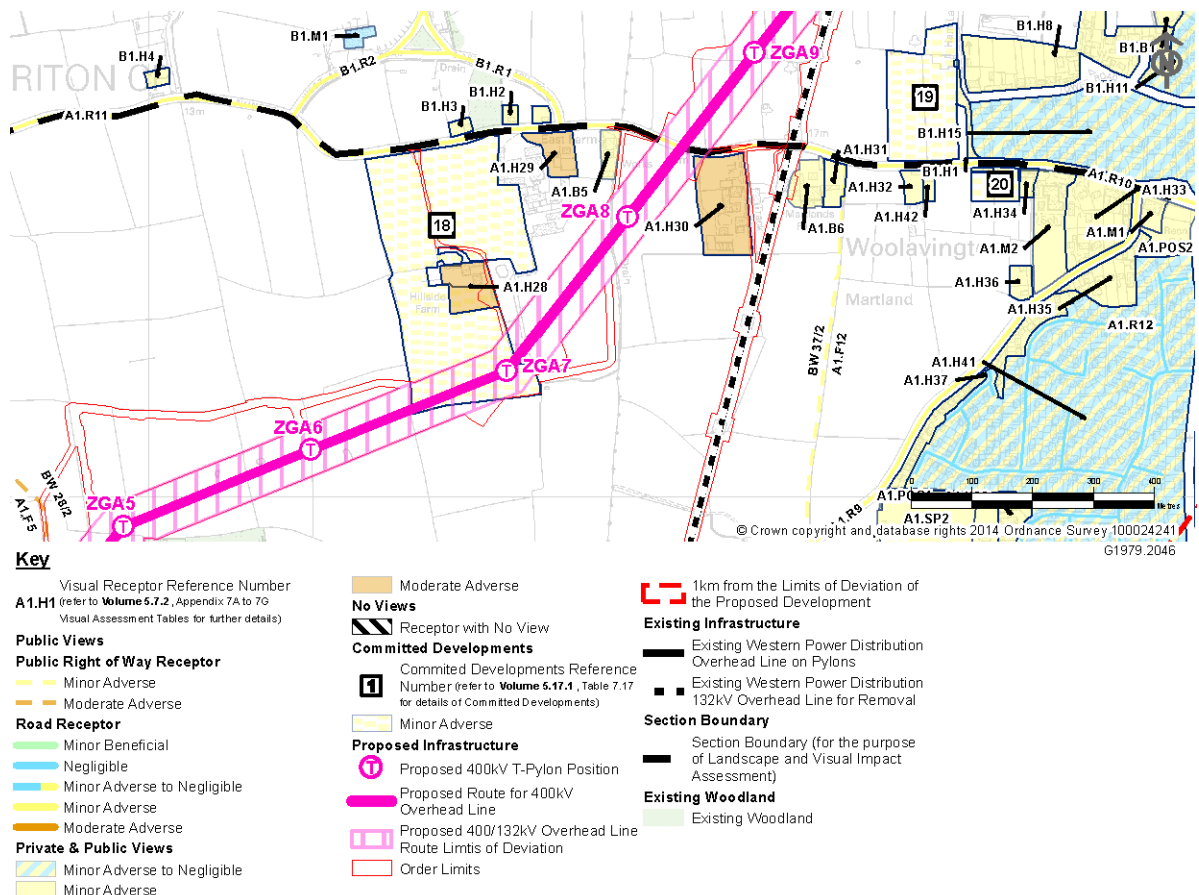
- 7.5.44 Construction of the proposed 400kV overhead line in Section A would have the greatest adverse magnitude of effect on public views from three PRoW which run along the top of Puriton Ridge. A temporary **moderate adverse** significance of visual effect would be experienced by PRoW users on footpaths and a bridleway close to the construction of the proposed 400kV overhead line. Receptors of medium sensitivity would have construction of the Proposed Development in close proximity with a large proportion of the view affected for the short-term. These receptors are illustrated at **Inset 7.40** and include:
- receptor A1.F4: PRoW BW 2/46 between the A39 Puriton Hill and Puriton Ridge;
 - receptor A1.F5: PRoW BW 28/2 between Puriton and Puriton Ridge; and
 - receptor A1.F7: PRoW BW 28/1 between A39 Puriton Hill and Chisland Covert.

- receptor A1.H30: property on Woolavington Road west of Martland Farm (**Inset 7.42**).

7.5.47 Receptors at 47 Bath Road would temporarily have a construction compound, construction haul route and bell mouth adjacent with construction work areas for the proposed 400kV overhead line and Bridgwater Tee CSE compounds introduced close in views. Receptors at Hillside Farm on Woolavington Road would have a construction access route through their land with construction work areas and a pulling site adjacent. The property west of Martland Farm would have a construction haul road and bell mouths along the property driveway with views of construction works adjacent and temporary scaffolding over Woolavington Road. Overhead line construction including pylon erection and cranes would be visible in close proximity over a short-duration on Puriton Ridge and across the Levels. Construction work areas and machinery associated with removal of the F Route would be visible further east.



Inset 7.41 (of Volume 5.7.3, Figure 7.28.1): Significance of Visual Effects on Receptor A1.H9 on A39 Bath Road at Horsey Level during Construction



Inset 7.42 (of Volume 5.7.3, Figure 7.28.1): Significance of Visual Effects on Receptors A1.H28 and A1.H30 on Woolavington Road during Construction

7.5.48 During construction works short-term effects of **moderate adverse** significance are also anticipated in views from other public and private visual receptors where construction operations would form a prominent element in views. These receptors are included in the Visual Assessment Tables at Volume 5.7.2, Appendix 7A.

Views between 1 and 3km of the LoD for the Proposed Overhead Line and within 3km of the Proposed Removal of the F Route to Bridgwater Substation

7.5.49 Views during construction from between 1 and 3km of the LoD for the proposed 400kV overhead line and F Route removal are illustrated at Volume 5.7.3, Figure 7.29.1. During construction the effects on representative visual receptors between 1 and 3km of the LoD for the proposed 400kV overhead line and Bridgwater Tee CSE compounds and between 1 and 3km of the removal of the F Route would range between **minor adverse** and **negligible** significance. This is due to the distance of the viewer and the general degree of screening and filtering by intervening trees, hedgerows and built form. Construction of the proposed 400kV overhead line and Bridgwater Tee CSE compounds, and removal of the F Route, would be visible for the short-term when cranes would be visible above trees and built form and on Puriton Ridge.

7.5.50 A short-term **minor adverse** significance of effect would be experienced by visual receptors closest to construction work areas for removal of the F Route at Knowle,

Bawdrip, Bradney, Slape Cross and Bridgwater Substation. Receptors would have temporary access routes adjacent with working areas and pylon removal, including cranes for a short period and temporary scaffolding over roads, visible in views along the line and passing over Puriton Ridge.

Views beyond 3km of the LoD for the Proposed Development

- 7.5.51 Views during construction from beyond 3km of the LoD for the proposed 400kV overhead line and F Route removal are illustrated at **Volume 5.7.3, Figure 7.29.1** and representative viewpoints have been considered from national cycle routes, footpaths and settlements on elevated land with distant views towards construction of the Proposed Development.
- 7.5.52 Typically short-term effects of **minor adverse** or **negligible** significance would be experienced by receptors beyond 3km from the LoD for the construction of the proposed 400kV overhead line and Bridgwater Tee CSE compounds, and removal of the F Route. At-height works and cranes associated with the construction of proposed 400kV pylons and the removal of the F Route would be visible above trees and vegetation; however these would form a small element of expansive distant views.
- 7.5.53 It is anticipated a **negligible** significance of effect or **no views** of construction would be experienced by receptors in the Quantock Hills AONB due to distance of over 10km.

Operational Effects

Overview

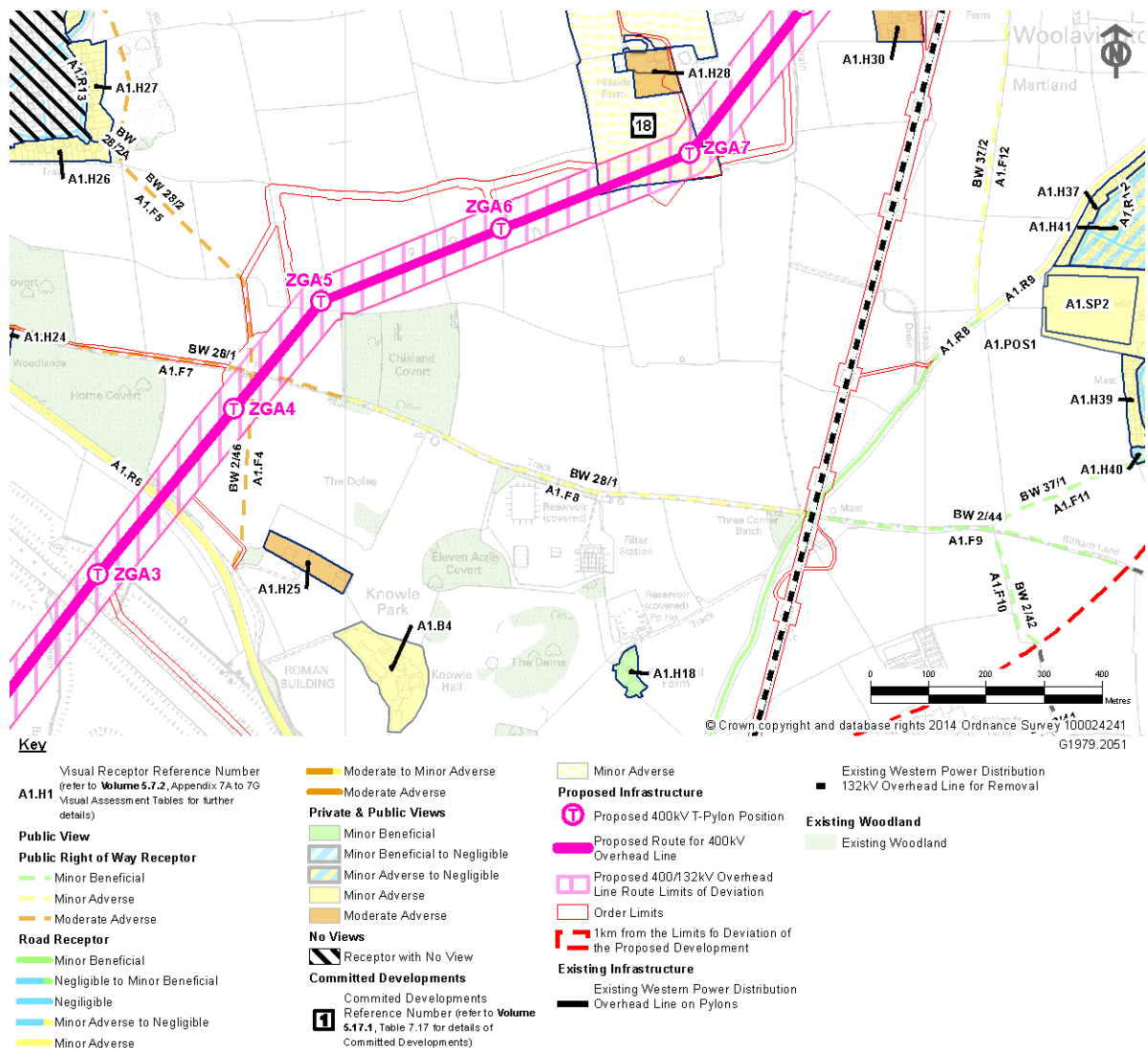
- 7.5.54 Operational effects for the proposed 400kV overhead line and Bridgwater Tee CSE compounds on completion and in the medium-term in Section A would have an adverse effect on visual receptors. The majority of public and private visual receptors would experience a minor adverse or negligible magnitude of effect on views resulting in a **minor adverse or negligible** significance of effect on views on completion and in the medium-term.
- 7.5.55 Visual effects of the greatest significance would be experienced by receptors closest to the Proposed Development in Section A and within 1km of the LoD for the proposed 400kV overhead line at:
- Horsey;
 - on the A39 Bath Road near Crandon Bridge;
 - on Puriton Ridge near Knowle Park and Chisland Covert; and
 - on Woolavington Road.
- 7.5.56 These receptors include users of PRoW on the top of Puriton Ridge near Chisland Covert that would pass under the proposed 400kV overhead line conductors; residential properties on the A39 Bath Road and near Crandon Bridge with views towards the Proposed Development; and residential properties nearest to the proposed 400kV overhead line at Knowle Park and on Woolavington Road.
- 7.5.57 Receptors would experience a moderate adverse magnitude of effect, resulting in a **moderate adverse** significance of visual effect where the Proposed Development would be seen partially backgrounded in a moderate proportion of the view on completion and in the medium-term.
- 7.5.58 A low beneficial magnitude of effect on views would be experienced by some receptors within 1km of the LoD for the proposed 400kV overhead line where the F Route would be removed. Visual effects of **minor beneficial** significance would occur in receptor views at:
- Knowle;
 - Knowle Hill Farm on Crancombe Lane;
 - properties and PRoWs on the southern edge of Woolavington; and
 - a property and business on Woolavington Road.
- 7.5.59 For the majority of receptors the proposed 400kV overhead line crossing Puriton Ridge would be visible on completion and in the medium-term, particularly where it crosses the highest point of the ridge where there is limited backgrounding. The greatest effects on views would be experienced by the closest visual receptors of high sensitivity, such as users of PRoWs that would pass under the proposed 400kV overhead line conductors and the nearest residential properties. For many visual receptors the F Route would be removed from views. The proposed 400kV overhead line supported by T-pylons connecting to the VQ Route on steel lattice pylons would be present in views to receptors on the southern part of Puriton Ridge and across the Somerset Levels and Moors.

- 7.5.60 At the southern extent of Section A, the Bridgwater Tee CSE compounds would be built in the vicinity of the VQ Route. The CSE compounds would introduce localised adverse visual effects for visual receptors to the south of Puriton Ridge where the flat generally open Levels landscape allows expansive open views with limited screening. The proposed 400kV overhead line supported by T-pylons and the Bridgwater Tee CSE compounds would be visible connecting to the VQ Route supported by steel lattice pylons. The presence of the VQ Route in many views would mean that the significance of adverse effects would be lower than if there was no existing overhead line infrastructure in views.

Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

- 7.5.61 The proposed 400kV overhead line in Section A would have the greatest effect on views from PRowWs which run along the top of Puriton Ridge in close vicinity to the Proposed Development. Visual receptors of medium sensitivity would experience a moderate adverse magnitude of effect on three PRowWs that would pass under the conductors on the proposed 400kV overhead line with views towards the Proposed Development for most of the route.
- 7.5.62 The significance of effect on visual receptors would be **moderate adverse** as the Proposed Development would include a partial alteration to the existing view and the introduction of prominent elements in the view with a moderate proportion of the view affected on completion and in the medium-term. There would be some backgrounding in places from woodland on the ridge which would minimise the scale of change from the present situation; views beyond the proposed 400kV overhead line would remain due to the nature of the Proposed Development. Views from the PRowWs listed below and illustrated at **Inset 7.43** would be affected:
- receptor A1.F4: PRow BW 2/46 between the A39 Puriton Hill and Puriton Ridge;
 - receptor A1.F5: PRow BW 28/2 between Puriton and Puriton Ridge; and
 - receptor A1.F7: PRow BW 28/1 between A39 Puriton Hill and Chisland Covert.



Inset 7.43 (of **Volume 5.7.3, Figure 7.30.1**): Significance of Visual Effects on Receptors A1.F4, A1.F5 and A1.F7 on Puriton Ridge during Operation



Photograph 7.1 (Viewpoint VPA3): Existing view from Receptor A1.F4 PRoW BW 2/46 on Puriton Ridge looking south across Horsey Level



Verified Photomontage 7.1 (Viewpoint VPA3): Anticipated view south from Receptor A1.F4 PRow BW2/46 of the 400kV overhead line including the proposed Bridgwater Tee connection and CSE compounds on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.3**)

- 7.5.63 A greater adverse magnitude of effect would occur on views from a short section of the PRowS where they pass under the proposed 400kV overhead line and where a pylon would be close to the PRow. However the significance of effect would remain **moderate adverse**. Receptors would experience a partial alteration to the existing view and the introduction of the proposed 400kV overhead line in the view to the top of the ridge and across the Levels. Part of the view would be affected and the proposed overhead line would have some backgrounding by landform and trees which would minimise the scale of change from the present situation. Distant views south to Horsey Level would include the Bridgwater Tee CSE compounds and the proposed 400kV overhead line supported by T-pylons connecting to the VQ Route supported by steel lattice pylons.



Photograph 7.2: (Viewpoint VPA8) Existing view from Receptor A1.F7 PRow BW 28/1 looking northeast across Puriton Ridge towards Chisland Covert



Verified Photomontage 7.1 (Viewpoint VPA8): Anticipated view northeast from Receptor A1.F7 PRow BW 28/1 of the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.8**)

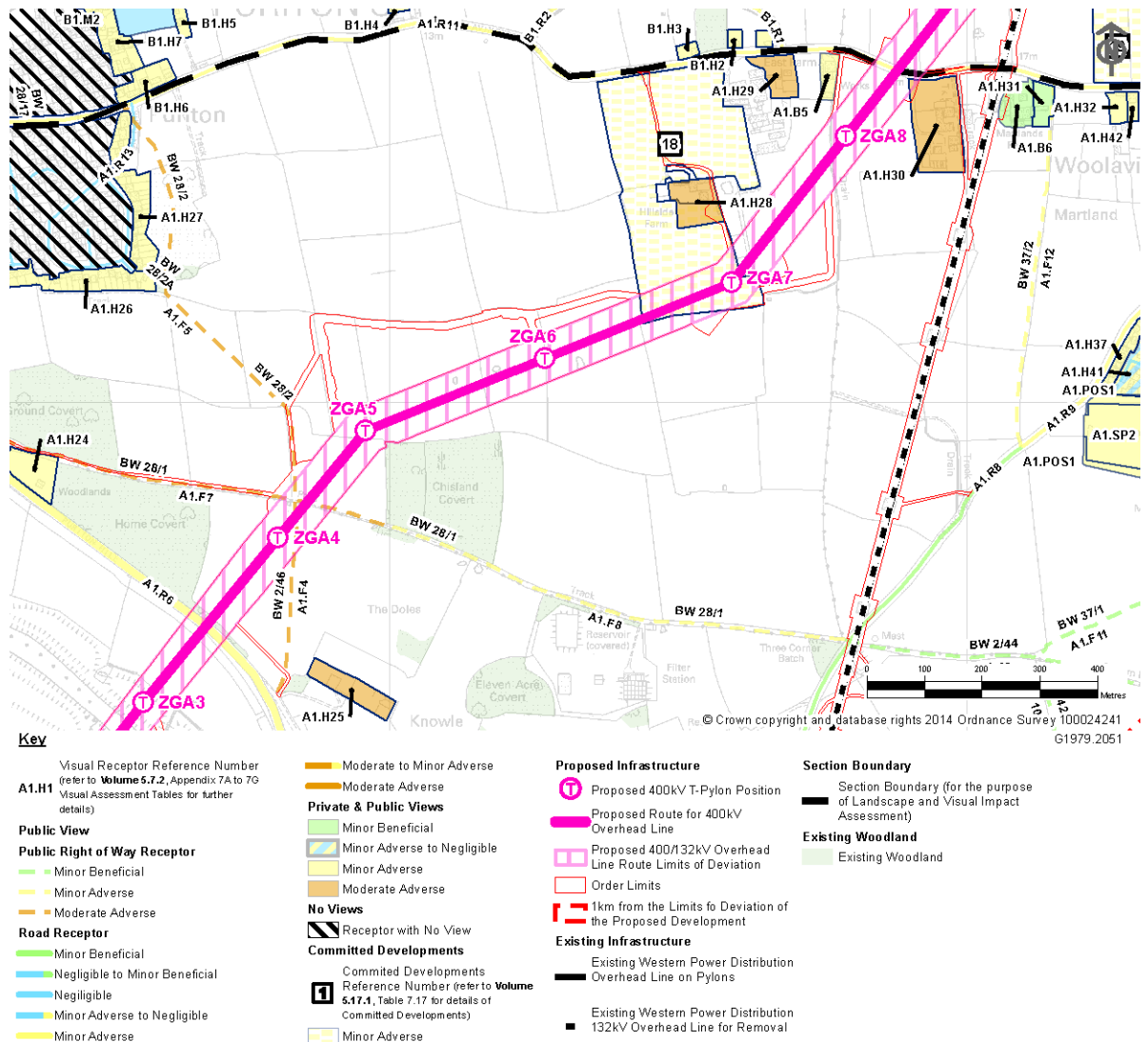
7.5.64 A **minor beneficial** significance of effect on views would be experienced from receptors where the F Route supported by steel lattice pylons would be removed from views and replaced with a new 400kV overhead line supported by T-pylons in distant views, or where it would not be visible due to screening. This would be experienced by receptors using the following PRowS and road illustrated at **Inset 7.44**:

- receptor A1.F2: PRow BW 2/2 between Bradney Lane and King's Sedgemoor Drain;
- receptor A1.F9: PRow BW 2/44 on Bitham Lane between Crancombe Lane and Woolavington Hill;
- receptor A1.F10: PRow BW 2/42 between Bitham Lane and A39 Bath Road;
- receptor A1.F11: PRow BW 37/1 between Woolavington Hill and Bitham Lane; and
- receptor A1.R9: southern part of Crancombe Lane.

Private Views within 1km

7.5.65 The greatest adverse magnitude of effect on private views would be from three properties closest to the proposed 400kV overhead line where receptors would experience a moderate adverse magnitude of effect resulting in a **moderate adverse** significance of visual effect. This would occur in receptor views at the properties listed below and illustrated at **Inset 7.44**:

- receptor A1.H25: a caravan and property under construction on the south of Puriton Hill near Knowle Park;
- receptor A1.H28: Hillside Farm on Woolavington Road;
- receptor A1.H29: East Farm on Woolavington Road; and
- receptor A1.H30: property on Woolavington Road west of Martland Farm.



Inset 7.44 (of Volume 5.7.3, Figure 7.30.1): Significance of Visual Effects on Receptor A1.H25 near Knowle Park and Receptors A1.H28, A1.H29 and A1.H30 on Woolavington Road during Operation

7.5.66 Receptors would experience a partial alteration to part of the existing view as the new 400kV overhead line would be introduced in close views. The F Route would be removed from views. Receptors would have the proposed 400kV overhead line across a moderate proportion of the view up Puriton Ridge and across the Levels.



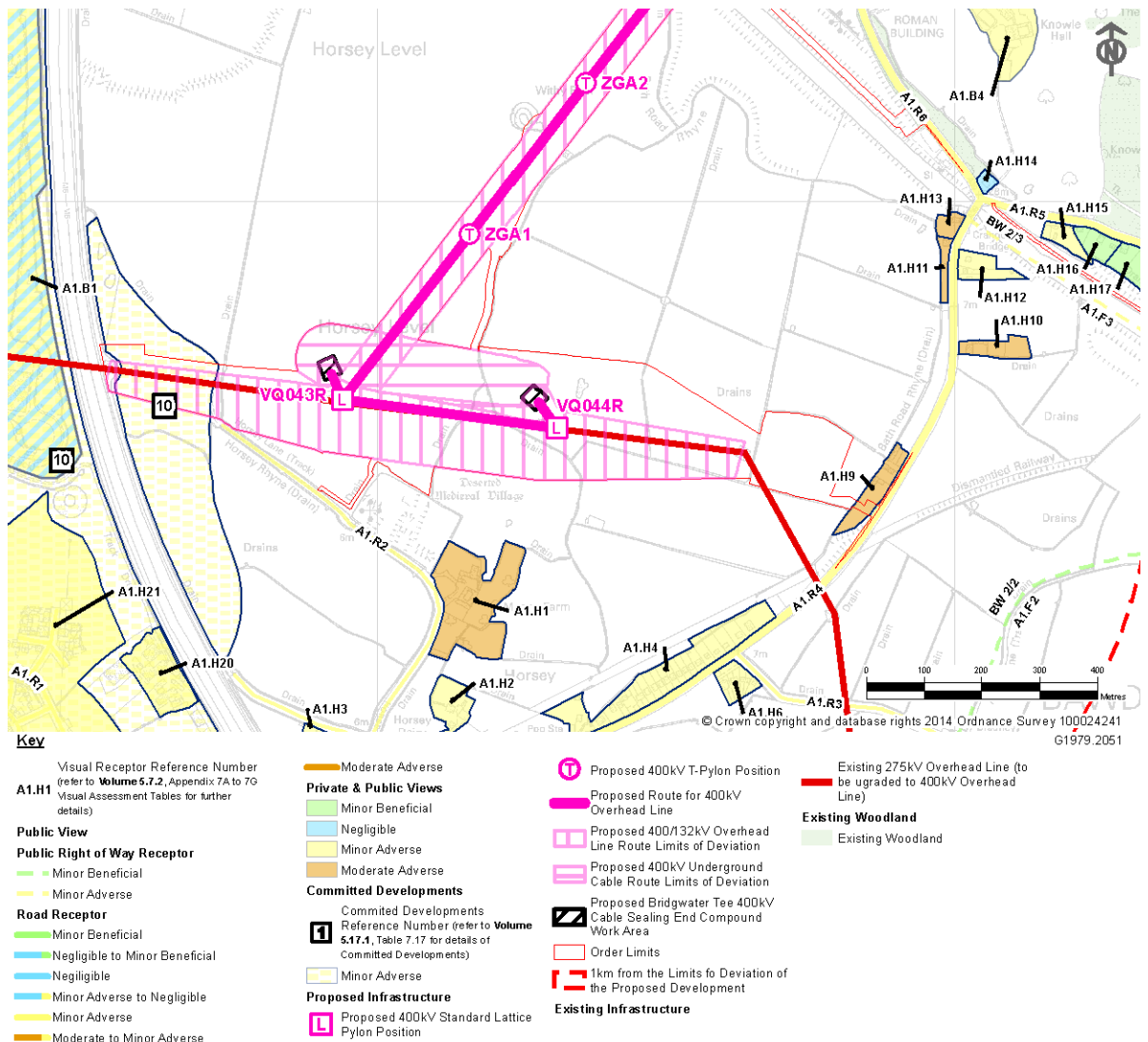
Photograph 7.3: (Receptor A1.H30) Existing view northwest up Puriton Ridge towards Receptor A1.H29

7.5.67 A moderate adverse magnitude of visual effect would be experienced by receptors at five properties located at Horsey and on the A39 Bath Road near Crandon Bridge. There would be a **moderate adverse** significance of visual effect on receptor views where the Proposed Development would be visible across a moderate proportion of the view. Visual receptors would see the Bridgwater Tee CSE compounds and the new 400kV overhead line supported by T-pylons across Horsey Level connecting to the VQ Route supported by steel lattice pylons. Visual receptors are listed below and illustrated at **Inset 7.45**:

- receptor A1.H1: Manor Farm in Horsey;
- receptor A1.H9: 47 Bath Road; and
- receptors A1.H10, A1.H11 and A1.H13: three properties on the A39 Bath Road at Crandon Bridge.



Photograph 7.4: Existing view from near Receptor A1.H10 on the A39 Bath Road looking west across Horsey Level and Puriton Ridge towards the route of the proposed 400kV overhead line and Bridgwater Tee CSE compounds



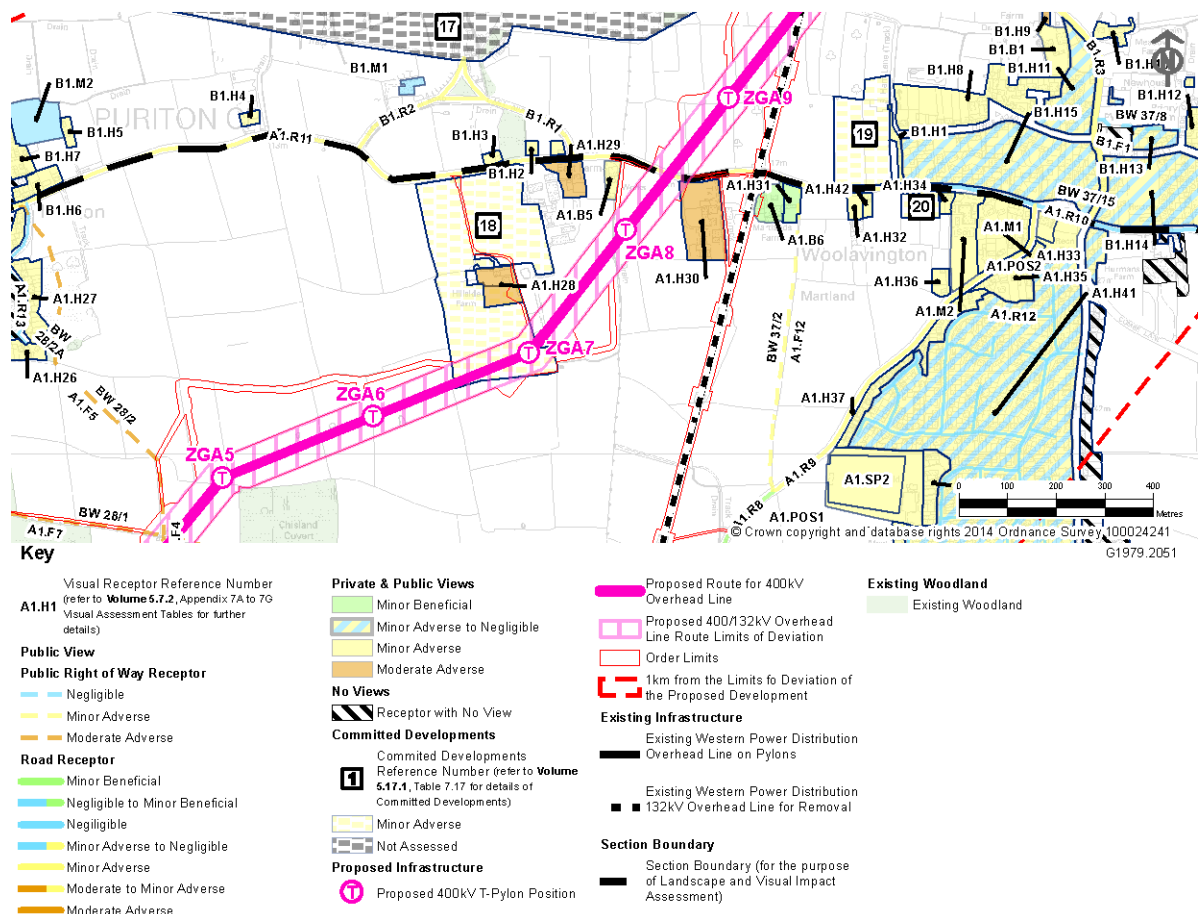
Inset 7.45 (of **Figure 7.30.1**): Significance of Visual Effects on Receptor A1.H1 on Horsey Lane and Receptors A1.H9, A1.H10, A1.H11 and A1.H13 on A39 Bath Road during Operation



Photograph 7.5 (Viewpoint VPA9): Existing view from Horsey Lane (south of Receptor A1.H1 Manor Farm) looking north towards the VQ Route with Puriton Ridge in the distance



Verified Photomontage 7.2 (Viewpoint VPA9): Anticipated view north from Horsey Lane (south of Receptor A1.H1 Manor Farm) of the 400kV overhead line supported by T-pylons and the Bridgwater Tee connection to the VQ Route supported by steel lattice pylons on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.9**)

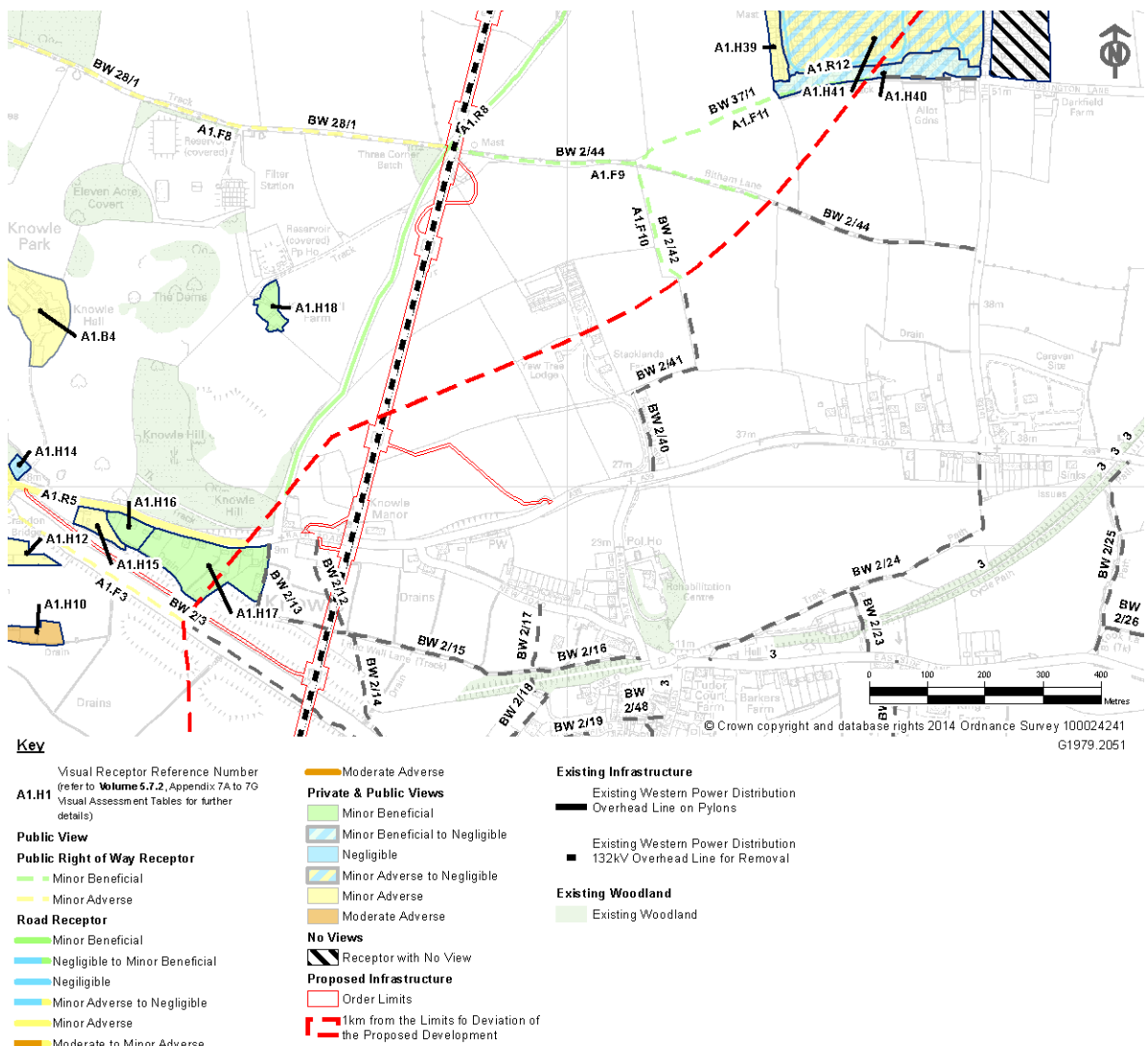


Inset 7.46 (of **Volume 5.7.3, Figure 7.30.1**): Significance of Visual Effects on Receptors A1.H31 and A1.B6 on Woolavington Road during Operation

7.5.68 A **minor beneficial** or **minor beneficial to negligible** significance of effect on views would be experienced from private receptors where the F Route would be removed from views and replaced with the proposed 400kV overhead line in distant

views or where it would not be visible due to screening. Receptors at the properties and business listed below and illustrated at **Inset 7.47** and **Inset 7.48** would be affected:

- receptors A1.H16 and A1.H17: properties in the linear settlement of Knowle (**Inset 7.48**);
- receptor A1.H18: Knowle Hill Farm on Crancombe Lane (**Inset 7.48**);
- receptor A1.H40: southern edge of Woolavington on Sedgemoor Way (**Inset 7.48**);
- receptor A1.H31: Martlands Farm on Woolavington Road (**Inset 7.20**); and
- receptor A1.B6: Axe Valley veterinary practice on Woolavington Road (**Inset 7.47**).



Inset 7.47 (of Volume 5.7.3, Figure 7.30.1): Significance of Visual Effects on Receptors A1.H16, A1.H17, A1.H18 near Knowle and Receptor A1.H40 on the southern edge of Woolavington during operation

Views between 1 and 3km of the LoD for the Proposed Overhead Line and within 3km of the Proposed Removal of the F Route to Bridgwater Substation

- 7.5.69 Views during operation from between 1 and 3km of the LoD for the proposed 400kV overhead line and F Route removal are illustrated at **Volume 5.7.3, Figure 7.31.1**. During operation on completion and in the medium-term the visual effect on the majority of representative receptors between 1 and 3km of the LoD for the proposed 400kV overhead line would be of **minor adverse** significance on views (see **Inset 7.40**). This includes effects on receptors from removal of the F Route within 1 and 3km of the LoD for the proposed 400kV overhead line.
- 7.5.70 Some receptors to the southeast and closest to the removed F Route would experience a **minor beneficial** significance of effect on views. Receptors at Bawdrip, Bradney, Slap Cross and Bridgwater Substation would have the F Route removed from views along the line across fields and passing over Puriton Ridge. The proposed 400kV overhead line supported by T-pylons would be partially visible in distant views passing over Puriton Ridge further west and in places above field trees across Horsey Level connecting to the VQ Route supported by steel lattice pylons. The Bridgwater Tee CSE compounds would not be visible due to tree, hedgerow and built form screening.



Photograph 7.6 (Viewpoint VPA4): Existing view from Receptor A2.4 PRoW BW2/50 north of Bradney looking north towards the F Route, VQ Route and Puriton Ridge



Verified Photomontage 7.3 (Viewpoint VPA4): Anticipated view north from Receptor A2.4 PRoW BW2/50 north of Bradney with the F Route removed and the 400kV overhead line further west on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.4**)

Views beyond 3km of the LoD for the Proposed Overhead Line and the Proposed Removal of the F Route to Bridgwater Substation

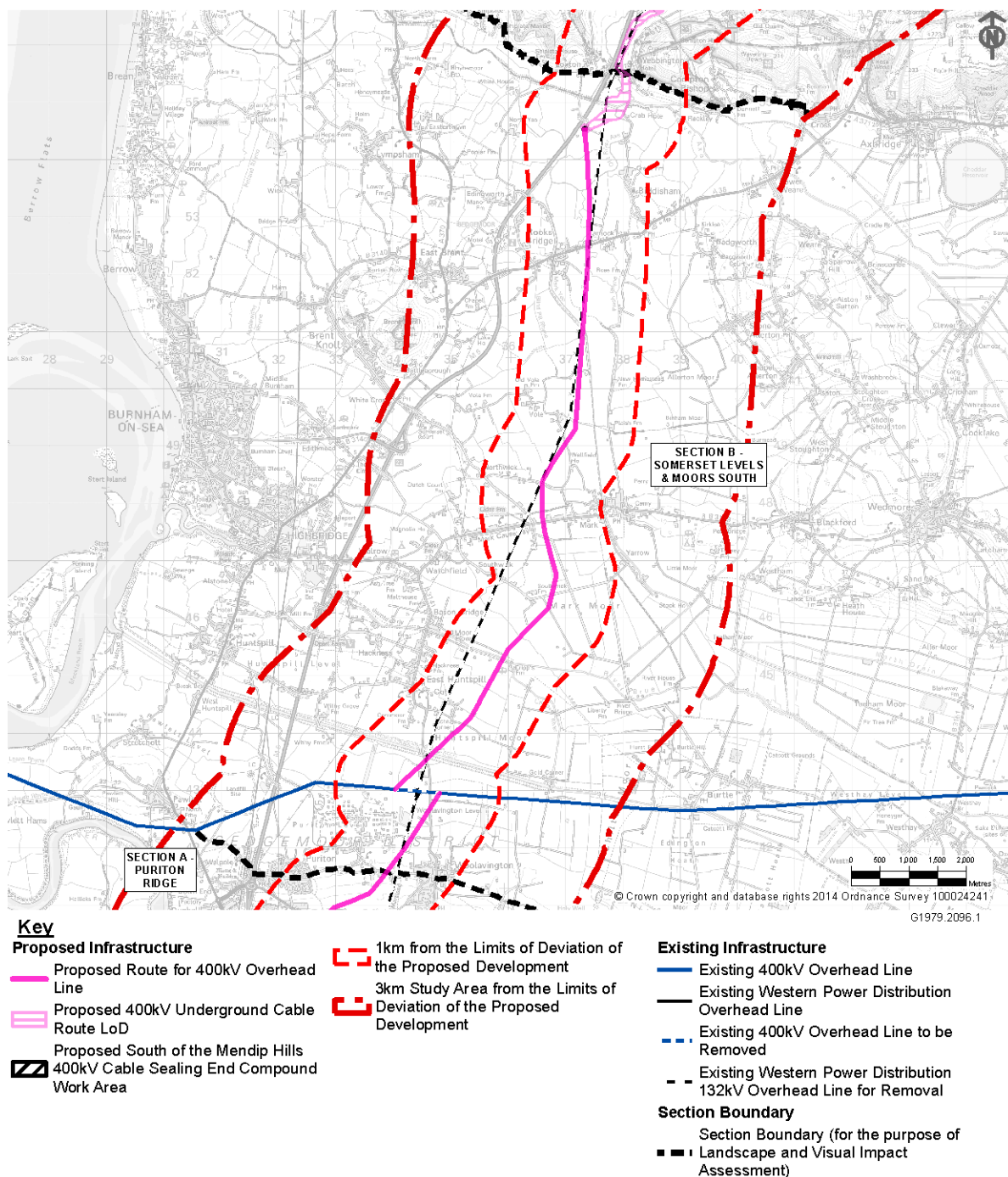
- 7.5.71 Views during operation on completion and in the medium-term from beyond 3km are illustrated at **Volume 5.7.3, Figure 7.31.1** and representative viewpoints have been considered from national cycle routes, footpaths and settlements on elevated land with distant views towards the Proposed Development.
- 7.5.72 Typically a **minor adverse** or **negligible** significance of effect would be experienced by receptors beyond 3km from the new 400kV overhead line and Bridgwater Tee CSE compounds, and the removed F Route. The F Route would be removed from distant views across the Levels with the new 400kV overhead line visible above trees and vegetation.
- 7.5.73 It is anticipated a negligible significance of effect or no views would be experienced by receptors in the Quantock Hills AONB during construction of the Proposed Development in Section A due to distance of over 10km away.

Decommissioning Effects

- 7.5.74 During decommissioning in Section A visual effects associated with the proposed 400kV overhead line and Bridgwater Tee CSE compounds would be of a similar significance of effect to those identified for the construction phase and would be experienced in the short-term. For the majority of receptors a **minor adverse** or **negligible** significance of effect would be experienced. Effects of **moderate adverse** significance would be experienced by some receptors close to the works.
- 7.5.75 Following decommissioning of the Proposed Development in Section A, some views in particular views from receptors closest to the proposed 400kV overhead line and the Bridgwater Tee CSE compounds and within 1km, would experience a beneficial effect in the view. Beneficial effects typically would range from being of **moderate** or **minor** significance depending on the proportion of the view previously affected by the Proposed Development.

Section B: Somerset Levels and Moors South: Assessment of Visual Effects

- 7.5.76 The following text provides an overview of the anticipated significance of visual effects predicted for Section B followed by a summary of where the greatest significance of effects on visual receptors are likely. Typically, this is where visual effects of greater than minor adverse significance are anticipated and where a beneficial significance of effect is anticipated in receptor views within 1km of the Proposed Development. A summary of the anticipated significance of visual effects on receptor views beyond 1km of the Proposed Development in Section B is also provided. The assessment should be read with the Figures listed in **Table 7.11**. Residual effects in the long-term are discussed at section 7.8 of this chapter.
- 7.5.77 Visual effects anticipated in views from all receptors identified within Section B are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7B**.



7.5.78 Long distance routes in Section B comprise NCR 33 which runs within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and receptors using this route are of high sensitivity. The M5 motorway and main intercity railway line also run between 1 and 3km of the LoD for the proposed 400kV overhead line in Section B and these receptors are of medium sensitivity. These long distance footpath and cycle routes, the M5 motorway and main intercity railway are assessed separately in the latter part of this section 7.5 and in Visual Assessment Tables at **Volume 5.7.2, Appendix 7I**.

Construction Effects

Overview

- 7.5.79 Construction effects typically are of relatively short duration. Construction activities associated with the proposed Bridgwater to Seabank Connection in Section B, (including overhead line works affecting four spans of overhead line on the ZG Route and proposed connections to the ZG Route (the 'Huntspill Split') in the southern part of Section B; the proposed South of Mendip Hills CSE compound and the proposed 400kV underground cables in the northern part of Section B; and the removal of the F Route), would have a temporary adverse effect on views from public and private visual receptors in the short-term. Construction effects would be reversible as construction works would cease, land would be reinstated, and hedgerow and trees replanted in accordance with the AIA at **Volume 5.21**.
- 7.5.80 Construction activities required for the installation of underground cables in the northern part of Section would include soil disturbance and some vegetation clearing as a result of cable trenching and the creation of a haul road along the proposed cable route protected with temporary fencing. There would be increased traffic to site and office and yard accommodation within a hard surfaced area and portable cabins at site compounds proposed north of the A38 Bristol Road and adjacent to the site of the South of Mendip Hills CSE compound.
- 7.5.81 The majority of visual receptors assessed within the 3km study area in Section B and all receptor views assessed beyond 3km typically would experience a low adverse or negligible magnitude of effect in views, where there would be a low alteration to the existing view (e.g. where at-height works and cranes would be visible in the short-term above hedgerow and trees and in the distance) and a moderate or low proportion of the view affected for the short-term; or where construction operations would affect a very small proportion of the views and or would be barely perceptible within a long distance panoramic view. This would result in short-term effects of **minor adverse** or **negligible** significance in most receptor views.
- 7.5.82 Some receptors closest to the construction operations would experience short-term effects of **moderate adverse** significance in views where construction operations would be seen in close proximity across a large proportion of the view.
- 7.5.83 Visual effects of the greatest significance would be experienced by visual receptors closest to construction operations and within 1km of the LoD for the proposed 400kV overhead line, with some visual receptors directly adjacent to construction operations. These visual receptors include people:
- on and adjacent to the B3139 Causeway on Woolavington Level;
 - adjacent to the Huntspill River;
 - on Burtle Road and on the eastern edge of Cote;
 - at Cripp's Farm Caravan Holiday Park and Luxury Cottages and on Merry Lane near Cripp's Farm;
 - at Southwick;
 - adjacent to and on Yardwall Road and Butt Lake Road;
 - on Mark Moor;
 - on and adjacent to the B3139 Mark Causeway;

- at Northwick;
- at Vole;
- between Vole, and the A38 Bristol Road;
- at Rooks Bridge and Tarnock;
- adjacent to the northern part of Biddisham Lane;
- on Kennel Lane; and
- on Webbington Road.

- 7.5.84 In the southern extent of Section B, those receptors that would experience visual effects of the greatest significance would include:
- users of PRoW adjacent to the B3139 Causeway (Causeway) that would pass under temporary scaffolding through the proposed 400kV overhead line construction area and would have close views of construction works for the proposed 'Huntspill Split' including temporary overhead lines;
 - a residential property with views towards proposed construction works relating to the 'Huntspill Split' including the removal of the F Route passing over and close to this property; and
 - people at the car park adjacent to the Causeway and Huntspill River and walkers and anglers on the banks of the Huntspill River to the east and west of the Causeway with close views towards construction works and views along the construction working area for the proposed 400kV overhead line.
- 7.5.85 These receptors would also have more distant views of the construction of the proposed 400kV overhead line crossing Puriton Ridge, which would be particularly visible where it crosses the highest point of the ridge where there is limited backgrounding and temporary at-height works and cranes would be visible in the short-term. Some views south would also include the temporary construction works to remove the F Route further east of the proposed 400kV overhead line, including at-height works and cranes removing pylons visible in the short-term.
- 7.5.86 Some views southwards that include construction operations in the southern extent of Section B would also include construction work on Puriton Ridge, including removal of the F Route and construction of the proposed 400kV overhead line visible on the ridge in the distance.
- 7.5.87 North of the Huntspill River, construction operations for the proposed 400kV overhead line would be seen on an alignment to the east of the F Route across Huntspill Moor and Mark Moor. Construction of the proposed 400kV overhead line would be seen in views that do not include the F Route at present or would be visible closer in the view than the F Route, for example in views from receptors on Burtle Road, Southwick Road and on the B3139 Mark Causeway. In some views, for example from receptors at East Huntspill construction of the proposed 400kV overhead line would be perceptible in the more distant view beyond the F Route.
- 7.5.88 Where the proposed 400kV overhead line is on a similar alignment to the F Route between Northwick Road and Tarnock, views would comprise construction working areas and operations for the removal of the F Route, and for the construction of the proposed 400kV overhead line.
- 7.5.89 A low adverse magnitude of effect on views would be experienced by some public and private receptors, for example properties adjacent to a northern section of

Southwick Road, and adjacent to the western section of the B3139 Mark Causeway, where works to remove the F Route would be visible. This would result in a short-term **minor adverse** significance of effect in receptor views.

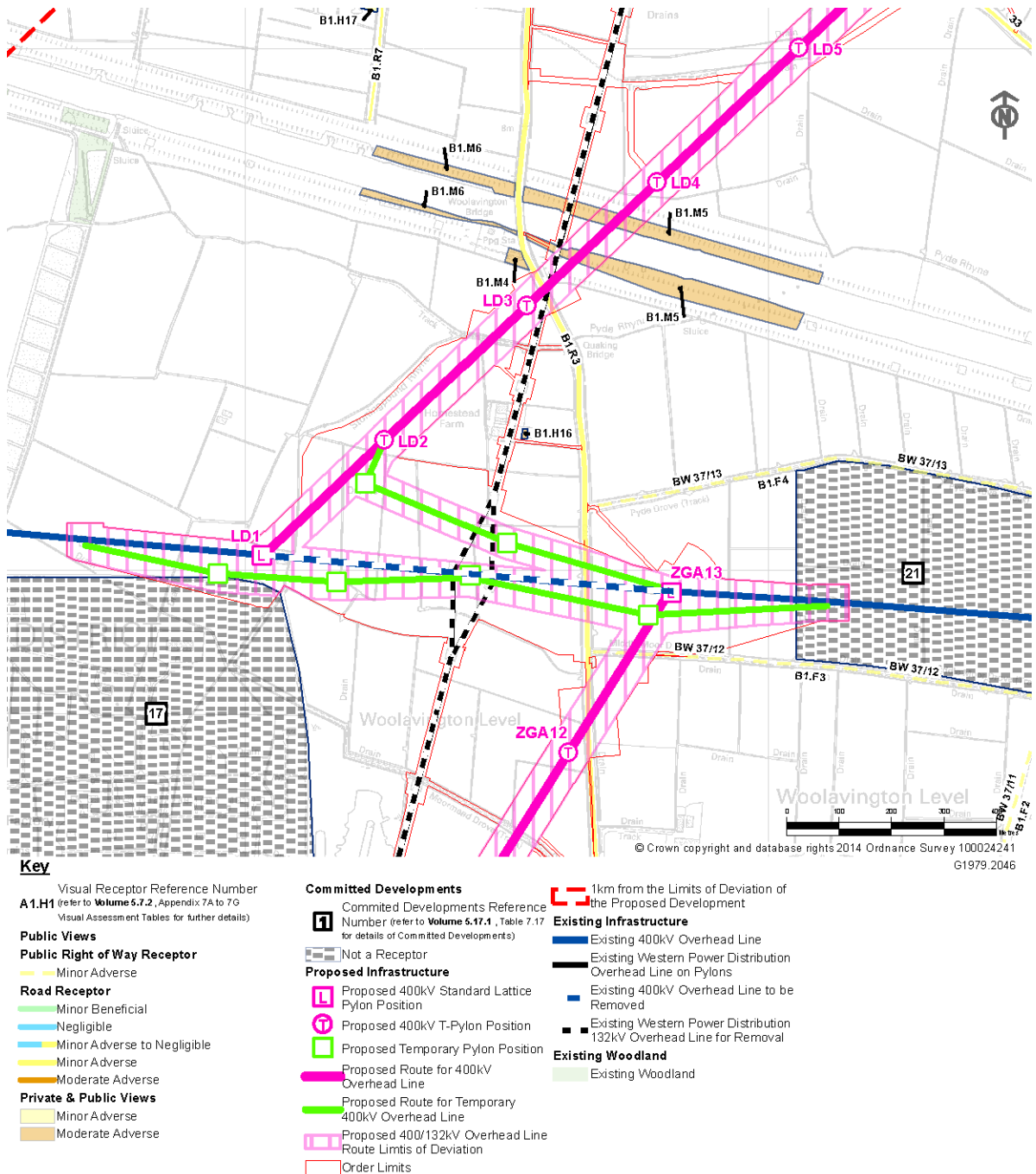
- 7.5.90 In the northern extent of Section B, the installation of proposed 400kV underground cables; the temporary bridge proposed over the River Axe required during construction works; the potential construction of a permanent cables bridge over the River Axe or potential horizontal directional drilling (HDD) in this location; and construction of the South of Mendip Hills CSE compound and the proposed 400kV overhead line, (as well as the removal of the F Route), would introduce localised temporary adverse visual effects in public and private views from receptors to the south of the Mendip Hills AONB. There are open expansive views across the flat generally open Levels landscape, which includes the M5 motorway and associated foot and road bridges in this location. There are also elevated views across the northern extent of Section B from receptors on rising ground (close to the southern boundary of the Mendip Hills AONB) with some filtering and screening in views by field boundary hedgerow and trees.
- 7.5.91 During construction works receptor B1.F27 PRoW AX 2/15 along the south bank of the River Axe and receptor B1.F28 PRoW AX 21/3 along the River Axe and along Hams Lane would be temporarily closed.
- 7.5.92 Some views from public and private receptors in the Mendip Hills AONB to the north in Section C (in particular elevated views from receptors in the southern part of the Mendip Hills) would experience adverse visual effects as a result of construction operations for the proposed 400kV overhead line, South of Mendip Hills CSE compound and 400kV underground cables, in the northern extent of Section B. Visual effects in these views are considered in the visual assessment for receptors in Section C.
- 7.5.93 There are long distance views that extend beyond a few kilometres from elevated landform including Brent Knoll, the Isle of Wedmore, and Puriton Ridge (part of the Polden Hills) to the south, and the Mendip Hills to the north. These views would experience adverse effects where at-height works and cranes required for the construction of the proposed 400kV overhead line and the removal of the F Route would be visible above trees. However visibility of proposed construction works would reduce at increased distances and due to the screening effect of intervening hedgerow, trees and buildings.

Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

- 7.5.94 Construction of the proposed 400kV overhead line including the 'Huntspill Split', the South of Mendip Hills CSE compound, and 400kV underground cables and the removal of the F Route in Section B would have the greatest adverse magnitude of effect on public views from a number of PRoW throughout Section B; from the banks of the Huntspill River and the car park adjacent; and from two caravan parks. These adverse visual effects would be short-term.
- 7.5.95 A temporary **moderate adverse** significance of effect on views would be experienced by walkers on the most western sections of PRoW BW 37/12 on Middle Moor Drove (receptor B1.F3) and of PRoW BW 37/13 on Pyde Drove

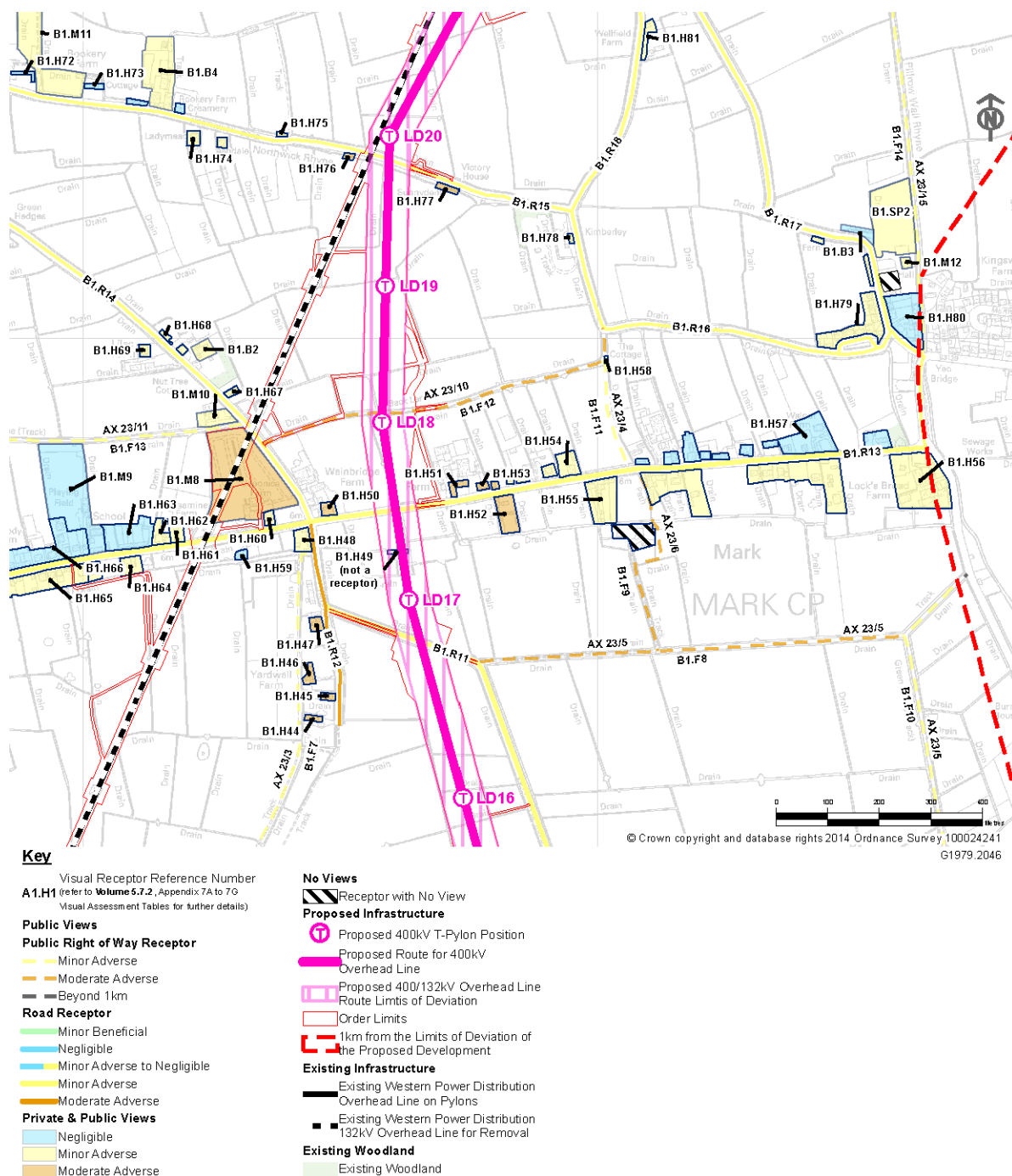
(receptor B1.F4). These PRow receptors are illustrated at **Inset 7.23** below. Views west, northwest and southwest from the most western sections of these PRow would comprise construction works relating to the proposed 'Huntspill Split' close in the view and across a large proportion of the view in the short-term. The significance of visual effects experienced by walkers on these PRow would reduce with distance, in views from further east on these PRow and where views are screened and heavily filtered by hedgerow and trees adjacent to Middle Moor Drove and Pyde Drove. The overall visual effect of proposed construction works in views from these PRow would be of **minor adverse** significance as illustrated at **Inset 7.49**.



Inset 7.49 (of Volume 5.7.3, Figure 7.28.2): Significance of Visual Effects on Receptors B1.F3 and B1.F4 across Woolavington Level within 1km during Construction

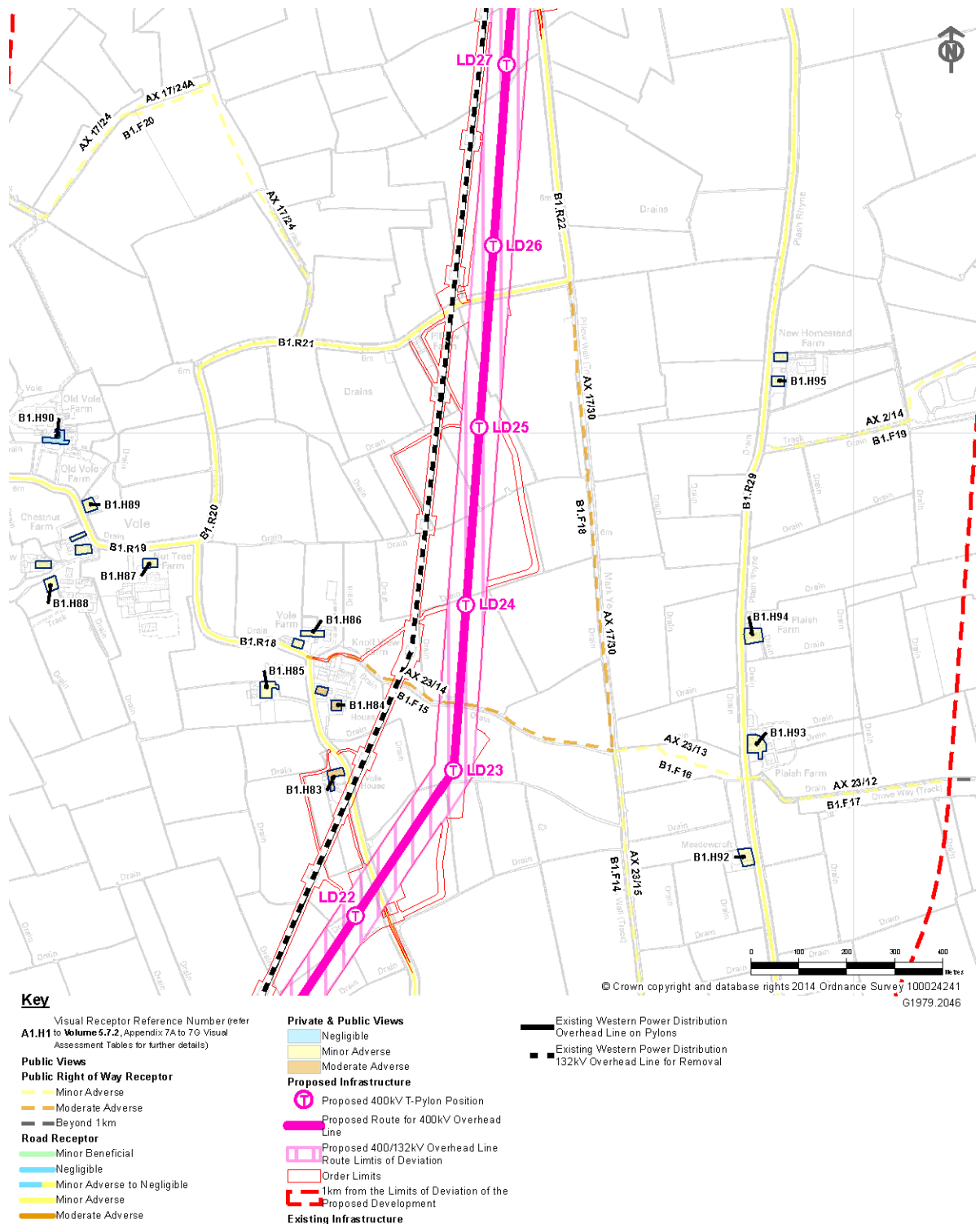
7.5.96 A temporary **moderate adverse** significance of effect on views would be experienced by walkers on PRow listed below and illustrated at **Insets 7.50 to 7.52**:

- receptor B1.F8: PRow AX 23/5 along Green Drove (**Inset 7.50**);
- receptor B1.F9; PRow AX 23/6 south of Mark Causeway (**Inset 7.50**);
- receptor B1.F12: section of PRow AX 23/10 running roughly east west along Back Lane (**Inset 7.50**);

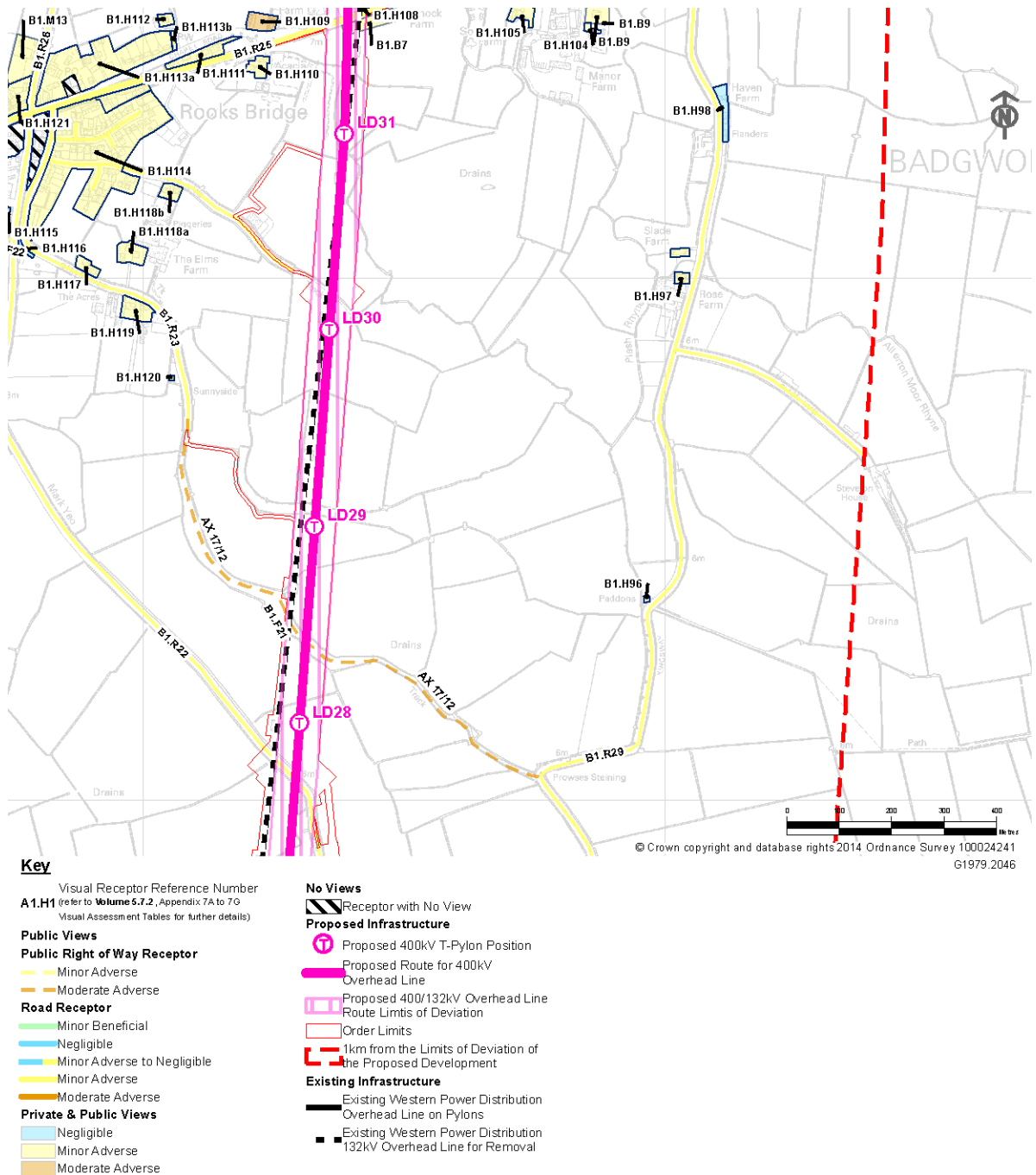


Inset 7.50 (of Volume 5.7.3, Figure 7.28.4): Significance of Visual Effects on Receptors B1.F8, B1.F9 and B1.F12 to the south and north of Mark Causeway within 1km during Construction

- receptor B1.F15: PRoW AX 23/14 near Vole (**Inset 7.51**);
- receptor B1.F18: PRoW AX 23/15 and AX 17/30 along Pillrow Wall (**Inset 7.51**); and
- receptor B1.F21: PRoW AX 17/12 between Kingsway and Gills Lane (**Inset 7.52**).



Inset 7.51 (of Volume 5.7.3, Figure 7.28.4): Significance of Visual Effects on Receptors B1.F15 and B1.F18 east of Vole within 1km during Construction

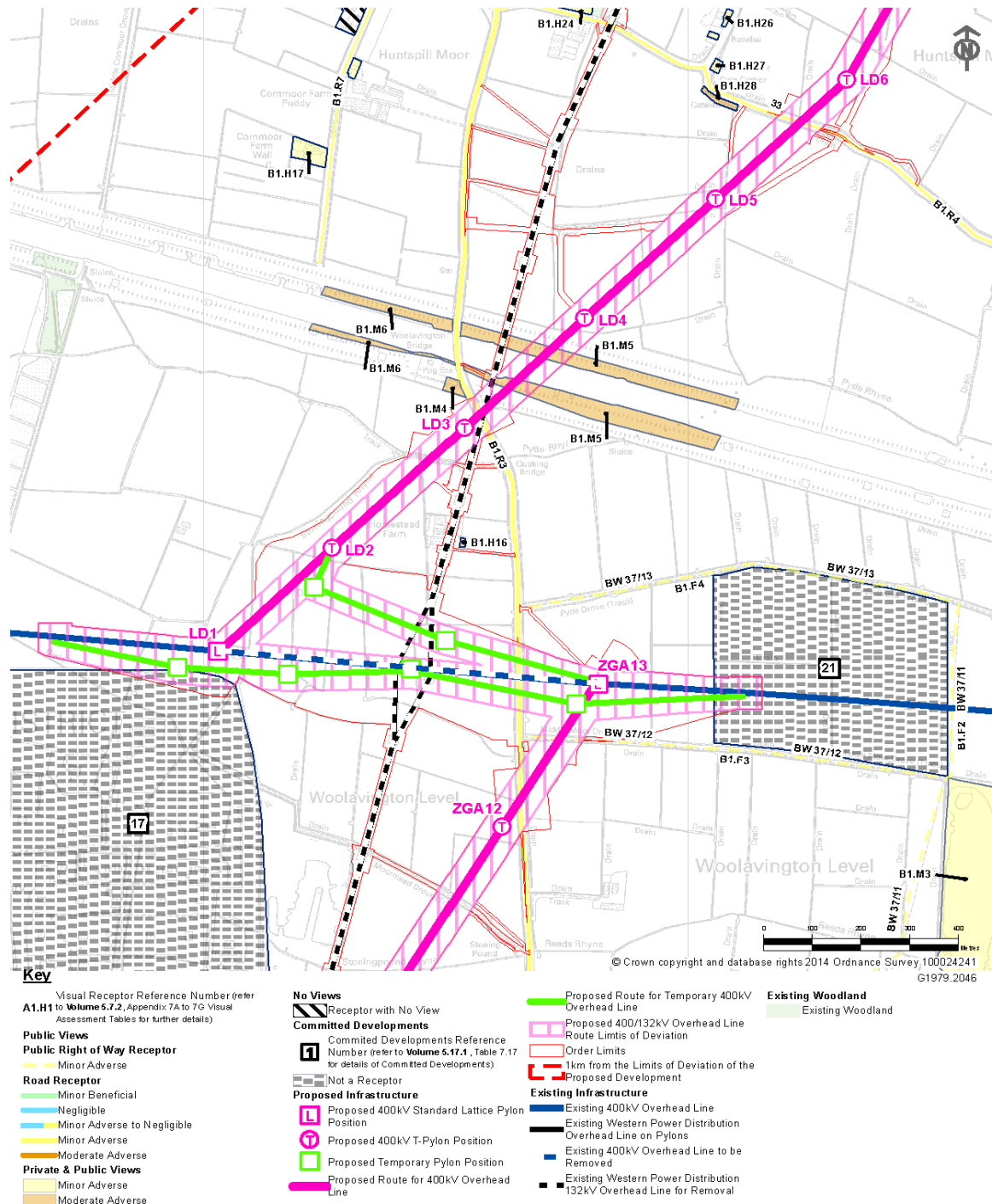


Inset 7.52 (of **Volume 5.7.3, Figure 7.28.5**): Significance of Visual Effects on Receptor B1.F21 south of Rooks Bridge and Tarnock within 1km during Construction

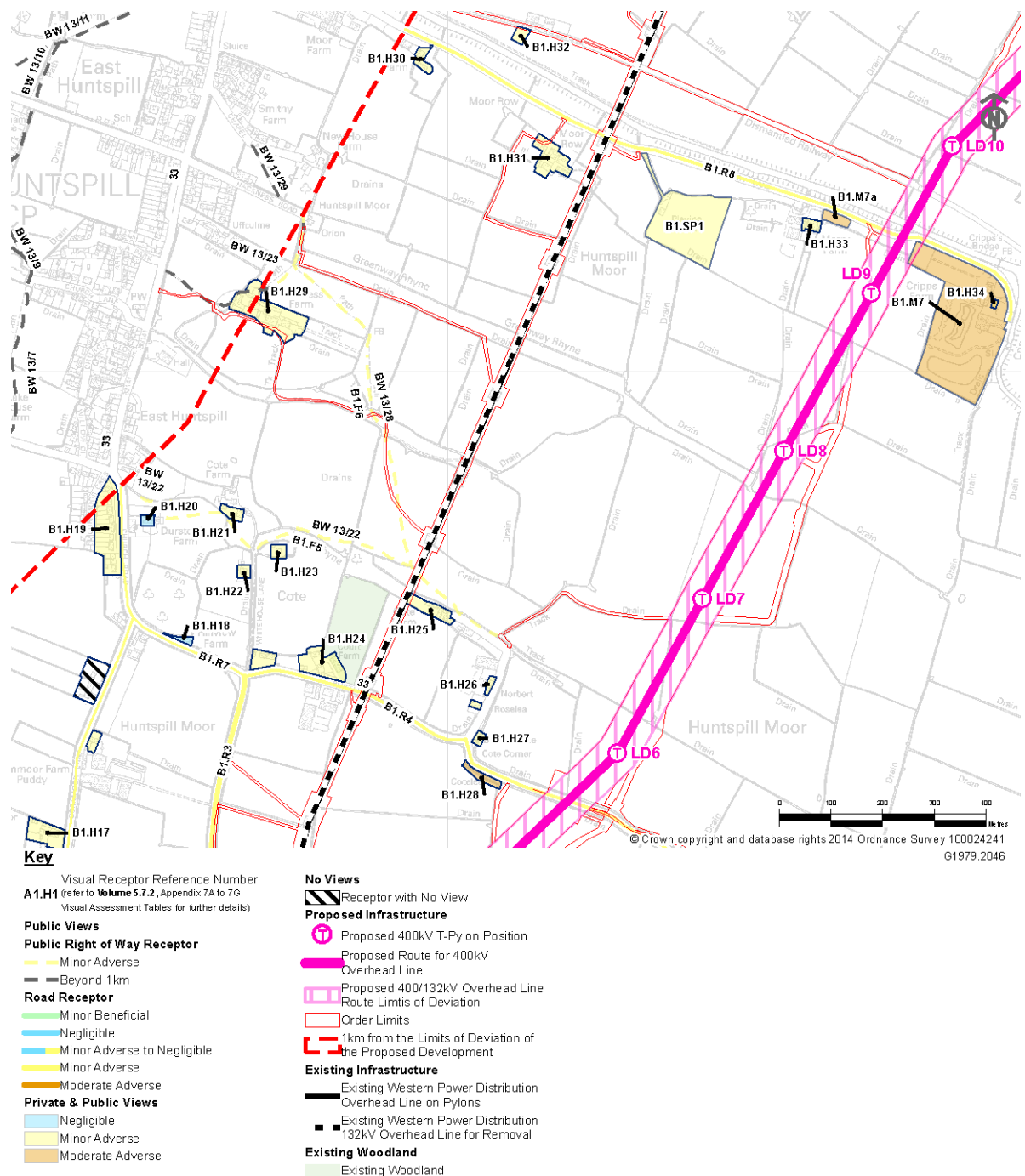
- 7.5.97 These visual receptors would have temporary views of construction operations for the proposed 400kV overhead line and the removal of the F Route, including works access and traffic, working areas and, for a short period, cranes and conductor pulling sites.
- 7.5.98 A greater adverse effect (albeit still of **moderate adverse** significance) would be experienced in views from the above PRow receptors, where there are close views of proposed construction working areas and where the proposed 400kV overhead line passes over short sections of these PRow.

7.5.99 A temporary **moderate adverse** significance of effect on views would also be experienced in the short-term during construction by people using the outdoor recreation and tourist facilities listed below and illustrated at **Insets 7.53 to 7.55**:

- receptors B1.M4, M5 and M6: car park adjacent to the B3139 Causeway and the Huntspill River; walkers on the south bank of the Huntspill River and anglers on the north bank to the east of the Causeway; and walkers and anglers on the banks of the Huntspill River to the west of the Causeway (**Inset 7.53** below);

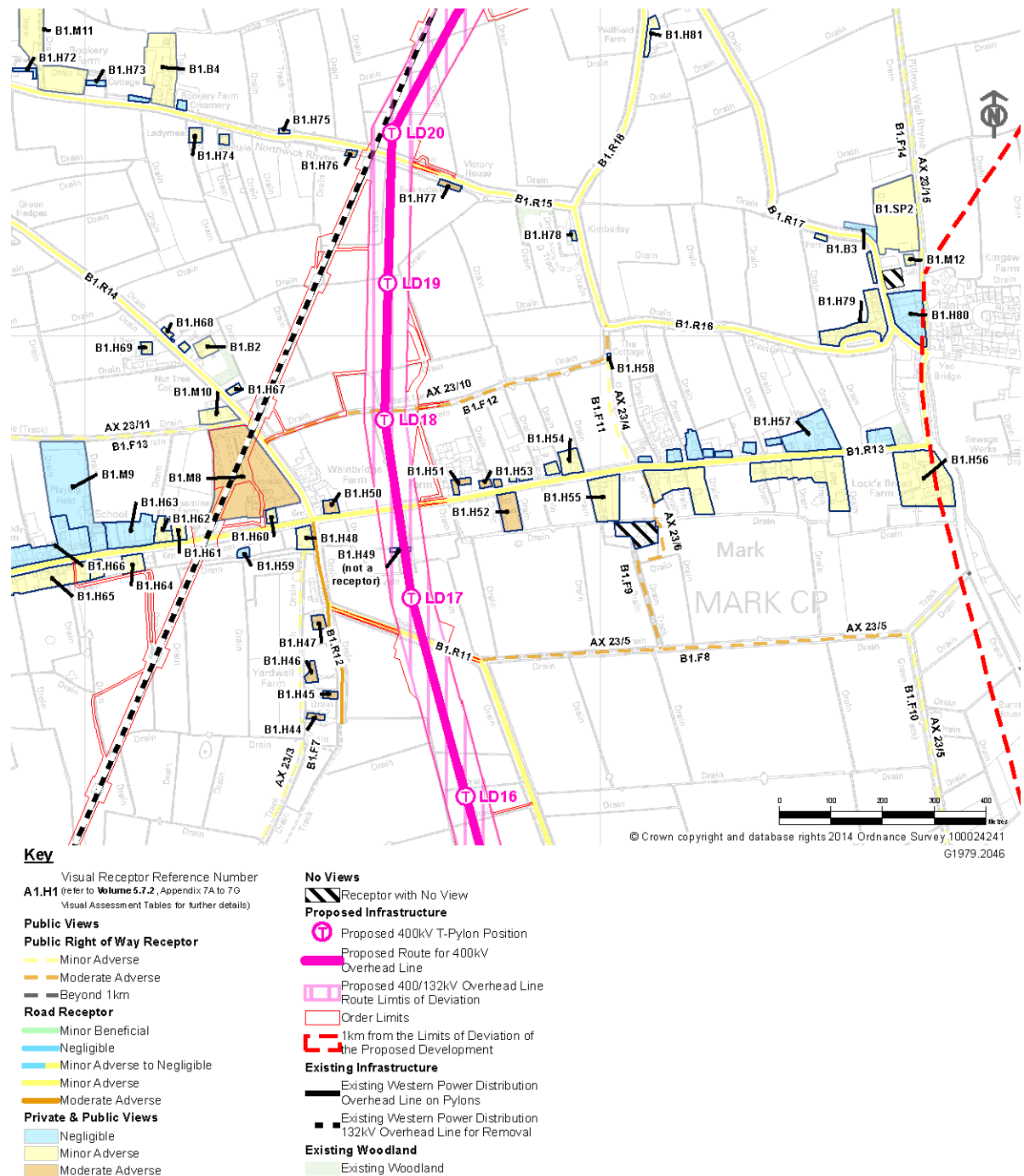


Inset 7.53 (of Volume 5.7.3, Figure 7.28.2): Significance of Visual Effects on Receptors B1.M4, B1.M5 and B1.M6 adjacent to the Huntspill River within 1km during Construction



Inset 7.54 (of Volume 5.7.3, Figure 7.28.3): Significance of Visual Effects on Receptor B1.M7 on Merry Lane within 1km during Construction

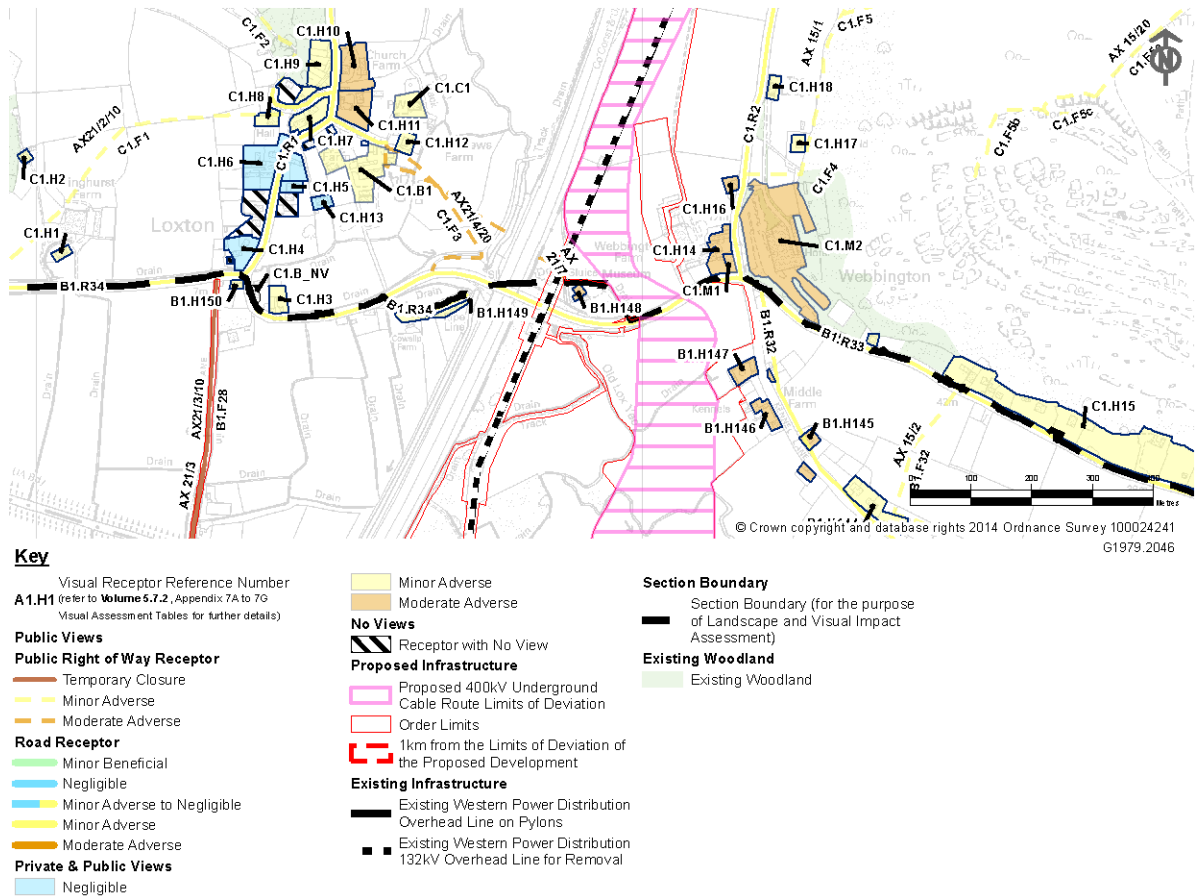
- receptor B1.M7: Cripp's Farm Caravan Holiday Park and Luxury Cottages on Merry Lane (Inset 7.54); and
- receptor B1.M8: Coombes Cider Mill Caravan Park on Mark Causeway (Inset 7.55).



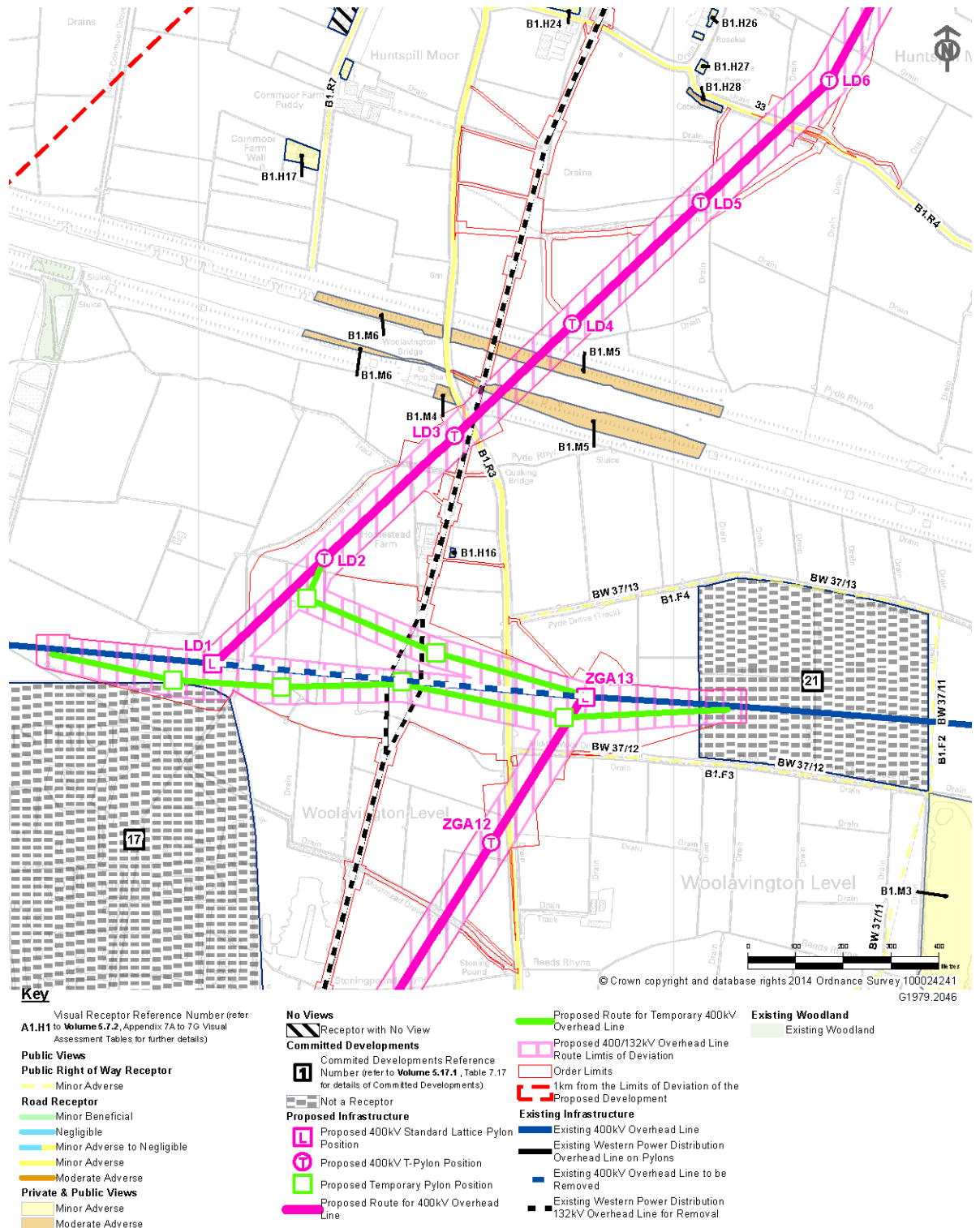
Inset 7.55 (of Volume 5.7.3, Figure 7.28.4): Significance of Visual Effects on Receptors B1.M8 and B1.M10 in Mark (near the F Route) within 1km during Construction

7.5.100 Receptors would have views of construction areas for the proposed 400kV overhead line and the removal of the F Route including works access and traffic, working areas and for a short period at-height works and cranes dismantling and erecting pylons. Coombes Cider Mill Caravan Park would be temporarily included in the construction working area required for the removal of the F Route for a short period of time.

- 7.5.101 A small number of rural roads and B Roads in Section B would experience a **moderate adverse** significance of effect on views where receptors would have close views of construction works with a large proportion of views affected for the short-term. Receptors would pass under temporary scaffolding for the construction of the proposed 400kV overhead line and the removal of the F Route. These roads would include:
- receptor B1.R18: sections of Vole Road (**Insets 7.51**); and
 - receptors B1. R21 and R22: sections of Pill Road (**Insets 7.51 and 7.52**).
- 7.5.102 A number of rural roads and B Roads in Section B would experience an overall **minor adverse** significance of effect on views. However for a short section of these roads receptors would experience a **moderate adverse** significance of effect on views where receptors would pass under temporary scaffolding for the construction of the proposed 400kV overhead line and the removal of the F Route. These roads would include:
- receptor B1.R3: the B3139 Causeway north of Woolavington and south of the junction with Burtle Road (see **Inset 7.57** below);
 - receptor B1.R4: short section of Burtle Road where the proposed 400kV overhead line would be constructed over and to the north of this road (see **Inset 7.57** below);
 - receptor B1.R8: eastern section of Merry Lane (**Inset 7.54** above);
 - receptor B1.R10: section of Southwick Road running northeast southwest across Mark Moor (**Inset 7.24** above);
 - receptor B1.R10a: northern section of an unnamed track running southeast of Southwick Road (**Inset 7.60**);
 - receptor B1.R11: northern section of Butt Lake Road and Tile House Road (**Inset 7.51 and 7.52** above);
 - receptor B1.R12: Yardwall Road south of Butt Lake Road (**Inset 7.52** above);
 - receptor B1.R13: a section of the B3139 Mark Causeway, where the proposed 400kV overhead line passes over this road (**Inset 7.52** above);
 - receptor B1.R15: a short section of Northwick Road (**Inset 7.52** above); and
 - receptor B1.R33: a short section of Webbington Road (**Inset 7.56** below).



Inset 7.56 (of Volume 5.7.3, Figure 7.28.6): Significance of Visual Effects on Receptor B1.R33 Webbington Road within 1km during Construction



Inset 7.57 (of Volume 5.7.3, Figure 7.28.2): Significance of Visual Effects on Receptors B1.R3 and B1.R4 on Woolavington Level and Huntspill Moor within 1km during Construction

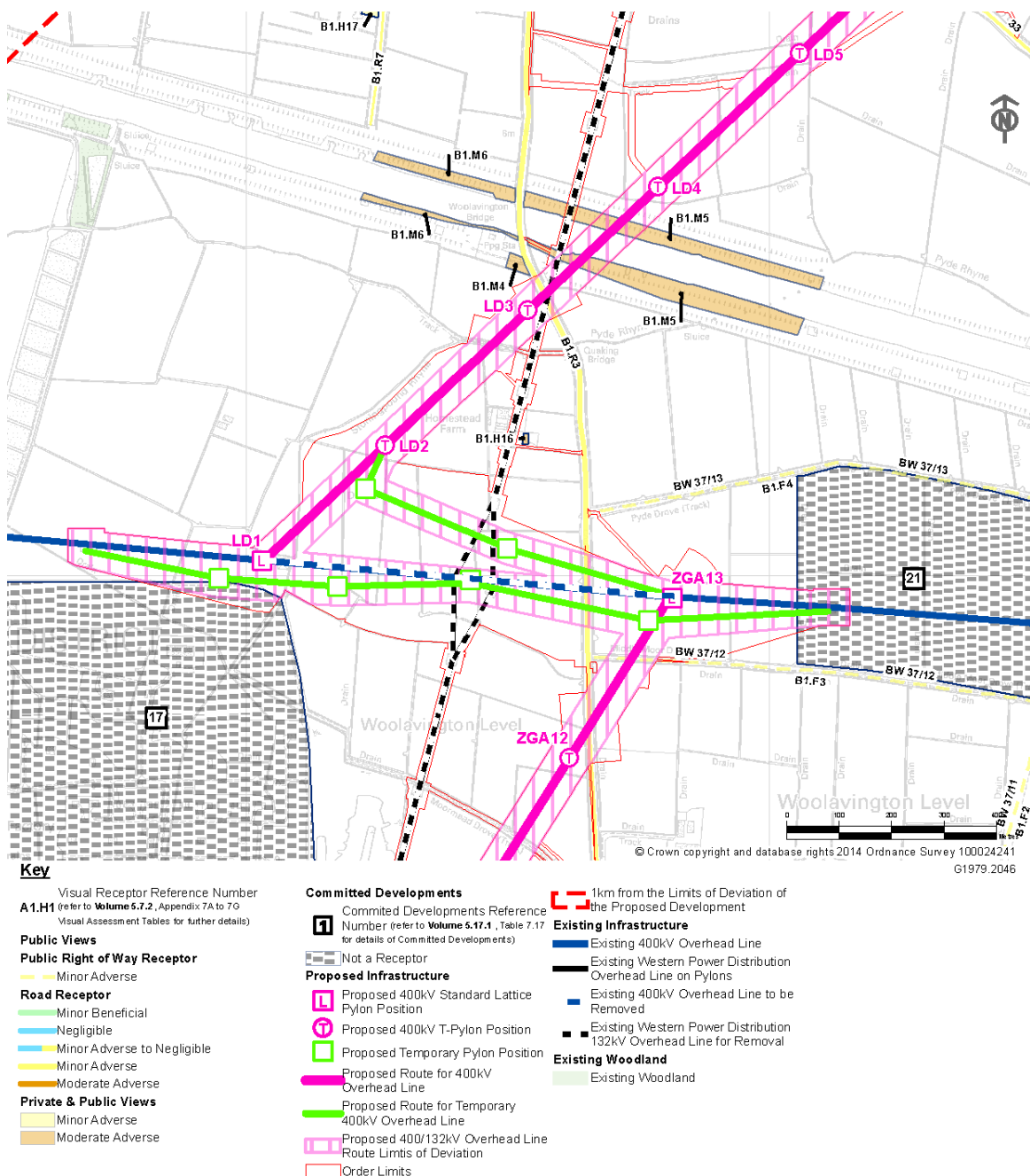
7.5.103 Motorists, passengers, walkers and cyclists on identified sections of the above roads typically would experience views of proposed construction works along the route of the proposed 400kV overhead line for a large proportion of the view with pylon construction and removal visible. From a short section of Webbington Road,

views would include HDD works for the proposed 400kV underground cables crossing this road.

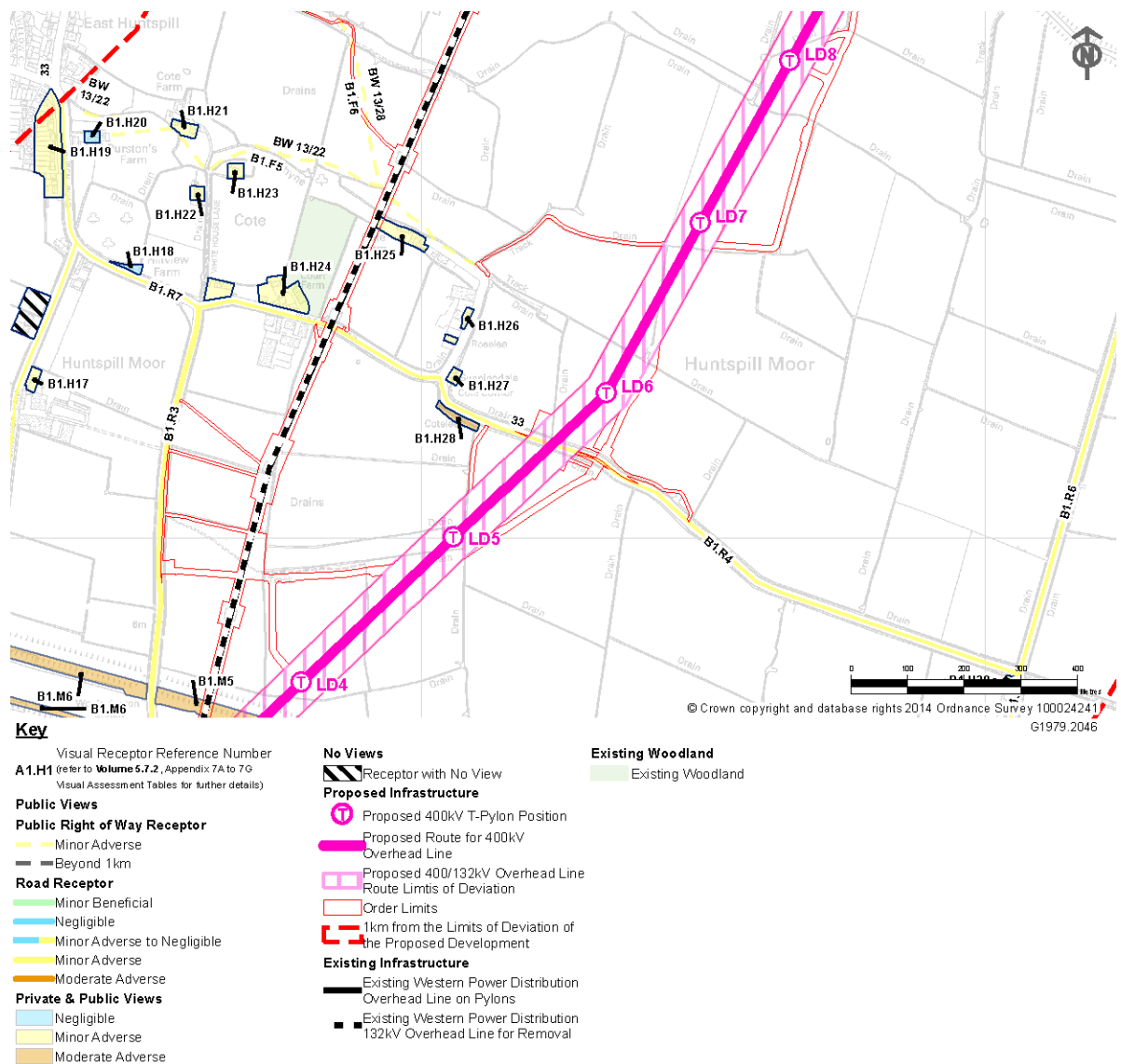
Private Views within 1km

7.5.104 The greatest adverse significance of effect on private views would be experienced in views from properties closest to construction working areas for the Proposed Development. A temporary **moderate adverse** significance of visual effect would be experienced in views from the residential receptors listed below and illustrated at **Insets 7.58 to 7.64**:

- receptor B1.H16: Homestead Farm on the B3139 Causeway (**Inset 7.58**);

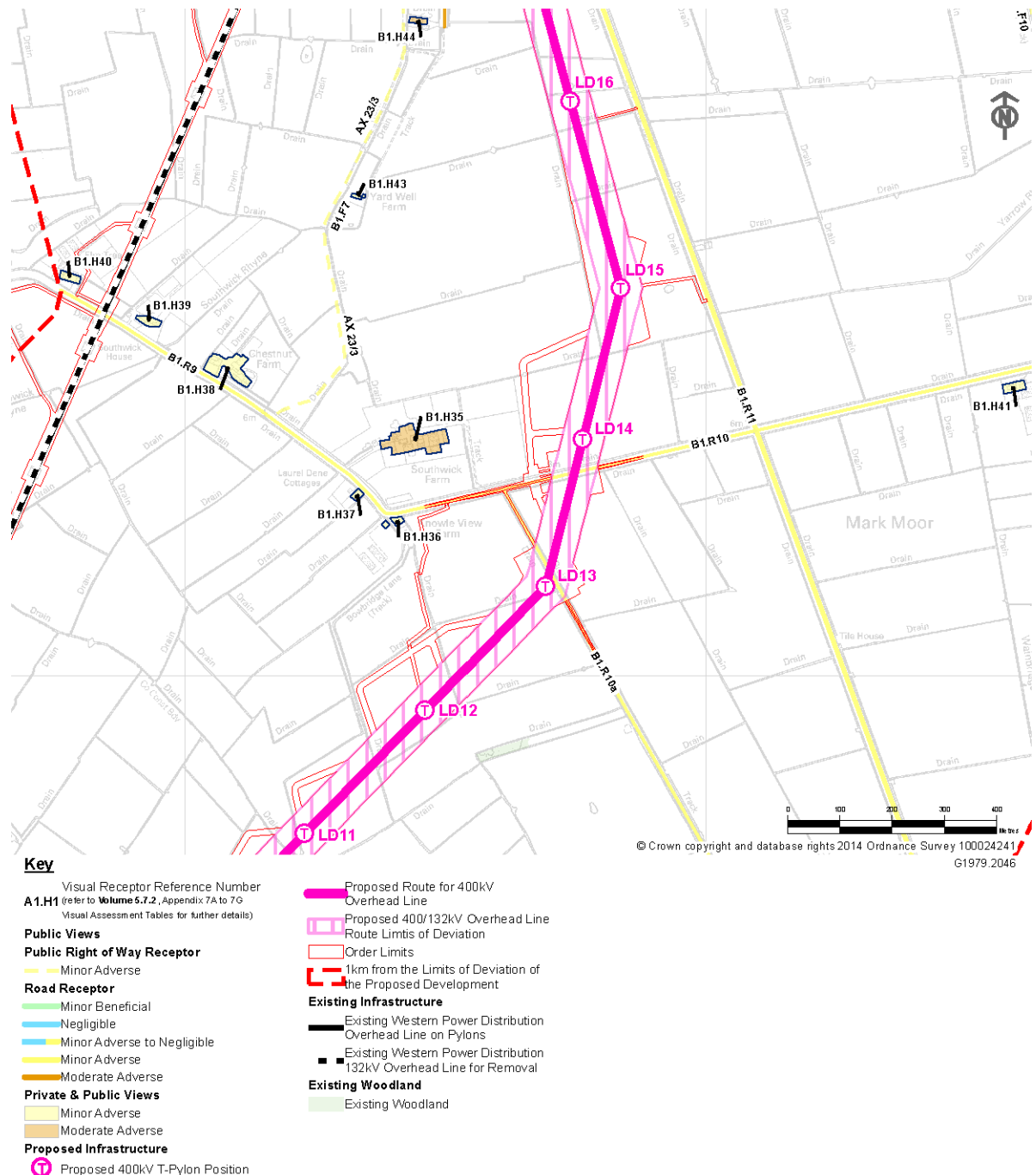


Inset 7.58 (of Volume 5.7.3, Figure 7.28.2): Significance of Visual Effects on Receptor B1.H16 on Woolavington Level within 1km during Construction



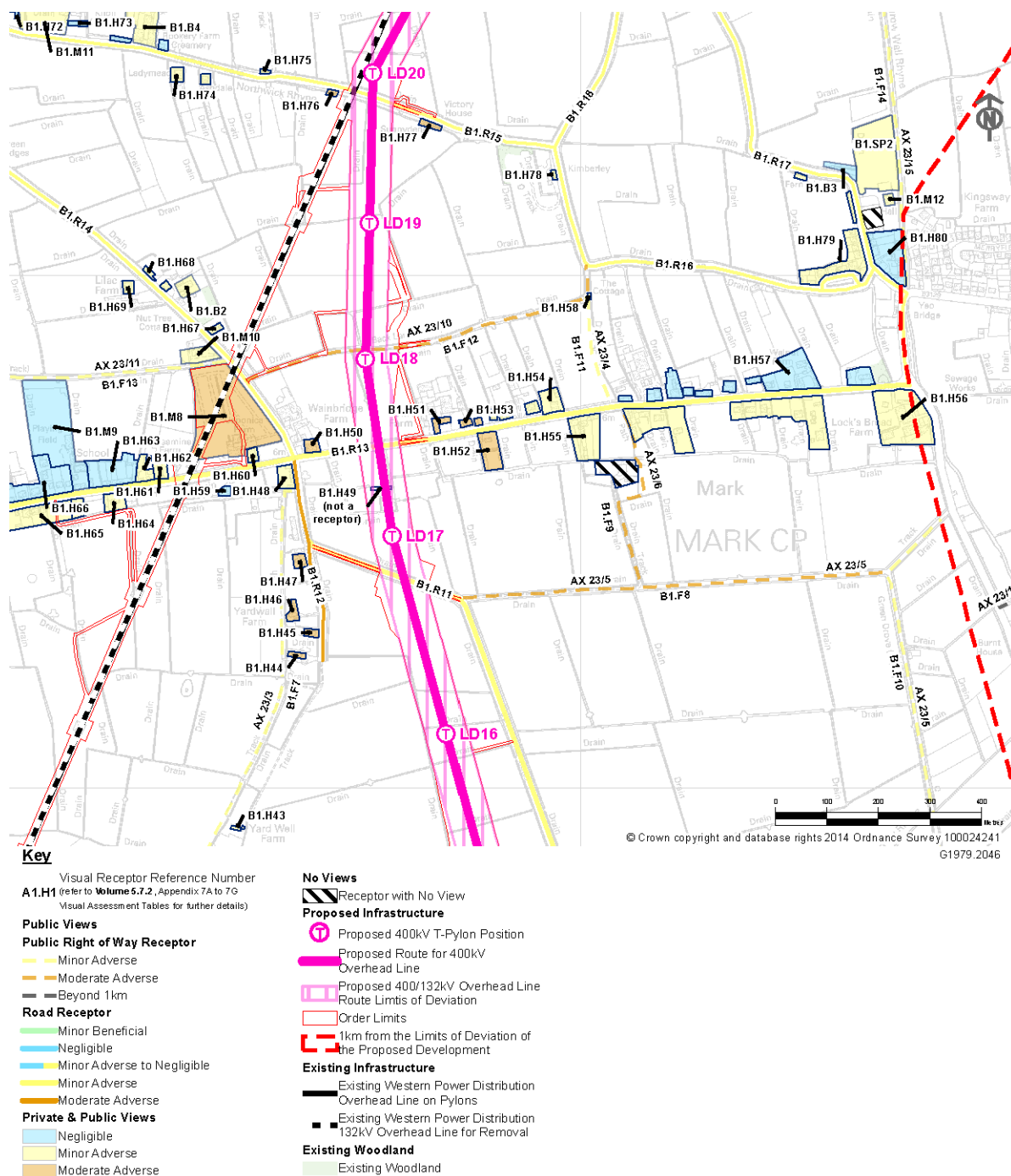
Inset 7.59 (of Volume 5.7.3, Figure 7.28.2): Significance of Visual Effects on Receptor B1.H28 adjacent to Burtle Road at Cote within 1km during Construction

- receptor B1.H28: Cotelea and Cote Corner on Burtle Road (**Inset 7.59**);
- receptor B1.H35: Southwick Farm (and holiday cottages) (**Inset 7.60** below);
- receptor B1.H37: Laurel Dene Cottages (**Inset 7.60** below);



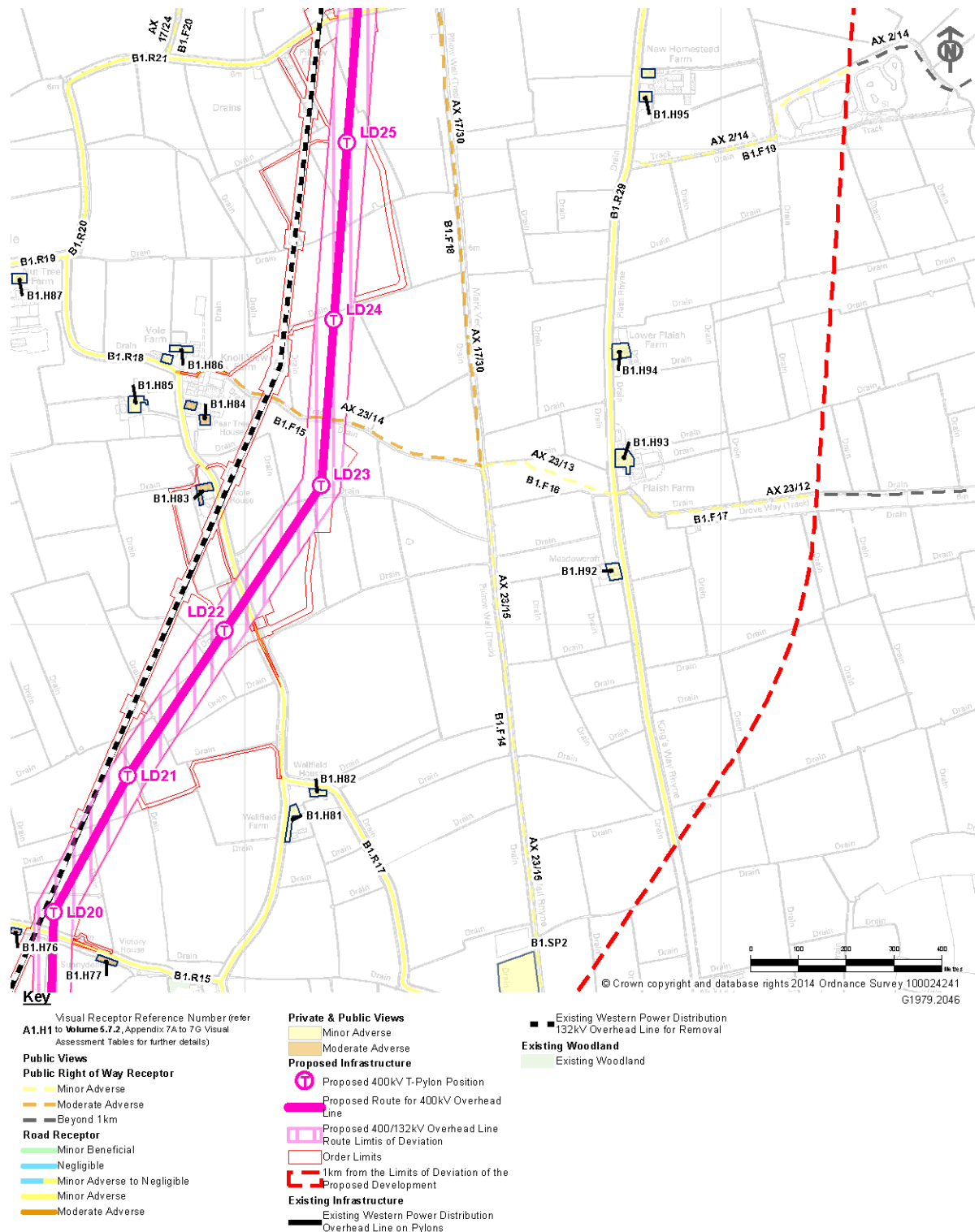
Inset 7.60 (of Volume 5.7.3, Figure 7.28.3): Significance of Visual Effects on Receptors B1.H35 to B1.H37 at Southwick within 1km during Construction

- receptors B1.H44 to B1.H47: properties on Yardwall Road (**Inset 7.61**);
- receptors B1.H50 to B1.H53: properties on the B3139 Mark Causeway including Court Farm and adjacent properties and Wainbridge Farm (**Inset 7.61**);
- receptors B1.H76 and B1.H77: properties in Northwick including a property adjacent to the F Route and Sunnydene and Victory House on Northwick Road (**Inset 7.61**);

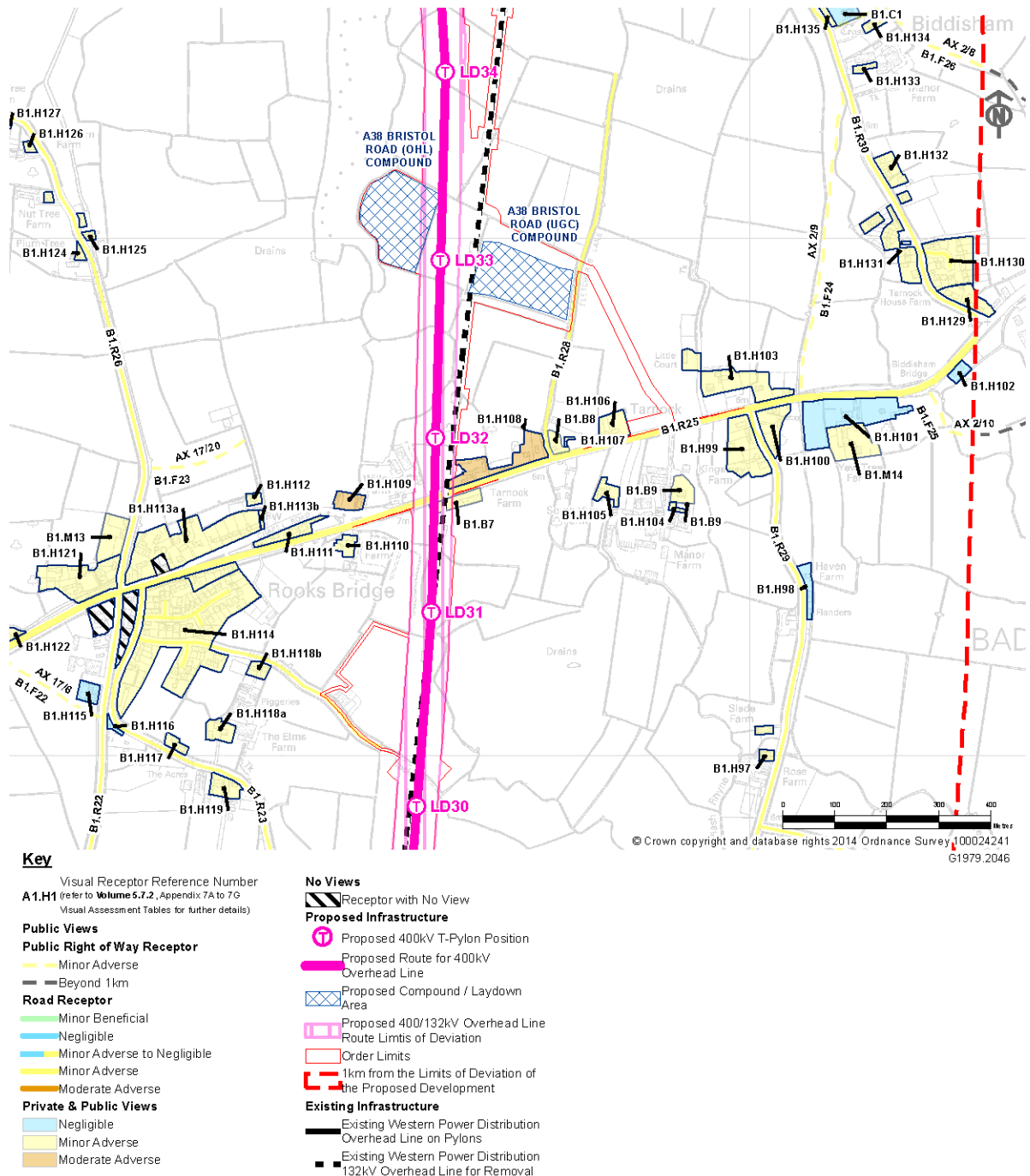


Inset 7.61 (of Volume 5.7.3, Figure 7.28.4): Significance of Visual Effects on Receptors B1.H43 to B1.H47 on Yardwall Road, Receptors B1.H49 to B1.H53 on Mark Causeway and B1.H76 and B1.H77 on Northwick Road within 1km during Construction

- receptor B1.H83: Vole House, Vole Road (Inset 7.62 below);
- receptor B1.H84: Pear Tree House on Vole Road (Inset 7.62 below);



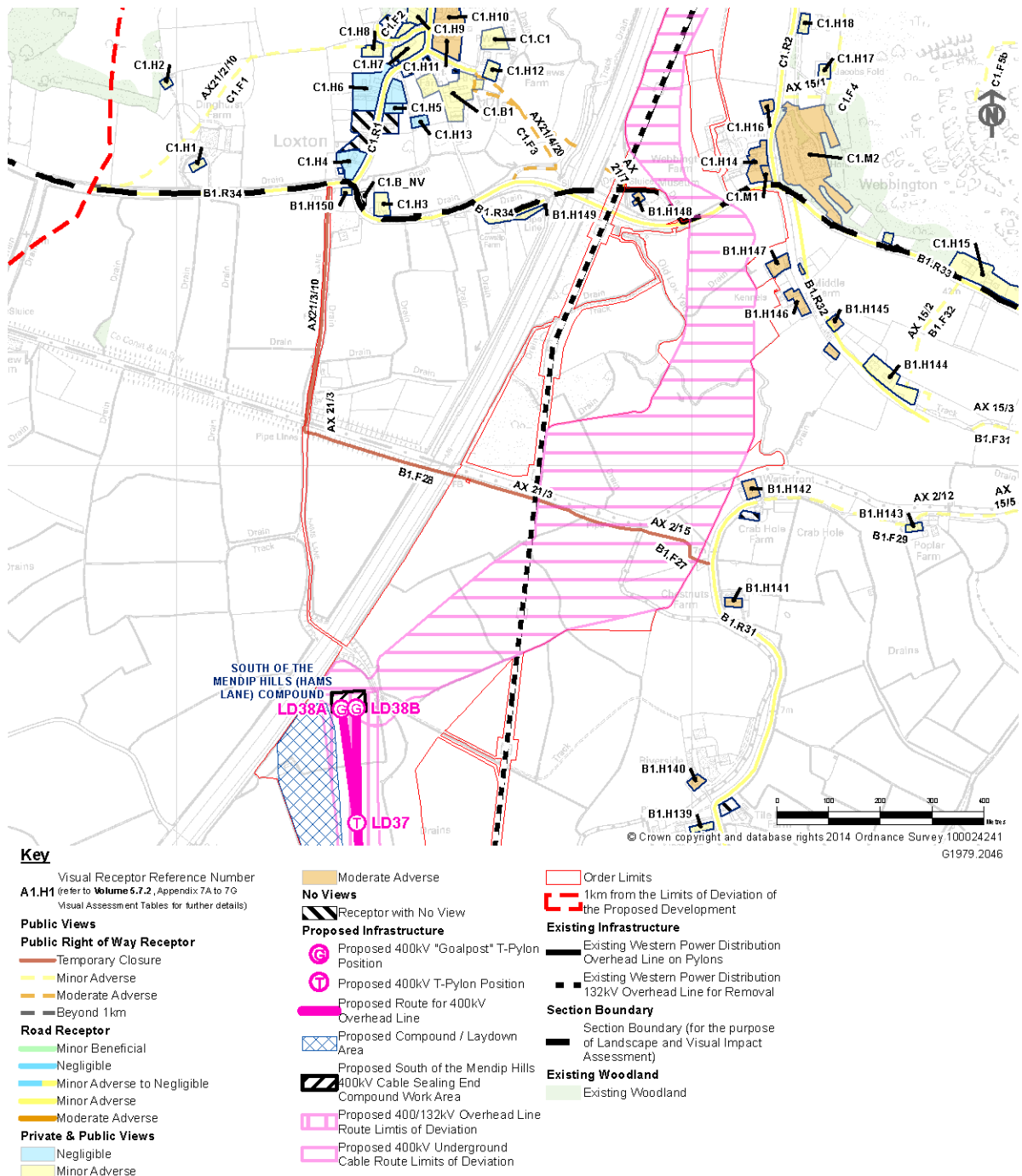
Inset 7.62 (of Volume 5.7.3, Figure 7.28.4): Significance of Visual Effects on Receptors H81 and B1.H84 at Vole and to the southeast of Vole within 1km during Construction



Inset 7.63 (of Volume 5.7.3, Figure 7.28.6): Significance of Visual Effects on Receptors B1.H108 and B1.H109 at Tarnock and Rooks Bridge within 1km during Construction

- receptor B1.H108: properties at Tarnock including Tarnock Cottage and neighbouring properties on the A38 Bristol Road (**Inset 7.63**);
- receptor B1.H109: The Willows on Chapel Road at Rooks Bridge on the A38 Bristol Road (**Inset 7.63**);
- receptors B1.H140 to B1.H142: Riverside Farm, Chestnuts Farm, and Waterfront Farm on the northern end of Biddisham Lane (**Inset 7.64**);
- receptors B1.H144 to B1.H147: properties on Kennel Lane (**Inset 7.64**); and

- receptor B1.H148: property north of Webbington Road (**Inset 7.39**).



Inset 7.64 (of Volume 5.7.3, Figure 7.28.6): Significance of Visual Effects on Receptors B1.H140 to B1.H142 adjacent to Biddisham Lane, Receptors B1.H144 to B1.H147 on Kennel Lane, and Receptor B1.H148 on Webbington Road within 1km during Construction

7.5.105 Receptors would be close to working areas and would experience alterations to existing views with access routes, construction compounds and working areas, construction traffic, pylon erection and removal with at-height works and cranes visible for a short period. This would be out of character with existing views and

would affect a large proportion of views resulting in a **moderate adverse** significance of effect from the present situation.

- 7.5.106 Views from properties on Kennel Lane would have the installation of proposed 400kV underground cables in foreground views with the construction of the South of Mendip Hills CSE compound and proposed 400kV overhead line in the distance. Works to remove the F Route would also be visible.

Views between 1 and 3km of the LoD for the Proposed Development

- 7.5.107 Representative viewpoints assessed between 1 and 3km of the proposed 400kV overhead line, South of Mendip Hills CSE compound and proposed underground cables in Section B, are identified on **Volume 5.7.3, Figure 7.3.2**. The significances of effect anticipated during construction, in each of these representative views between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.29.2**.
- 7.5.108 During construction the significance of effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line, South of Mendip Hills CSE compound and the proposed 400kV underground cables in the northern extent of Section B would range between **minor adverse** and **negligible**. This includes effects on visual receptors as a result of the construction works required to dismantle and remove the F Route.
- 7.5.109 Receptors typically would have cranes visible above trees and hedgerows in the short-term constructing the proposed 400kV overhead line and dismantling the F Route.
- 7.5.110 In the southern part of Section B cranes constructing the temporary overhead lines and the proposed 400kV overhead line, and dismantling the F Route and part of the ZG Route, would be visible in distant elevated views from Puriton Ridge, in the context of the ZG Route.
- 7.5.111 In the northern part of Section B receptors would have views of cranes above intervening hedgerow and trees constructing the proposed 400kV overhead line and South of Mendip Hills CSE compound, and dismantling the F Route.

Views beyond 3km of the LoD for the Proposed Development

- 7.5.112 Viewpoints assessed beyond 3km of the proposed 400kV overhead line, South of Mendip Hills CSE compound and proposed underground cable swathe in the northern extent of Section B are identified on **Volume 5.7.3, Figures 7.3.1 to 7.3.3**. The significances of effect anticipated during construction, in each of these views beyond 3km are illustrated at **Volume 5.7.3, Figure 7.29.1 to 7.29.3**.
- 7.5.113 During construction a temporary **minor adverse** or **negligible** significance of effect would be experienced by receptors beyond 3km from the Proposed Development. Some viewpoints identified beyond 3km would experience **no change** in the view during construction of the proposed 400kV overhead line.

Operational Effects

Overview

- 7.5.114 The proposed 400kV overhead line in Section B, and the South of Mendip Hills CSE compound and the potential cables bridge over the River Axe in the northern extent of this Section would have an adverse effect on views from public and private visual receptors.
- 7.5.115 Remaining effects of the proposed 400kV underground cables in views across the northern part of Section B would relate to link box pillars at cable jointing bays, which would be at approximately 700m to 1000m intervals along the cable route. Proposed link box pillars (approximately 1.5m high x 1m long x 0.6m wide) would introduce a relatively small scale feature into some views towards the proposed underground cables route, filtered and screened in places by intervening hedgerow and trees. These new features would be visible to varying degrees and would result in no greater than a low adverse magnitude of effect where these features are perceptible.
- 7.5.116 Any short term visual effects arising from the removal of hedgerow within the cables swathe would reduce in the medium-term as hedgerows mature restoring field boundaries and providing filtering and screening in some views. Minor tree loss removed within the underground cable swathe would be perceptible in some views in close proximity to the cable swathe; however visual effects would be of low adverse or negligible magnitude.
- 7.5.117 The majority of visual receptors assessed within the 3km study area in Section B and all receptor views assessed beyond 3km typically would experience a low adverse or negligible magnitude of effect in views where there would be a low alteration to the existing view, and where only a small proportion of the view is affected, for example in the distant view or in views with a high degree of filtering, screening or backgrounding. This would result in visual effects of **minor adverse** or **negligible** significance in most receptor views. Some receptors closest to the proposed 400kV overhead line, and the South of Mendip Hills CSE compound and the potential cables bridge over the River Axe would experience a **moderate adverse** significance of effect in views where the Proposed Development would be seen in a moderate proportion of the view.
- 7.5.118 Visual effects of the greatest significance would be experienced by visual receptors closest to the proposed 400kV overhead line, and within 1km of the LoD for the proposed overhead line and South of Mendip Hills CSE compound in the northern extent of Section B. These visual receptors include people:
- adjacent to the Huntspill River;
 - on Burtle Road and on the eastern edge of Cote;
 - at Cripp's Farm Caravan Holiday Park and Luxury Cottages;
 - at Southwick;
 - adjacent to and on Yardwall Road and Butt Lake Road;
 - on Mark Moor;
 - on and adjacent to the B3139 Mark Causeway;
 - at Northwick;
 - at Vole;
 - between Vole and the A38 Bristol Road, including on Kingsway;

- at Rooks Bridge and Tarnock; and
- adjacent to the northern part of Biddisham Lane.

- 7.5.119 In the southern extent of Section B, those receptors that would experience visual effects of the greatest significance would include people at the car park adjacent to the Causeway and Huntspill River and walkers and anglers on the banks of the Huntspill River to the east and west of the Causeway with close views towards and along the proposed 400kV overhead line to the south (including the 'Huntspill Split') and to the north of the Huntspill River.
- 7.5.120 These receptors would also have more distant views south of the proposed 400kV overhead line crossing Puriton Ridge, which would be particularly visible where it crosses the highest point of the ridge where there is limited backgrounding. The F Route would be removed from views towards Puriton Ridge to the east of the proposed 400kV overhead line.
- 7.5.121 Between the Huntspill River and Vole, the proposed 400kV overhead line would be seen across Huntspill Moor and Mark Moor to the east of the F Route removed from the view. In some views, the proposed 400kV overhead line would be seen closer in the view than the removed F Route or would be seen in views that previously did not include the F Route, for example in views from receptors on Burtle Road and the eastern edge of Cote, and on Southwick Road and the B3139 Mark Causeway. The proposed 400kV overhead line would however be perceptible further away in some views than the F Route removed, for example in views from receptors at Cote and East Huntspill and on Merry Lane, and at Southwick, Mark and Vole.
- 7.5.122 For the majority of visual receptors in Section B the F Route is already present in views above intervening hedgerow and trees. Overhead lines on steel lattice pylons including on the ZG Route in the southern extent of Section B, and on the low voltage Bridgwater to Weston-super-Mare overhead line, would also feature in some views of the proposed 400kV overhead line.
- 7.5.123 Where the proposed 400kV overhead line would be seen on a similar alignment to the F Route removed between Northwick Road and north of Tarnock, the scale of change in the view would be smaller compared to if the F Route was not visible in the view.
- 7.5.124 In general, views of the F Route would be replaced with the proposed 400kV overhead line, which would be more visible above trees and hedgerows due to the increased height of the T-pylon. Visual effects on views would reduce with distance and due to the effects of intervening trees and hedgerow.
- 7.5.125 A low beneficial magnitude of effect on views would be experienced by some public and private receptors where the F Route would be removed from the view and replaced with the proposed 400kV overhead line more distant in the view or out of the view, resulting in a **minor beneficial** significance of effect in receptor views. Receptors that would experience this long-term change in the view include people at Coombes Cider Caravan Park, on a PRoW north of this caravan park, and at an Equine Learning Centre and a residential property on Harp Road. A **minor beneficial** significance of effect would also be experienced in views from Webbington Road where the F Route would be removed from the view and the proposed 400kV connection is proposed as 400kV underground cables which would not be visible in the view following reinstatement of the underground cables

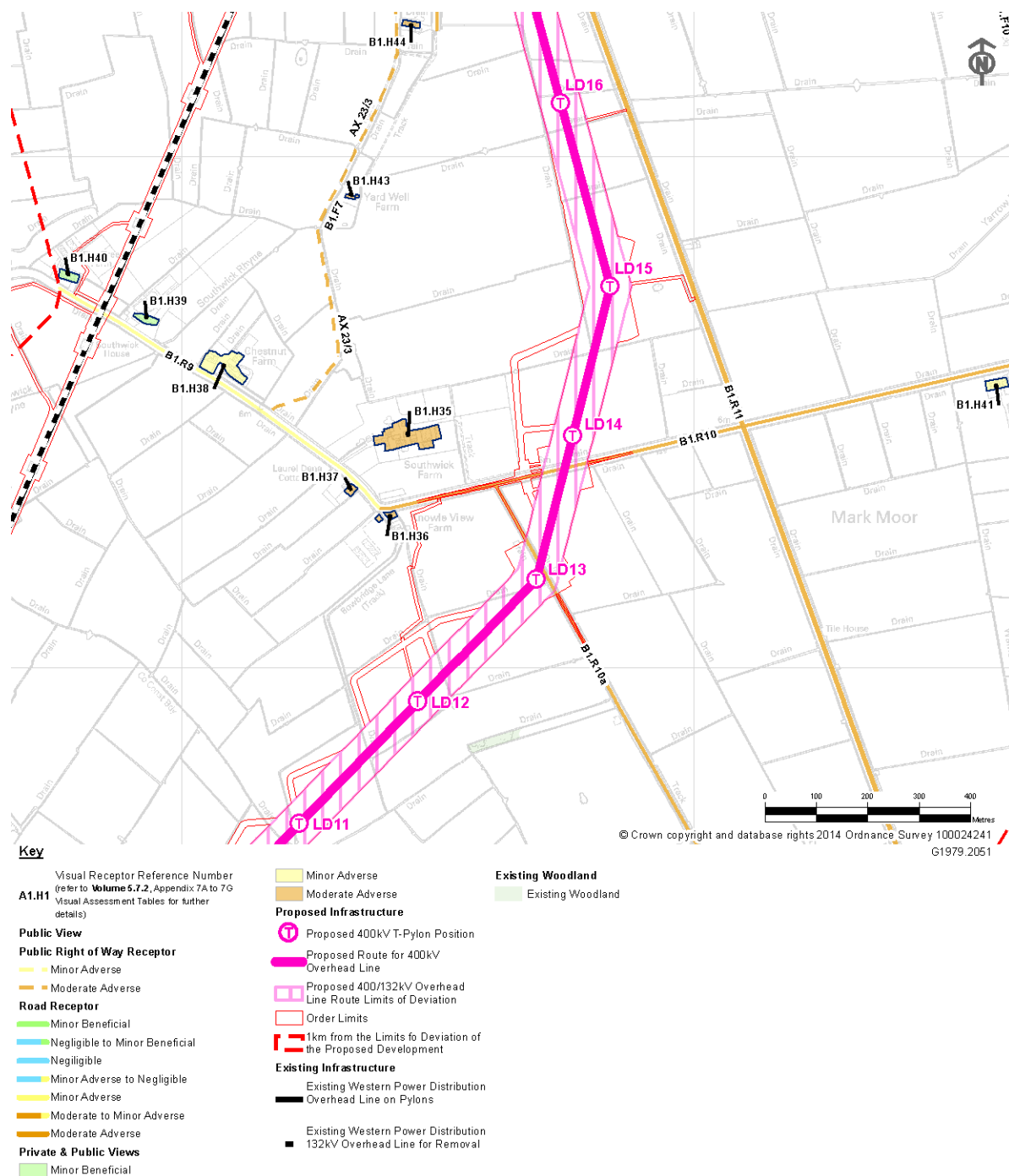
swathe in the short-term and following the establishment of replacement hedgerow in the medium-term.

- 7.5.126 In the northern extent of Section B, the proposed 400kV overhead line, the South of Mendip Hills CSE compound and the potential cable bridge over the River Axe would introduce some localised adverse visual effects in public and private views from receptors to the south of the Mendip Hills AONB. There are open expansive views across the flat generally open Levels landscape, which includes the M5 motorway and associated foot and road bridges in this location. There are also elevated views across the northern extent of Section B from receptors on rising ground (close to the southern boundary of the Mendip Hills AONB) with some filtering and screening in views by field boundary hedgerow and trees.
- 7.5.127 The only above ground structures that would be visible following the installation of proposed 400kV underground cables, including in the northern extent of Section B, would be link box pillars at cable jointing bays between 0.7km and 1km apart. There would be four link box pillars at each jointing area, each would be approximately 1.5m high and 1m long by 0.6m wide. Link box pillars generally would be located adjacent to field boundaries avoiding open fields and would likely include timber post and rail fencing erected around each group of four link pillars. Link box pillars are not anticipated to result in significant adverse visual effects.
- 7.5.128 Some views from public and private receptors in the Mendip Hills AONB to the north in Section C (in particular elevated views from receptors in the southern part of the Mendip Hills) would experience adverse visual effects as a result of the proposed 400kV overhead line and the South of Mendip Hills CSE compound in the northern extent of Section B. Visual effects in these views are considered in the visual assessment for receptors in Section C.
- 7.5.129 There are long distance views that extend beyond a few kilometres from elevated landform including Brent Knoll, the Isle of Wedmore, and Puriton Ridge (part of the Polden Hills) to the south, and the Mendip Hills to the north. These views would experience adverse effects where the proposed 400kV overhead line would be more visible above trees than the F Route for a greater distance across Section B due to its greater height. However visibility of the proposed 400kV overhead line would reduce at increased distances and due to the screening effect of intervening hedgerow, trees and buildings.

Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

- 7.5.130 The proposed 400kV overhead line in Section B would have the greatest adverse magnitude of effect on views from PRoW running across the Somerset Levels and Moors to the south and north of the linear settlement of Mark, from PRoW to the east of Vole, and to the south of Rooks Bridge in Section B. The greatest adverse magnitude of effect would also be experienced by people using the anglers car park adjacent to the B3139 Causeway and the Huntspill River in the southern part of Section B; people walking or fishing on the banks of the Huntspill River near the B3139 Causeway; and by people at Cripp's Farm Holiday Park on Merry Lane, north of Huntspill Moor.



Inset 7.65 (of **Volume 5.7.3, Figure 7.30.3**): Significance of Visual Effects on Receptor B1.F7 at Southwick within 1km during Operation

7.5.131 A **moderate adverse** significance of visual effect would be experienced where receptors of medium sensitivity would experience a partial alteration to the view and/or the introduction of prominent elements in the view. The Proposed Development would be seen in views on completion and in the medium-term with a moderate proportion of the view affected. There would be some screening from trees and hedgerows and in places backgrounding from trees and the landform of the Polden Hills, Brent Knoll and the Mendip Hills. Views would be affected from the PRoW listed below and illustrated at **Insets 7.65 to 7.68**:

- receptor B1.F7: southern section of PRoW AX 23/3 between Southwick Road in the south and Yardwall Road in the north (**Inset 7.65** above);

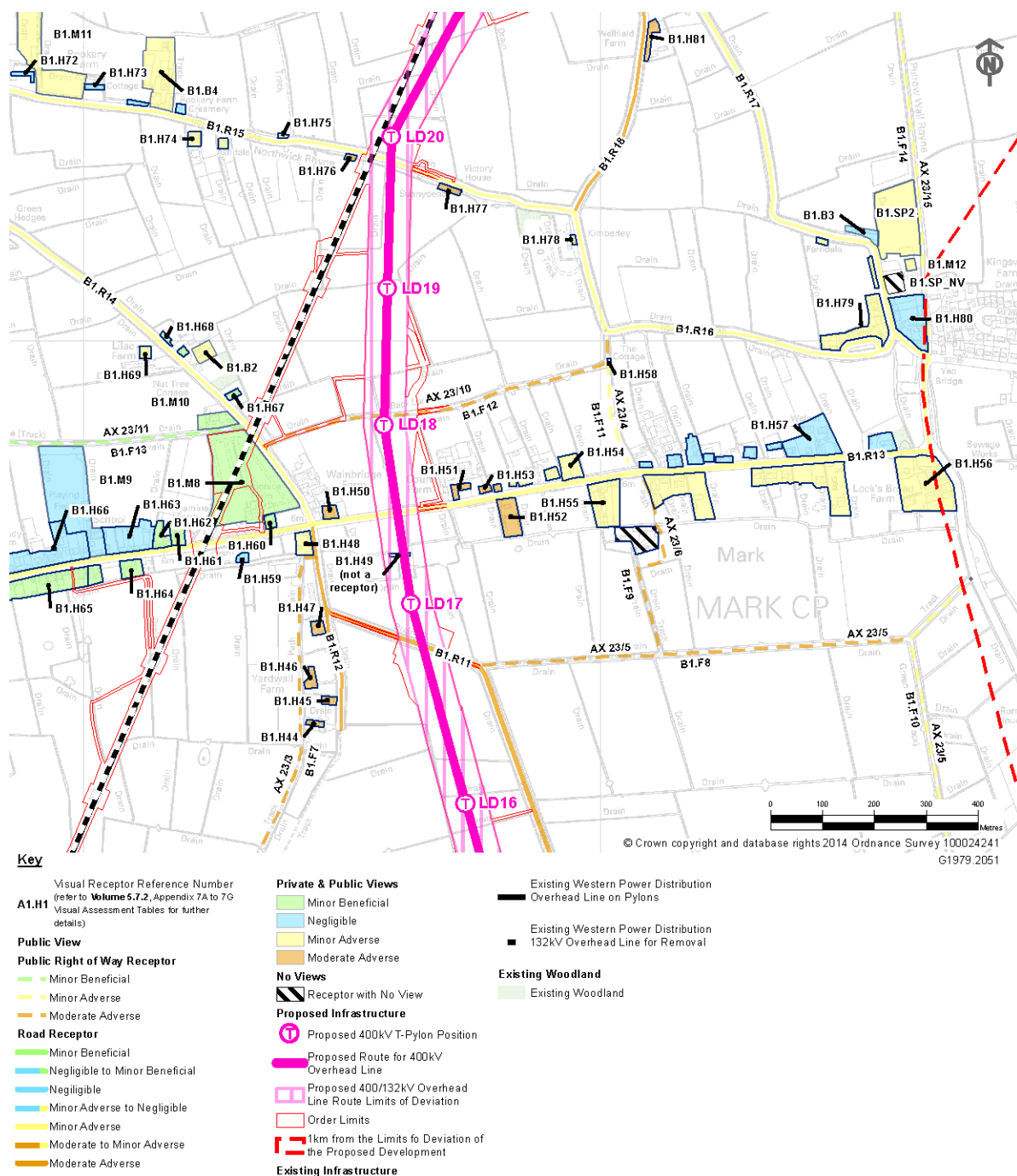


Photograph 7.7 (Viewpoint VPB26): Existing view from Southwick Road (Receptor B1.R9) north of the main driveway entrance to Southwick Farm, towards the route of the proposed 400kV overhead line across Mark Moor



Verified Photomontage 7.5 (Viewpoint VPB26): Anticipated view northeast, from Southwick Road north of the main driveway entrance to Southwick Farm, of the proposed 400kV overhead line supported by T-pylons across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.36**)

- receptor B1.F8: PRoW AX 23/5 along Green Drove (**Inset 7.66** below);
- receptor B1.F9: northern section of PRoW AX 23/6 to the south of the B3139 Mark Causeway (**Inset 7.66** below);
- receptor B1.F12: a section of PRoW AX 23/10 running roughly east west along Back Lane (**Inset 7.66** below);



Inset 7.66 (of **Volume 5.7.3, Figure 7.30.4**): Significance of Visual Effects on Receptors B1.F8, B1.F9, and B1.F12 to the south and north of Mark Causeway within 1km during Operation

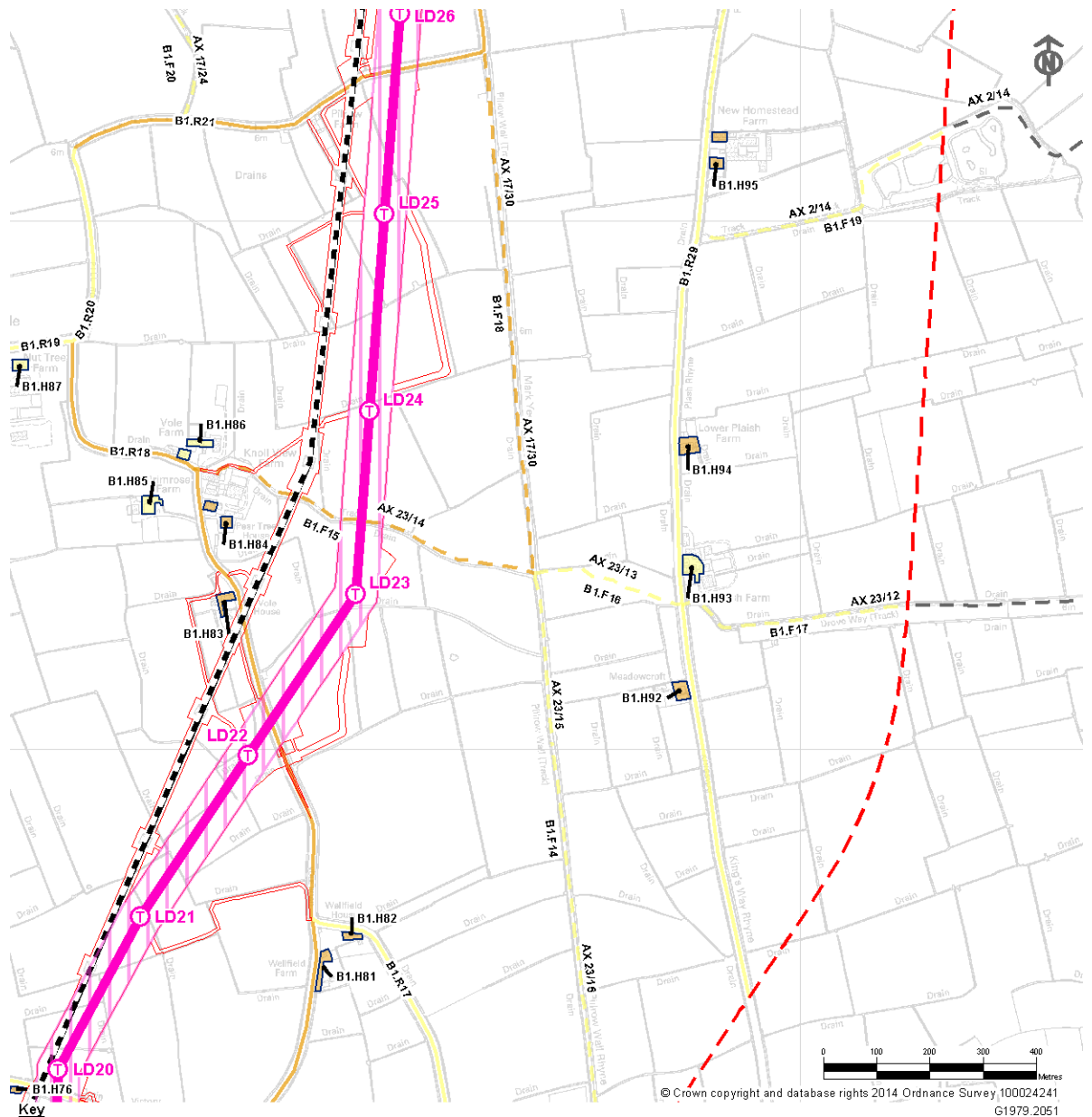


Photograph 7.8 (Viewpoint VPB7): Existing view west and northwest from PRoW AX 23/5 on Green Drove (Receptor B1.F8) towards the route of the proposed 400kV overhead line running north passing over Mark Causeway with the F Route and Brent Knoll visible beyond above hedgerow and trees



Verified Photomontage 7.6 (Viewpoint VPB7): Anticipated view west and northwest, from PRoW AX 23/5 on Green Drove, of the proposed 400kV overhead line supported by T-pylons running north passing over Mark Causeway during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.15**)

- receptor B1.F15: PRoW AX 23/14 east of properties at Vole (**Inset 7.67**);
- receptor B1.F18: PRoW AX 23/15 and AX 17/30 on Pillrow Wall (**Inset 7.67**);



- Key**
- Visual Receptor Reference Number (refer to **Volume 5.7.2, Appendix 7A to 7G** Visual Assessment Tables for further details)
- Public View**
- Public Right of Way Receptor**
- Minor Adverse
 - Moderate Adverse
- Road Receptor**
- Minor Beneficial
 - Negligible to Minor Beneficial
 - Negligible
 - Minor Adverse to Negligible
 - Minor Adverse
 - Moderate to Minor Adverse
 - Moderate Adverse
- Private & Public Views**
- Minor Adverse
- Proposed Infrastructure**
- Proposed 400kV T-Pylon Position
 - Proposed Route for 400kV Overhead Line
 - Proposed 400/132kV Overhead Line Route Limits of Deviation
 - Order Limits
 - 1km from the Limits to Deviation of the Proposed Development
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
 - Existing Western Power Distribution 132kV Overhead Line for Removal

Inset 7.67 (of **Volume 5.7.3, Figure 7.30.4**): Significance of Visual Effects on Receptors B1.F14, B1.F15 and B1.F18 to the east of Vole within 1km during Operation



Photograph 7.9 (Viewpoint VPB11): Existing view north from PRow AX 23/14 between Vole and Pillrow Wall (Receptor B1.F15) along the F Route with the Mendip Hills in the background



Verified Photomontage 7.7 (Viewpoint VPB11): Anticipated view north from PRow AX 23/14 between Vole and Pillrow Wall of the proposed 400kV overhead line supported by T-pylons during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.20**)

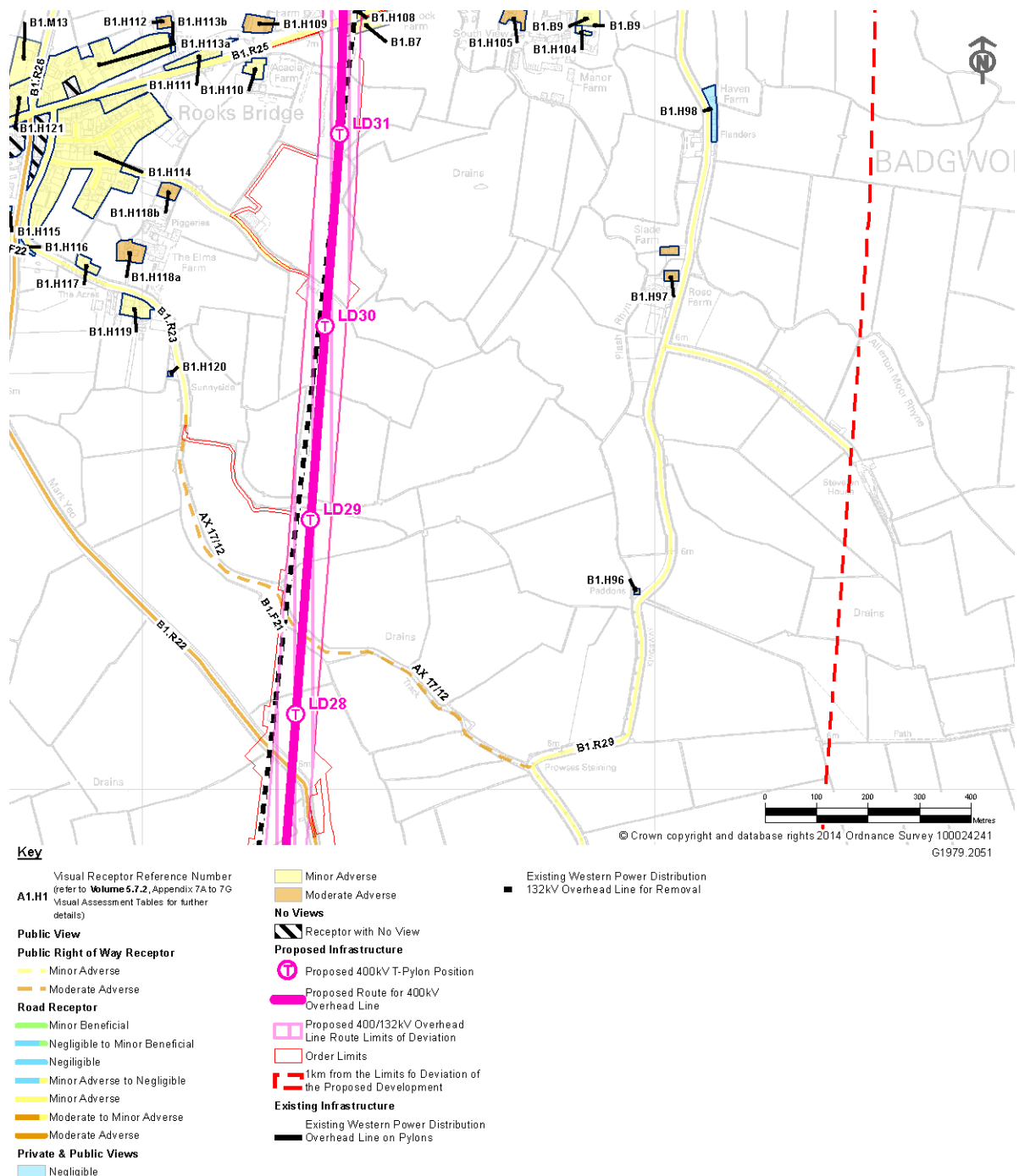


Photograph 7.10 (Viewpoint VPB4): Existing view northwest from PRow AX 23/14 east of Vole (Receptor B1.F15) near PRow AX 17/30 (Receptor B1.F18) towards and along the F Route, with Brent Knoll beyond



Verified Photomontage 7.8 (Viewpoint VPB4): Anticipated view northwest from PRow AX 23/14 east of Vole, of the proposed 400kV overhead line supported by T- pylons during operation (including removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.12**)

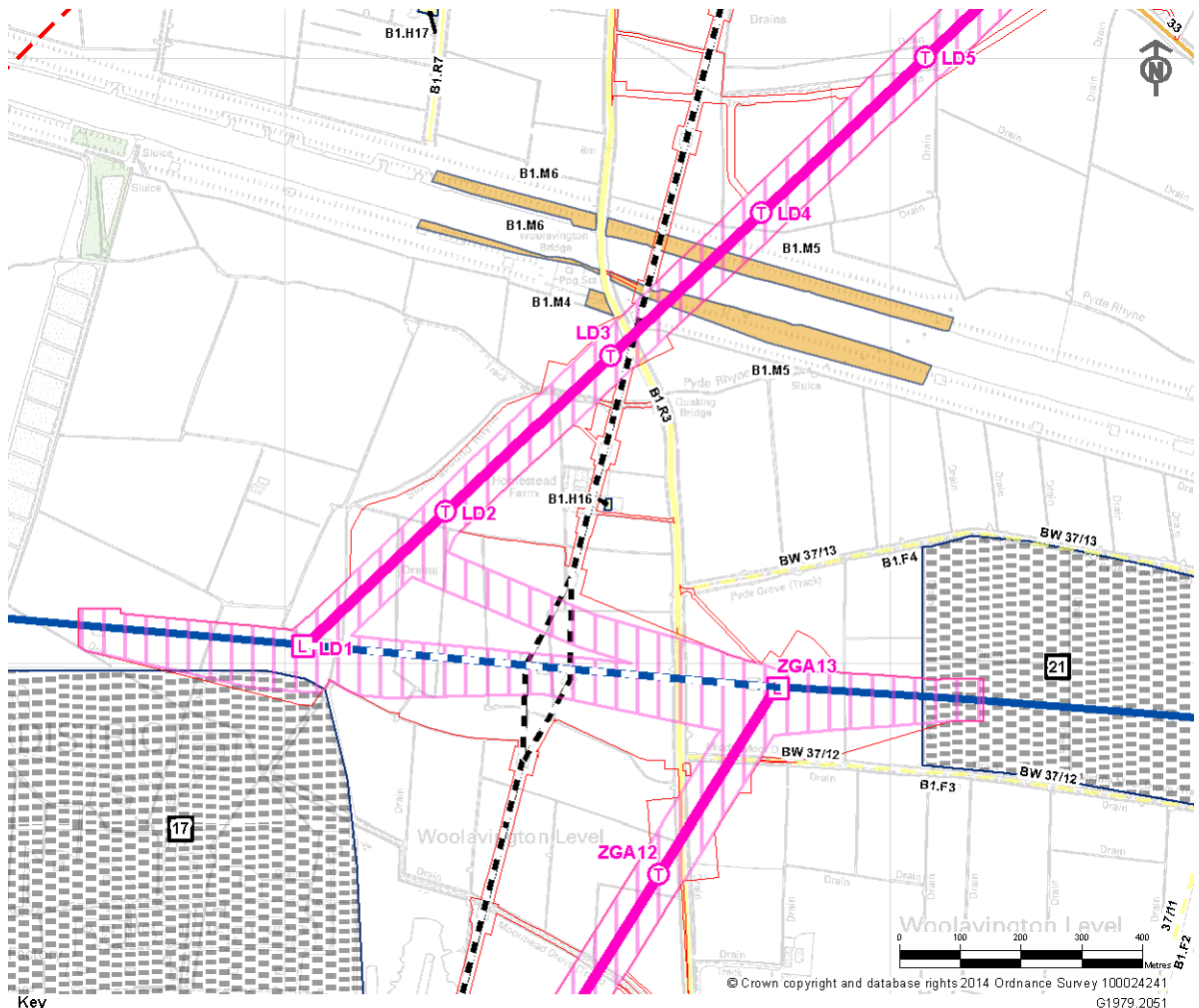
- receptor B1.F21: PRow AX 17/12 between Kingsway and Gills Lane (**Inset 7.68**).



Inset 7.68 (of Volume 5.7.3, Figure 7.30.5): Significance of Visual Effects on Receptor B1.F21 between Kingsway and Gills Lane within 1km during Operation

7.5.132 A **moderate adverse** significance of visual effect would be experienced in views from receptors using outdoor recreation and tourist facilities of medium sensitivity that would experience a partial alteration to the view and/or the introduction of prominent elements in the view. The proposed 400kV overhead line would be seen in views on completion and in the medium-term with a moderate proportion of the view affected. There would be some screening from trees and hedgerows and in places backgrounding from trees and the landform of the Polden Hills, Brent Knoll and the Mendip Hills. The visual receptors listed below would be affected:

- receptors B1.M4, B1.M5 and B1.M6: Visitors to the anglers car park adjacent to the B3139 Causeway; walkers on the south bank of the Huntspill River and anglers on the north bank to the east of the Causeway; and walkers and anglers on the banks of the Huntspill River to the west of the Causeway (**Inset 7.69**); and
- receptor B1.M7: Cripp's Farm Caravan Holiday Park and Luxury Cottages on Merry Lane (**Inset 7.70**).



Inset 7.69 (of **Volume 5.7.3, Figure 7.30.2**): Significance of Visual Effects on Receptors B1.M4, B1.M5 and B1.M6 adjacent to the Huntspill River within 1km on Completion



Photograph 7.11 (Viewpoint VPB2): Existing view south from the anglers permissive footpath adjacent to the Huntspill River near to the B3139 Causeway (Receptor B1.M5) across the river towards the F Route, the route of the proposed 400kV overhead line and towards the ZG Route, with Puriton Ridge in the distance



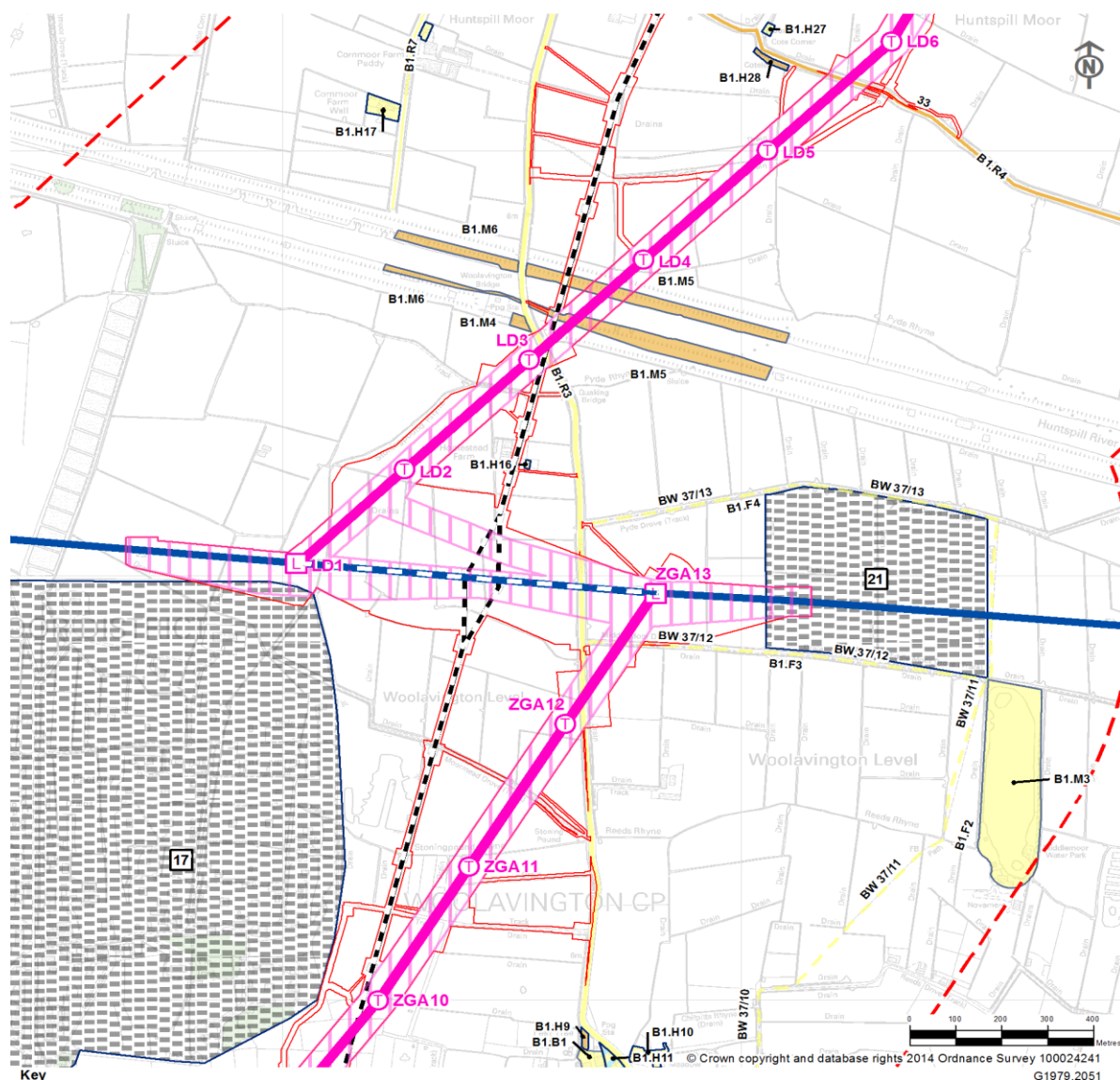
Verified Photomontage 7.9 (Viewpoint VPB2): Anticipated view south of the proposed 400kV overhead line supported by T-pylons running north of the ZG Route and over the Huntspill River, and towards the proposed overhead line connecting to the VQ Route and passing over Puriton Ridge during operation, with the F Route removed (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.10**)



further away in the view or on a similar alignment to the proposed 400kV overhead line. The greater size of the proposed 400kV overhead line and its closer proximity to receptors would result in the **moderate adverse** significance of effect identified above.

7.5.134 A **moderate adverse** significance of effect on views would also be experienced by motorists, passengers, walkers and cyclists along sections of the following rural and B roads in Section B, illustrated at the Insets identified below:

- receptor B1.R4: section of Burtle Road where the proposed 400kV overhead line passes over and runs north in the view across Huntspill Moor (**Inset 7.71**);



Key Visual Receptor Reference Number (refer to Volume 5.7.2, Appendix 7A to 7G Visual Assessment Tables for further details) A1.H1 Visual Assessment Tables for further details		
Public View Public Right of Way Receptor Minor Adverse Road Receptor Minor Beneficial Negligible to Minor Beneficial Negligible Minor Adverse to Negligible Minor Adverse Moderate to Minor Adverse Moderate Adverse Private & Public Views Minor Adverse to Negligible Minor Adverse Moderate Adverse		
Committed Developments Committed Developments Reference Number (refer to Volume 5.17.1, Table 7.17 for details of Committed Developments) Not a Receptor Proposed Infrastructure Proposed 400kV Standard Lattice Pylon Position Proposed 400kV T-Pylon Position Proposed Route for 400kV Overhead Line Proposed 400/132kV Overhead Line Route Limits of Deviation Order Limits 1km from the Limits to Deviation of the Proposed Development Existing Infrastructure Existing 400kV Overhead Line		
Existing Western Power Distribution Overhead Line on Pylons Existing 400kV Overhead Line to be Removed Existing Western Power Distribution 132kV Overhead Line for Removal Existing Woodland Existing Woodland		

Inset 7.71 (of Volume 5.7.3, Figure 7.30.2): Significance of Visual Effects on Receptor B1.R4 and B1.H9 within 1km during Operation

- receptor B1.R10: section of Southwick Road running northeast southwest across Mark Moor (Inset 7.65 above);
- receptor B1.R10a: northern section of an unnamed track running southeast of Southwick Road (Inset 7.65 above);

- receptor B1.R11: northern section of Butt Lake Road and Tile House Road (**Inset 7.65 and 7.66** above);



Photograph 7.13 (Viewpoint VPB8): Existing view west and southwest from Butt Lake Road, (Receptor B1.R11) opposite properties on Yardwall Road towards the route of the proposed 400kV overhead line across Mark Moor and the F Route beyond above hedgerow and trees



Verified Photomontage 7.10 (Viewpoint VPB8): Anticipated view west and southwest from Butt Lake Road, opposite properties on Yardwall Road, of the 400kV overhead line supported by T-pylons across Mark Moor during operation, and removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.16**)

- receptor B1.R12: Yardwall Road south of Butt Lake Road (**Inset 7.66** above);
- receptors B1.R18: sections of Vole Road (**Insets 7.67** above); and
- receptors B1.R21 and R22: sections of Pill Road (**Insets 7.67 and 7.68** above).



Photograph 7.14: (Receptor B1.R13) Existing view south to west from the roadside adjacent to the B3139 Mark Causeway near Court Farm, towards the route of the proposed 400kV overhead line



Photograph 7.15: (Receptor B1.R13) Existing view west to northwest from the roadside adjacent to the B3139 Mark Causeway near Court Farm, towards the route of the proposed 400kV overhead line with the F Route beyond above trees and hedgerow

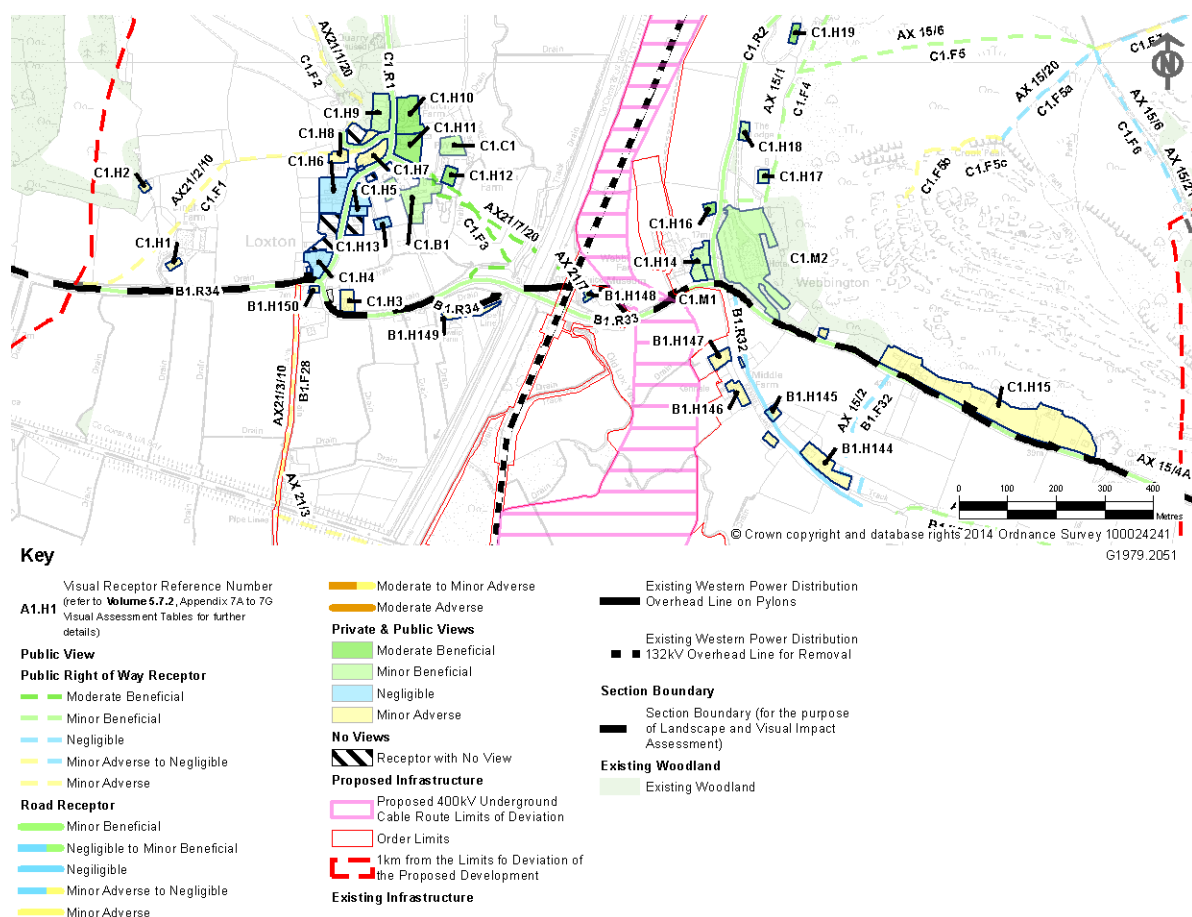
7.5.135 A low beneficial magnitude of effect would be experienced in views from receptors where the F Route would be removed from views, some in close proximity, and replaced with the proposed 400kV overhead line further away, or out of the view. A **minor beneficial** significance of effect would be experienced by people using the following PRow, outdoor recreation and tourist facilities, and roads within 1km of the LoD for the Proposed Development:

- receptors B1.F5 and B1.F6: sections of PRow BW 13/22 and BW 13/28 east of East Huntspill (**Inset 7.69** above);
- receptor B1:M8: Coombes Cider Mill Caravan and Camping Park (**Inset 7.66** above);



Photograph 7.16 (Receptors B1.F13 and B1.M8): Existing view south from PRow AX 23/11 across Coombes Cider Mill Caravan and Camping Park in Mark towards the F Route

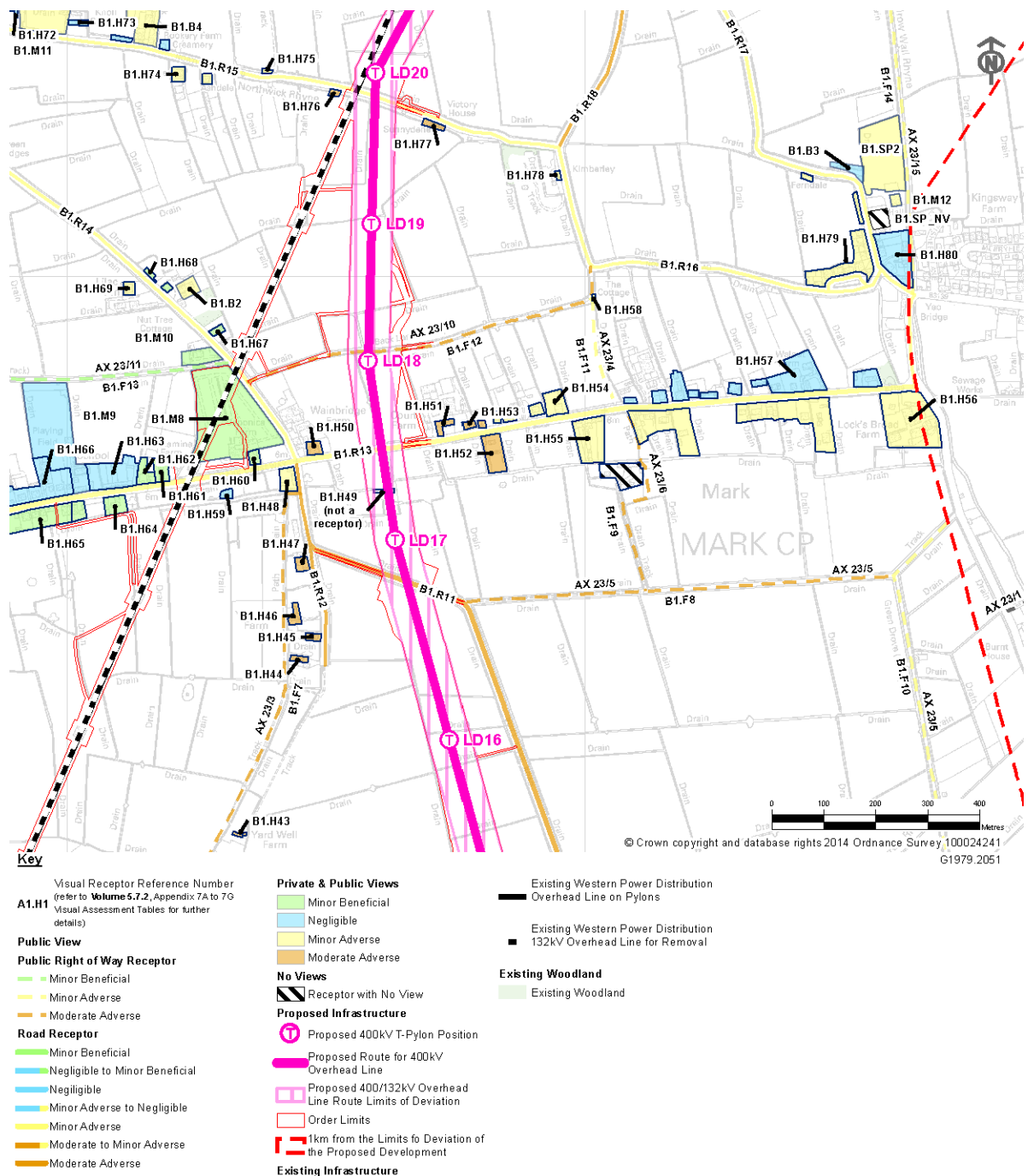
- receptor B1.F13: eastern section of PRow AX 23/11 (**Inset 7.66** above);
- receptor B1:M10: Somerset Equine Assisted Learning Centre on Harp Road (**Inset 7.66** above);
- receptors B1.F29 to B1.F31: PRow AX 2/12, AX 15/5, AX 15/3 running west towards Biddisham Lane and Kennel Lane in the northern part of Section B (**Inset 7.72** below);
- receptor B1.R33: Webbington Road (**Inset 7.72** below); and
- receptor B1.R34: Sevier Road and Shiplate Road (**Inset 7.72** below).



Inset 7.72 (of Volume 5.7.3, Figure 7.30.6): Significance of Visual Effects on Receptor B1.R33 and B1.R34 on the northern boundary of Section B within 1km during Operation

Private Views within 1km

- 7.5.136 The greatest adverse significance of effect on private views would be experienced in views from properties closest to the proposed 400kV overhead line. Visual receptors of medium sensitivity would experience a moderate adverse magnitude of effect on views towards the Proposed Development.
- 7.5.137 The Proposed Development would include a partial alteration to the existing view and the introduction of prominent elements in the view with a moderate proportion of the view affected on completion and in the medium-term. There would be some screening from trees and hedgerows and in places partial backgrounding from trees and the landform of the Polden Hills, Brent Knoll and the Mendip Hills which would minimise the scale of change from the present situation; views beyond the proposed 400kV overhead line would remain due to the nature of the Proposed Development. The greatest **moderate adverse** significance of effect on views would be experienced by the following residential receptors illustrated at **Inset 7.73** below:
- receptors B1.H43 to B1.H47: properties on Yardwall Road south of the linear settlement of Mark; and
 - receptors B1.H50 to B1.H53: properties on the B3139 Mark Causeway including Court Farm and adjacent properties and Wainbridge Farm.



Inset 7.73 (of Volume 5.7.3, Figure 7.30.4): Significance of Visual Effects on Receptors B1.H43 to B1.H47 on Yardwall Road and Receptors B1.H49 to B1.H53 on Mark Causeway, within 1km during Operation



Photograph 7.17 (Viewpoint VPB9): Existing view east from Yardwall Road south of Mark Causeway (Receptor B1.R12) adjacent to properties on this road (Receptors B1.H45 to H47) across flat farmland with Mark Church visible in the distance



Verified Photomontage 7.11 (Viewpoint VPB9): Anticipated view east from Yardwall Road south of Mark Causeway, of the 400kV overhead line supported by T-pylons across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.17**)



Photograph 7.18 (Receptors B1.H51 to H53): Existing view southwest from the roadside adjacent to the B3139 Mark Causeway and properties on this road across farmland towards the route of the proposed 400kV overhead line



Verified Photomontage 7.11A (Viewpoint VPB29): Anticipated view west from the B3139 Mark Causeway, of the 400kV overhead line supported by T-pylons passing over the road during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.17A**)

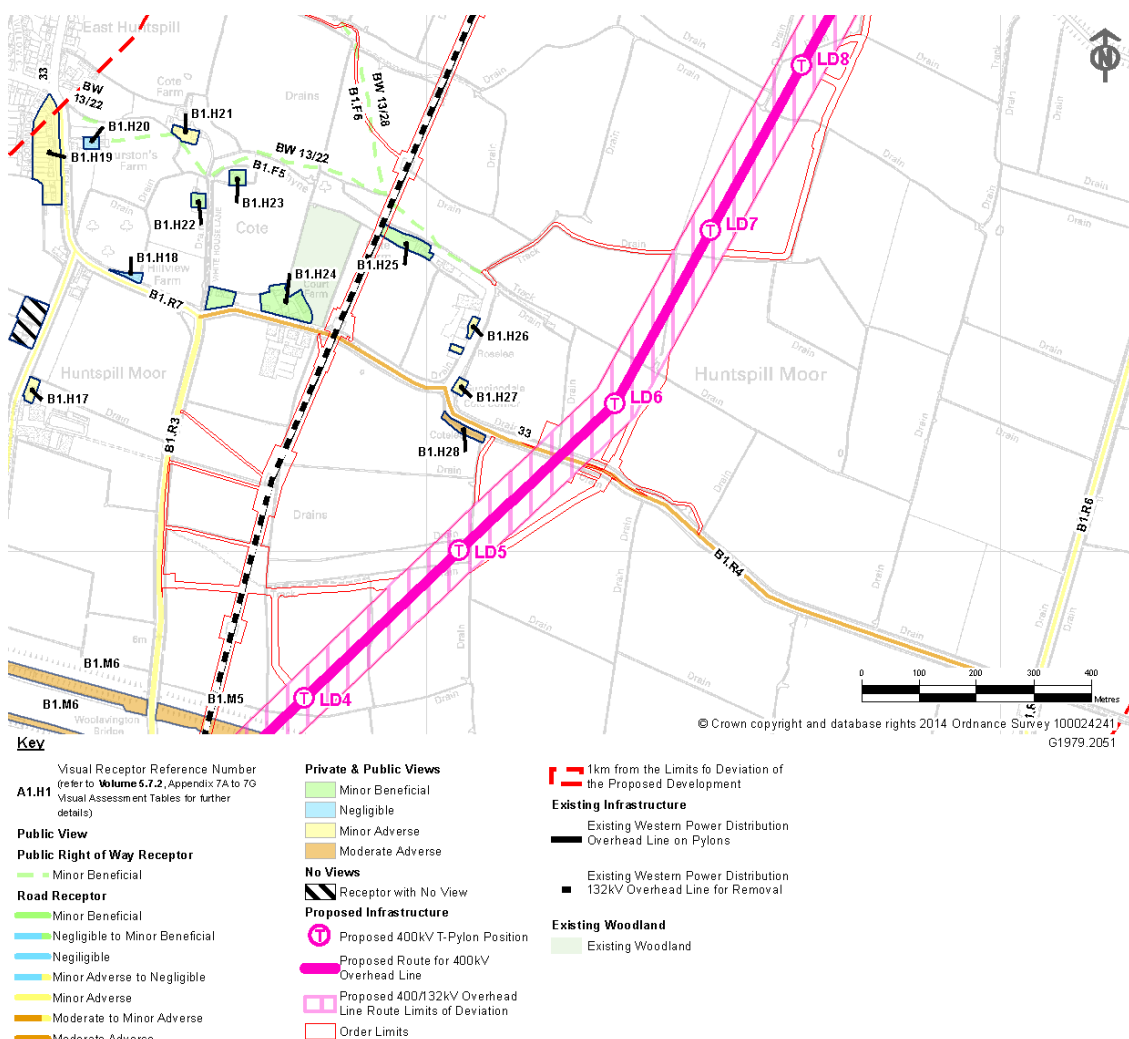
- 7.5.138 The proposed 400kV overhead line would be relatively close in views from properties on Yardwall Road and would affect a moderate proportion of the view east, northeast and southeast which extends towards Mark Church, and which is

currently unaffected by an overhead line. However, some existing views from these properties on Yardwall Road currently include the F Route in views westwards.

7.5.139 Views from properties on the B3139 Mark Causeway identified above would include the proposed 400kV overhead line where it passes over the B3139 Mark Causeway in the near view and views would extend along the proposed 400kV overhead line to the north and south of Mark Causeway.

7.5.140 A **moderate adverse** significance of effect on views from properties would also be experienced by the following residential receptors illustrated at **Insets 7.74 to 7.78**:

- receptor B1.H9: Pear Tree Farm, B3139 Causeway, Woolavington (**Inset 7.71**);
- receptor B1.H28: Cotelea and Cote Corner on Burtle Road at Cote (**Inset 7.74**);
- receptor B1.H28a: properties on Burtle Road at Cote including Cotelea and Cote Corner (**Inset 7.74**);



Inset 7.74 (of **Volume 5.7.3, Figure 7.30.2**): Significance of Visual Effects on Receptor B1.H28 adjacent to Burtle Road at Cote within 1km during operation

-
- Key**
- Visual Receptor Reference Number (refer to **Volume 5.7.2, Appendix 7A to 7G** Visual Assessment Tables for further details)
- Public View**
- Public Right of Way Receptor**
- Minor Adverse
- Moderate Adverse
- Road Receptor**
- Minor Beneficial
- Negligible to Minor Beneficial
- Negligible
- Minor Adverse to Negligible
- Minor Adverse
- Moderate to Minor Adverse
- Proposed Infrastructure**
- Proposed 400kV T-Pylon Position
- Proposed Route for 400kV Overhead Line
- Proposed 400/132kV Overhead Line Route Limits of Deviation
- Order Limits
- 1km from the Limits to Deviation of the Proposed Development
- Existing Infrastructure**
- Existing Western Power Distribution Overhead Line on Pylons
- Existing Western Power Distribution 132kV Overhead Line for Removal
- 0 100 200 300 400 Metres
- © Crown copyright and database rights 2014 Ordnance Survey 100024241 G1979.2051



Photograph 7.19 (Viewpoint VPB27): Existing view southwest and south from Southwick Road (Receptor B1.R9) to the east and southeast of properties at Southwick (Receptors B1.H35 to B1.H37) towards the route of the proposed 400kV overhead line across Mark Moor

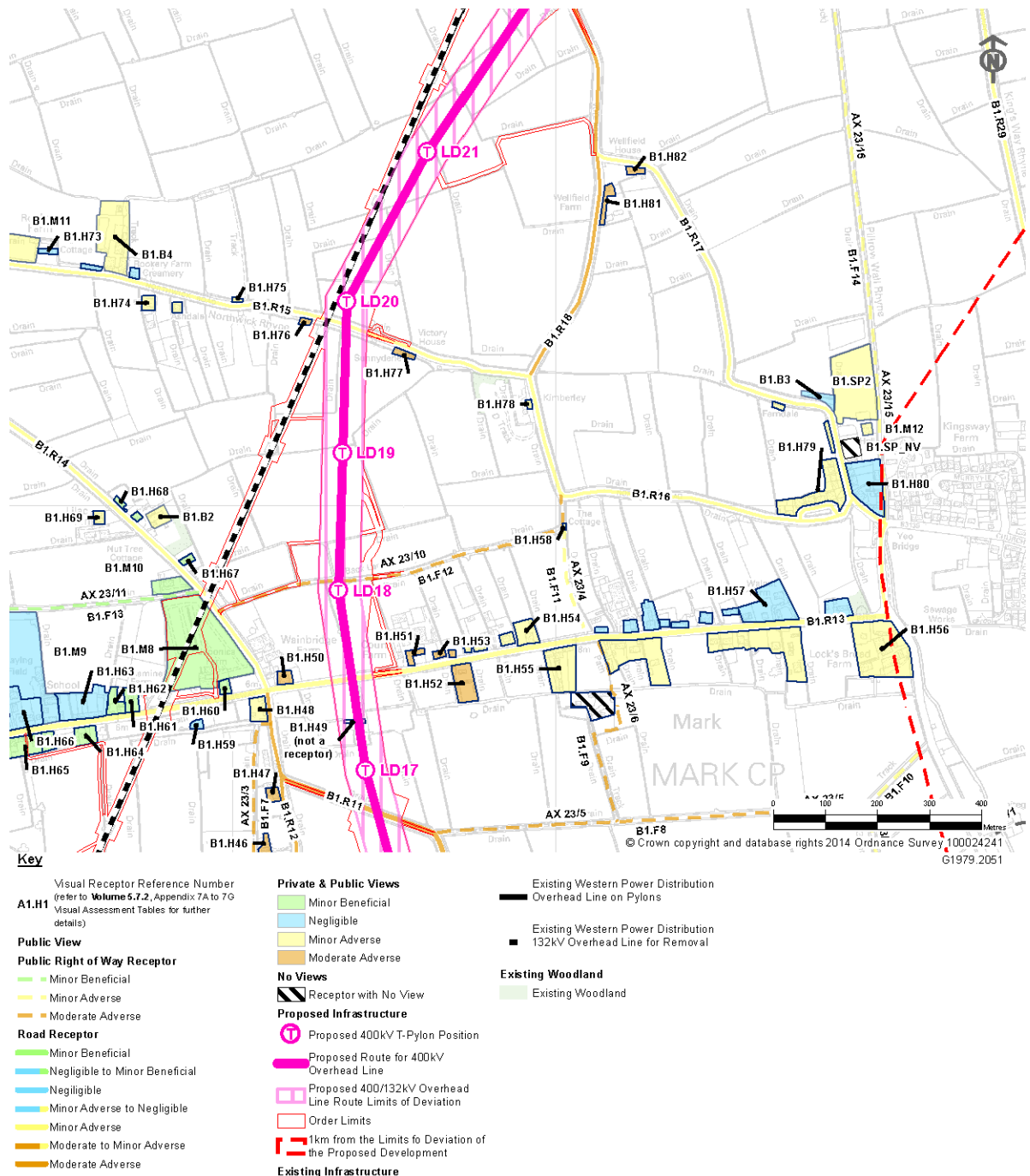


Verified Photomontage 7.12 (Viewpoint VPB27): Anticipated view southwest and south from Southwick Road (to the east and southeast of properties at Southwick) of the proposed 400kV overhead line across Mark Moor during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.37**)

- receptors B1.H76 and B1.H77: properties at Northwick closest to the proposed 400kV overhead line including Sunnydene and Victory House on Northwick Road (**Inset 7.76** below);

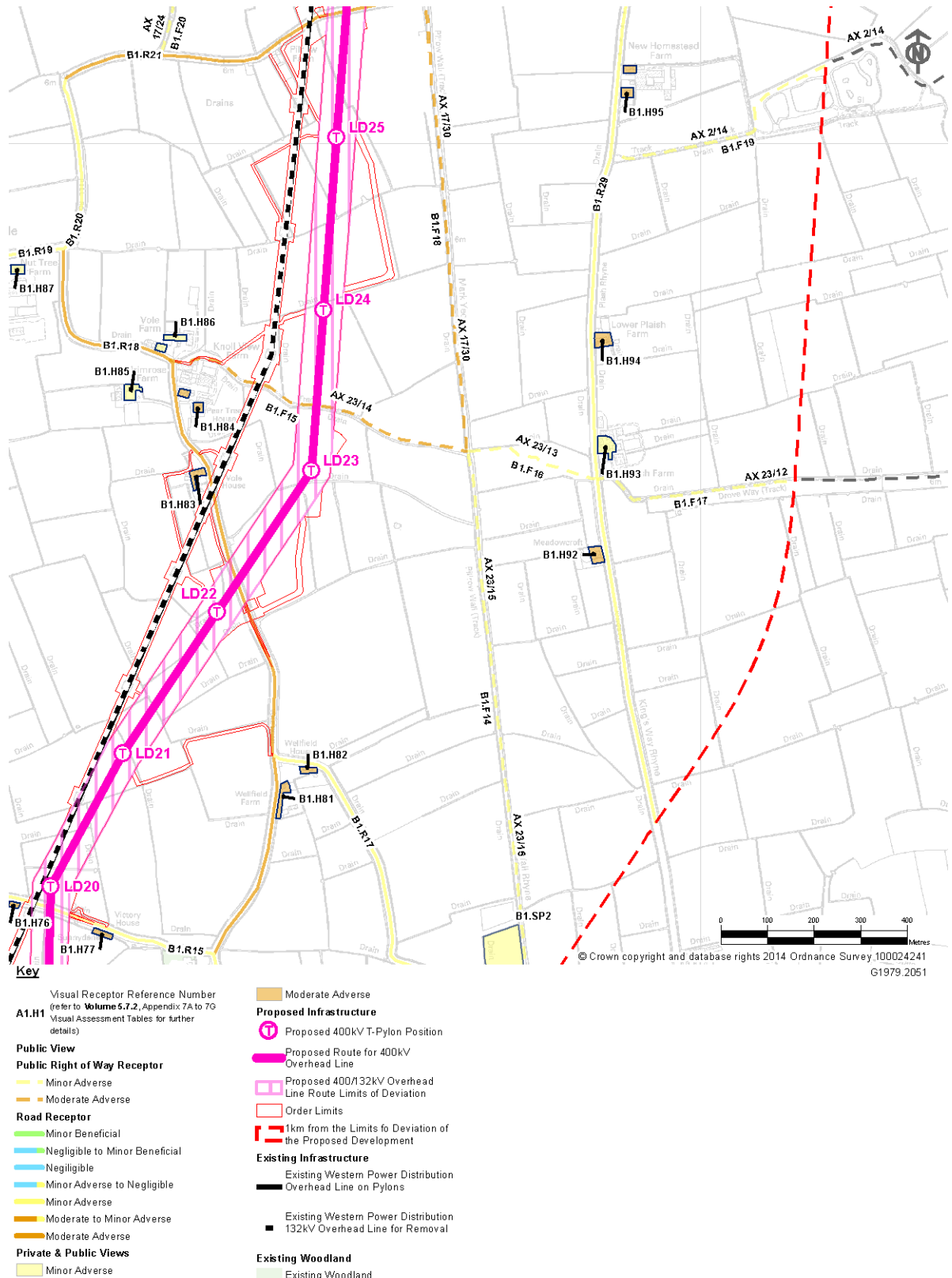


Photograph 7.20 (Receptor B1.R15 and B1.H77): Existing view northwest from Northwick Road across farmland towards the F Route visible above hedgerow and trees, with Brent Knoll beyond



Inset 7.76 (of Volume 5.7.3, Figure 7.30.4): Significance of Visual Effects on Receptors B1.H76 and B1.H77 at Northwick within 1km during Operation

- receptor B1.H81 and B1.H82: Wellfield and Wellfield House near the junction between Northwick Road and Vole Road (**Inset 7.77**);
- receptor B1.H83 and B1.H84: Vole House and Pear Tree House on Vole Road (**Inset 7.77**);
- receptors B1.H92, and B1.H94 to B1.H97: individual properties on Kingsway (**Inset 7.77**);



Inset 7.77 (of Volume 5.7.3, Figure 7.30.4): Significance of Visual Effects on Receptors B1.H81 to B1.H84 at Vole and to the south of Vole and on Receptors B1.H92, B1.H94 and B1.H95 on Kingsway, within 1km during Operation



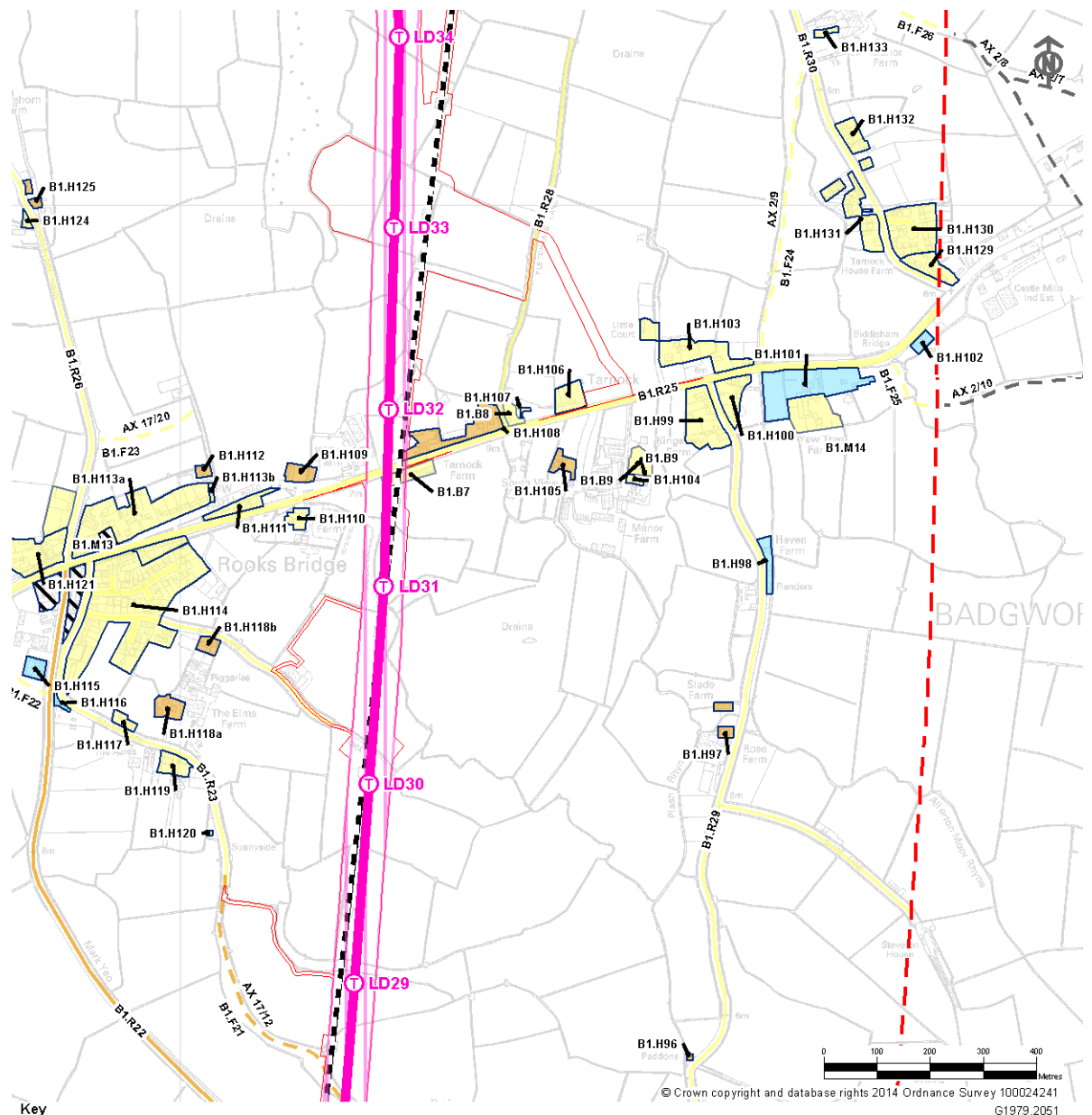
Photograph 7.21 (Receptor B1.H94): Existing view southwest to west from Kingsway near Lower Plaish Farm across fields towards the route of the proposed 400kV overhead line and the F Route beyond above hedgerow and trees

- receptor B1.H105: South View Farm on the A38 Bristol Road, Tarnock (**Inset 7.78** below);
- receptor B1.H108: properties at Tarnock including Tarnock Cottage and neighbouring properties on the A38 Bristol Road (**Inset 7.78** below);
- receptor B1.H109 and B1.H112: The Willows and Little Willows on Chapel Road, and a bungalow north of Chapel Road at Rooks Bridge north of the A38 Bristol Road (**Inset 7.78** below); and
- receptor B1.H118a and B1.H118b: The Elms Farm, Gills Lane and a property on Mead Lane (**Inset 7.78** below).

7.5.141 Receptors would experience a partial alteration to the view comprising the introduction of the proposed 400kV overhead line and the proposed South of Mendip Hills CSE compound in views from receptors in the northern extent of Section B and the southern part of Section C. Typically the proposed 400kV overhead line would be seen in a moderate proportion of the view, and would replace views of the F Route removed. In some views screening or backgrounding would minimise the scale of change from the present situation; however the proposed 400kV overhead line would be closer in some views identified above than the F Route to be removed.



Photograph 7.22: (Receptor B1.R25 and B1.H108) Existing view north and east from the A38 Bristol Road near Receptors B1.H108, towards the F Route and the route of the proposed 400kV overhead line north of Tarnock



Inset 7.78 (of Volume 5.7.3, Figure 7.30.6): Significance of Visual Effects on Receptors B1.H96 to B1.H97 on Kingsway, B1.H105, B1.H108, B1.H109 and B1.H112 on the A38 at Tarnock and Rooks Bridge, and B1.H118a and B1.H118b on Gills Lane and Mead Lane within 1km during Operation



Photograph 7.23 (Viewpoint VPB22): Existing view north from Chapel Road in Rooks Bridge near Willow Farm (Receptor B1.H109) towards the F Route and the Mendip Hills beyond



Verified Photomontage 7.13 (Viewpoint VPB22): Anticipated view north from Chapel Road in Rooks Bridge near Willow Farm of the 400kV overhead line supported by T-pylons during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.31**)



Photograph 7.24 (Viewpoint VPB23): Existing view southwest from Biddisham Lane north of Biddisham (Receptor B1.R31) towards the F Route and towards the route of the proposed 400kV overhead line and the site of the proposed South of Mendip Hills CSE compound beyond. The view includes farm buildings at Riverside Farm (Receptor B1.H140) to the southwest



Verified Photomontage 7.14 (Viewpoint VPB23): Anticipated view southwest from Biddisham Lane north of Biddisham of the 400kV overhead line supported by T-pylons and the proposed South of Mendip Hills CSE compound including mitigation planting during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.32**)

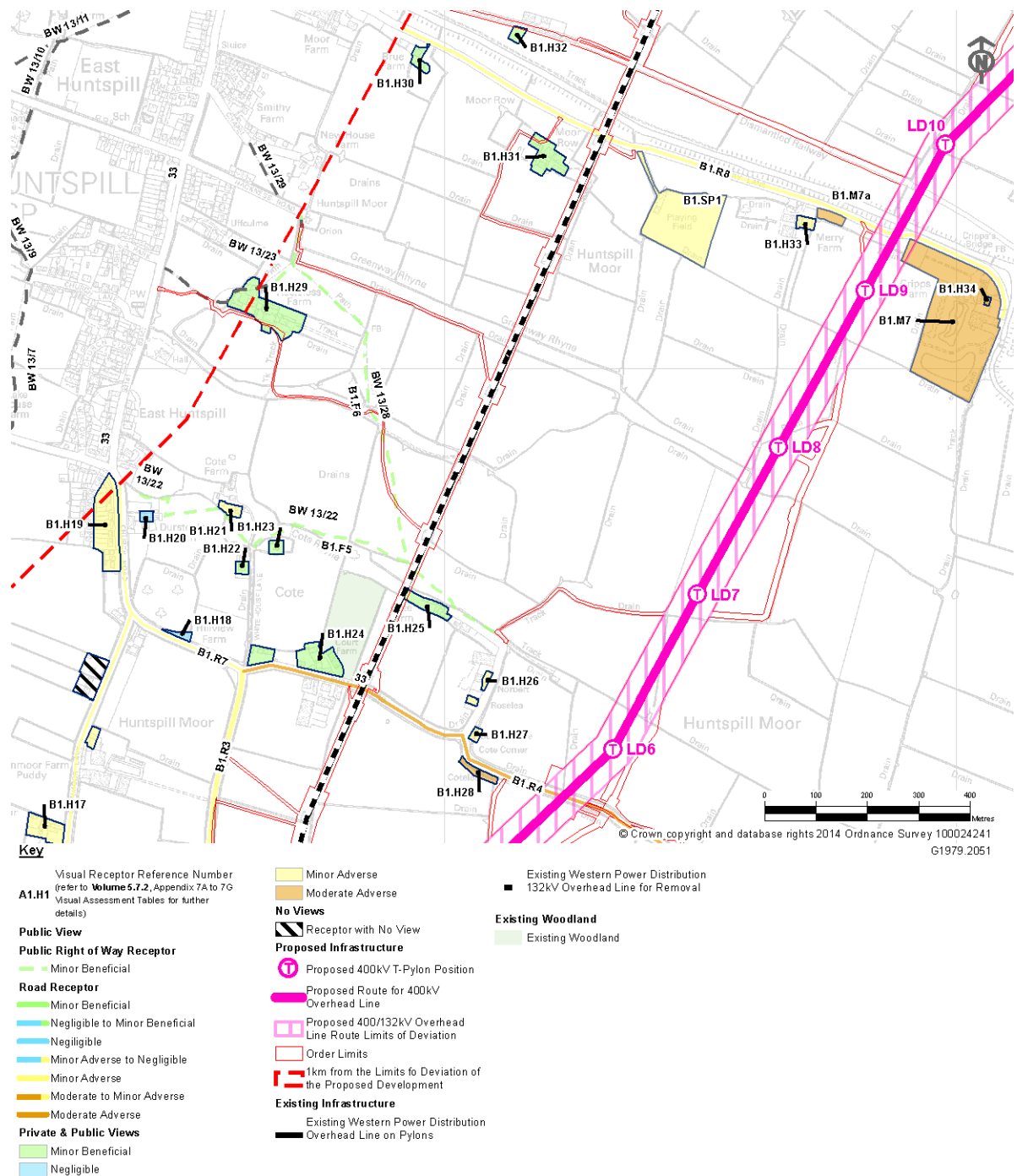
7.5.142 A low beneficial magnitude of effect would be also experienced in views from receptors where the F Route would be removed from views, some in close proximity, and replaced with the proposed 400kV overhead line further away in the view or outside of the view. A **minor beneficial** significance of effect would be experienced in views from the private receptors listed below and illustrated on **Insets 7.79 to 7.81**:

- receptor B1.24: properties on Burtle Road including Court Farm, Rose Cottage and two other properties, Cote, East Huntspill (**Inset 7.79**);
- receptor B1.H25: property at Cote to the north of Burtle Road, (**Inset 7.79**);
- receptor B1.H29: Hackness Farm (**Inset 7.79**);
- receptor B1.H30, B1.H31 and B1.H32: Brue Farm and Moor Row on Merry Lane and a property north of the River Brue (**Inset 7.79**);
- receptor B1.H39 to B1.H40: Elm Tree Farm (and Business Centre) and Southwick Farm on Southwick Road (**Inset 7.80**);
- receptor B1.H60: property at Coombes Cider Mill, Mark Causeway (**Inset 7.81**);
- receptor B1.H61: Jessamine Farm on Mark Causeway (**Inset 7.81**);

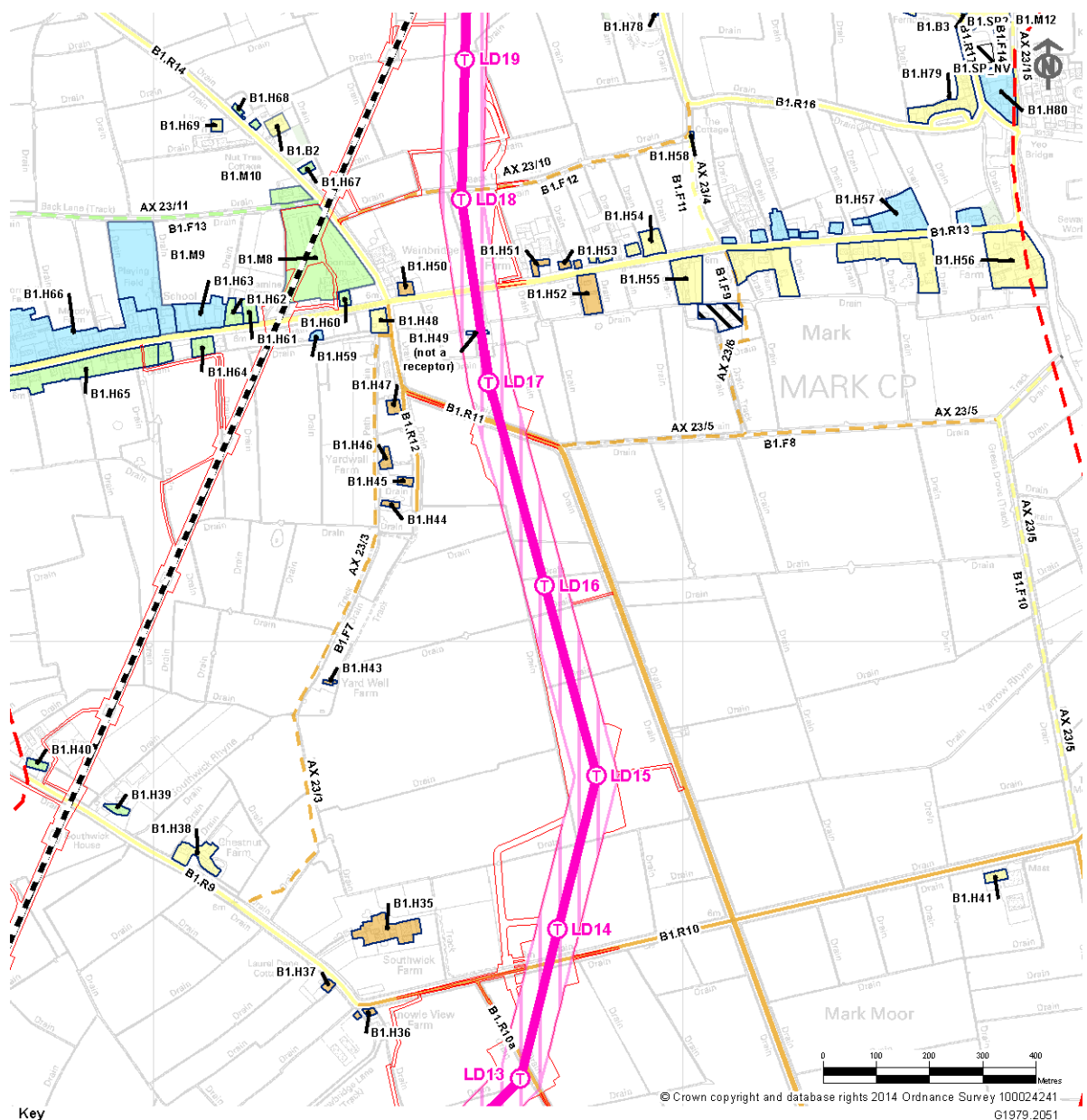


Photograph 7.25 (Receptor B1.H31 and B1.R8): Existing view east and southeast from Merry Lane adjacent Moor Row towards the F Route

- receptor B1.H62 to B1.H65: Clover House, Old Barns and other properties on Mark Causeway (**Inset 7.81**);
- receptor B1.H67: property on the southern part of Harp Road (**Inset 7.81**); and
- receptor B1.H148: property north of Webbington Road (**Inset 7.78**).



Inset 7.79 (of Volume 5.7.3, Figure 7.30.3): Significance of Visual Effects on Receptors B1.H25 and B1.H29 at Cote and East Huntspill, and Receptors B1.H31 and B1.H32 adjacent to and north of Merry Lane within 1km during Operation



Inset 7.80 (of Volume 5.7.3, Figure 7.30.3): Significance of Visual Effects on Receptors B1.H39 to B1.H40 adjacent to Southwick Road and Receptors B1.H62 to B1.H65 adjacent to Mark Causeway within 1km during Operation



Photograph 7.26 (Viewpoint VPB6): Existing view south from near The Old Barn on the B3139 Mark Causeway (Receptors B1.R13 and B1.H62) across fields along the F Route and towards the route of the proposed 400kV overhead line beyond



Verified Photomontage 7.15 (Viewpoint VPB6): Anticipated view south from near The Old Barn on the B3139 Mark Causeway of the 400kV overhead line supported by T-pylons visible in the distance above trees and the removed F Route during operation (including the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.14**)



Photograph 7.27 (Receptor B1.F10): Existing view northeast from PRow AX 23/11 including a property adjacent Harp Road (Receptor B1.H67) and the F Route

Views between 1 and 3km of the LoD for the Proposed Development

- 7.5.143 Representative viewpoints assessed between 1 and 3km of the proposed 400kV overhead line, South of Mendip Hills CSE compound and proposed underground cable swathe in Section B, are identified at **Volume 5.7.3, Figure 7.3.2**. The significances of effect anticipated during construction, in each of these representative views between 1 and 3km are illustrated on **Volume 5.7.3, Figure 7.31.2**.
- 7.5.144 During operation the significance of effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line, and the South of Mendip Hills CSE compound in the northern extent of Section B would range between **minor adverse** and **negligible**. Visual effects on receptors would be associated with the proposed 400kV overhead line being introduced into small part of the view, replacing the F Route in the majority of views.



Photograph 7.28 (Viewpoint VPB5): Existing view east from the B3139 Church Road between Chapel Lane and Merry Lane (Receptor B2.11), across fields towards the F Route and the route of the proposed 400kV overhead line above intervening field hedgerow and trees, representative of properties in the northern part of East Huntspill



Verified Photomontage 7.16 (Viewpoint VPB5): Anticipated view east from the B3139 Church Road between Chapel Lane and Merry Lane (B2.11) of the 400kV overhead line supported by T-pylons above trees and the removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.13**)



Photograph 7.29 (Viewpoint VPB14): Existing view west from higher ground on Quarrylands Lane north of Stone Allerton (between Homestead Farm and Long Acre) (Receptor B2.29) across fields towards the F Route just visible above trees in the distance and towards the route of the proposed 400kV overhead line, with Brent Knoll beyond, representative of the view from the road, Homestead Farm and other properties on this road



Verified Photomontage 7.17 (Viewpoint VPB14): Anticipated view west from higher ground on Quarrylands Lane north of Stone Allerton (between Homestead Farm and Long Acre) across fields of the 400kV overhead line supported by T-pylons during operation (and the removal of the F Route) (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.22**)

- 7.5.145 Views of the proposed South of Mendip Hills CSE compound would be distinguishable where the proposed 400kV overhead line terminates in views but visibility would be limited to the upper part of the proposed CSE compound at most, due to its lower height and the screening effect of intervening hedgerows and trees.



Photograph 7.30: (Receptor B2.23) Existing view northeast to southeast from White House Lane adjacent to the northern end of PRow AX 17/7 north of Edingworth, across flat farmland towards the F Route, the route of the proposed 400kV overhead line and the site of the proposed CSE compound beyond the M5 motorway, representative of views from White House Lane, and adjacent properties and PRow

Views beyond 3km of the LoD for the Proposed Development

- 7.5.146 Viewpoints assessed beyond 3km of the proposed 400kV overhead line, South of Mendip Hills CSE compound and proposed underground cable swathe in the northern extent of Section B are identified at **Volume 5.7.3, Figures 7.3.1 to 7.3.3**. The significances of effect anticipated during operation, in each of these views beyond 3km are illustrated at **Volume 5.7.3, Figure 7.31 to 7.31.3**.
- 7.5.147 During operation a **minor adverse** or **negligible** significance of effect would be experienced by receptors beyond 3km of the Proposed Development as a result of the proposed 400kV overhead line and South of Mendip Hills CSE compound.



Photograph 7.31 (Viewpoint VPB12): Existing view northeast and east from a footpath east of PRow AX17/16 on the top of Brent Knoll (Receptor B3.5) towards the F Route and the route of the proposed 400kV overhead line and the site of the proposed South of Mendip Hills CSE compound, with the Mendip Hills beyond, representative of the view from higher ground on Brent Knoll



Verified Photomontage 7.18 (Viewpoint VPB12): Anticipated view northeast from a footpath east of PRow AX17/16 on the top of Brent Knoll of the 400kV overhead line supported by T-pylons (and the removal of the F Route) (across the Somerset Levels and Moors), and of the South of Mendip Hills CSE compound during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.20**)

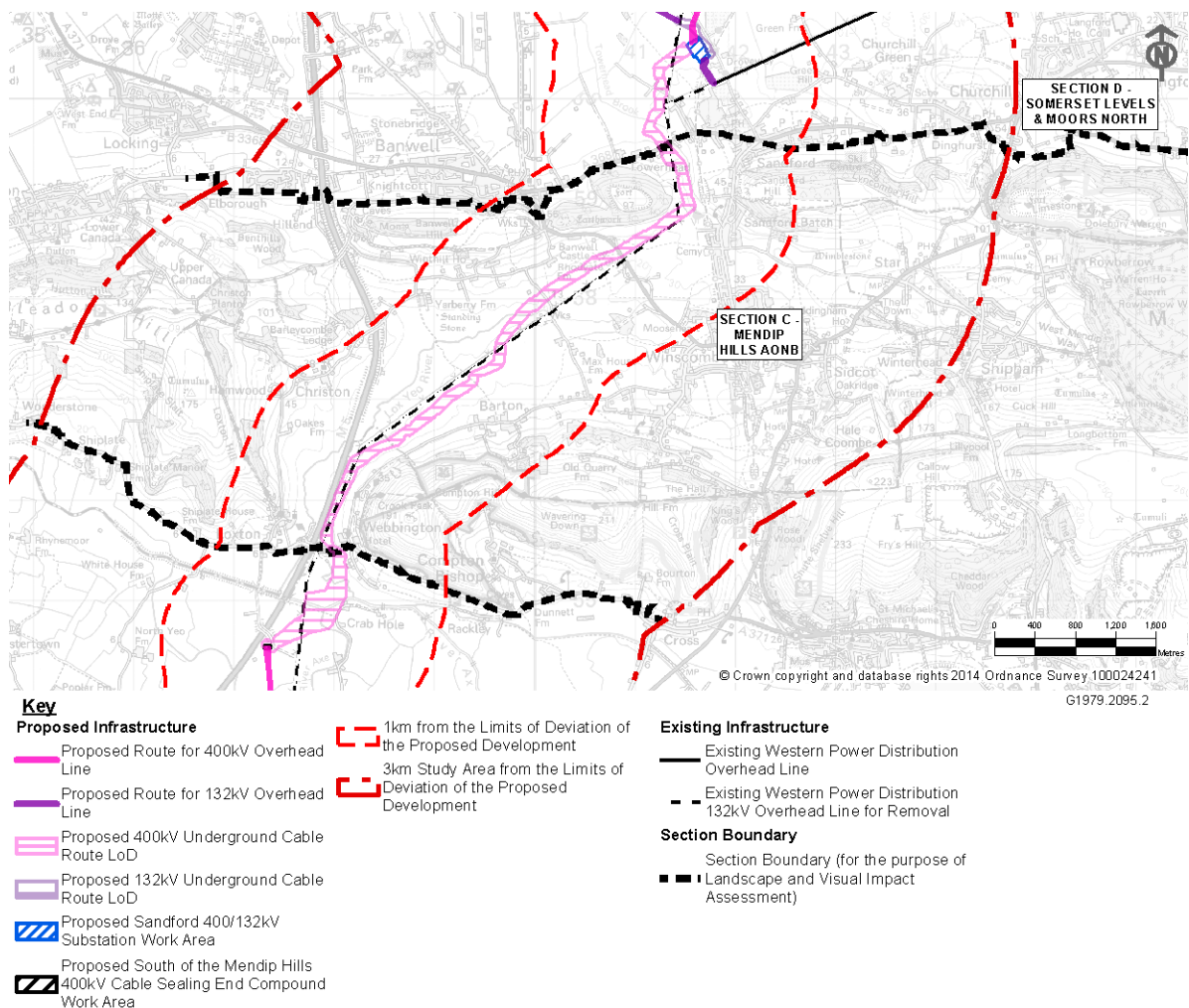
- 7.5.148 Some viewpoints identified beyond 3km, for example to the west at Berrow, Brean and Brean Down, would experience **no change** in the view during the operation of the Proposed Development in Section B due to distance, the wide panoramic nature of the view, and backgrounding by the Somerset Levels and higher ground, including the Mendip Hills and Brent Knoll.

Decommissioning Effects

- 7.5.149 During decommissioning of the proposed 400kV overhead line, South of Mendip Hills CSE compound and the proposed 400kV underground cables in Section B temporary adverse visual effects associated with the decommissioning of the Proposed Development would be of a similar significance of effect to those identified for the construction phase and would be experienced in the short-term. For the majority of receptors a **minor adverse** or **negligible** significance of effect would be experienced. Effects of **moderate adverse** significance would be experienced by some receptors close to the works.
- 7.5.150 Following decommissioning of the Proposed Development in Section B, some views in particular views from receptors closest to the proposed 400kV overhead line and the South of Mendip Hills CSE compound and within 1km, would experience a beneficial effect in the view. Beneficial effects typically would range from being of **moderate** or **minor** significance depending on the proportion of the view previously affected by the Proposed Development.

Section C: Mendip Hills AONB: Assessment of Visual Effects

- 7.5.152 The following text provides an overview of the anticipated significance of visual effects predicted for Section C followed by a summary of where the greatest significance of effects on visual receptors are likely. Typically, this is where visual effects of greater than minor adverse significance are anticipated and where a beneficial significance of effect is anticipated in receptor views within 1km of the Proposed Development. A summary of the anticipated significance of visual effects on receptor views beyond 1km of the Proposed Development in Section C is also provided. The assessment should be read with the Figures listed in **Table 7.11**. Residual effects in the long-term are discussed at section 7.8 of this chapter.
- 7.5.153 Visual effects anticipated in views from all receptors identified within Section C are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7C**.



Inset 7.81: Location Plan illustrating the Geographical Extent of Section C within the 3km Study Area

- 7.5.154 Long distance routes in Section C comprise the West Mendip Way, Strawberry Line and NCR 26, and published footpaths Wild Walk 3 and 7, run within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and receptors using these routes are of high sensitivity. The M5 motorway also runs between 1

and 3km of the LoD for the proposed 400kV overhead line in Section B and receptors are of medium sensitivity. These long distance footpath and cycle routes, published footpaths and the M5 motorway are assessed separately in the latter part of this section 7.5 and in Visual Assessment Tables at **Volume 5.7.2, Appendix 7I**.

Construction Effects

Overview

- 7.5.155 Construction effects typically are of relatively short duration. Construction activities associated with the installation of proposed 400kV underground cables and the removal of the F Route in Section C would be short-term with visual receptors experiencing temporary adverse effects.
- 7.5.156 Visual effects in views from the majority of receptors in the Mendip Hills AONB (Section C) would largely arise during the construction stage of the Proposed Development, as a result of the installation of proposed 400kV underground cables through the Lox Yeo Valley, along with the removal of the F Route.
- 7.5.157 Construction activities required for the installation of underground cables would include soil disturbance and some vegetation clearing as a result of cable trenching and the creation of a haul road along the proposed cable route protected with temporary fencing. There would be increased traffic to site and office and yard accommodation within a hard surfaced area and portable cabins at site compounds proposed adjacent to the M5 motorway off Barton Road and to the west of Banwell Road.
- 7.5.158 Temporary covered structures would be visible in some views over cable jointing bays at approximately 700m and 1000m intervals along the proposed underground cables route.
- 7.5.159 Temporary adverse effects would be experienced in some southerly and south westerly views across the Somerset Levels and Moors in Section B, resulting from:
- installation of proposed 400kV underground cables;
 - temporary crossing over the River Axe;
 - the potential construction of a permanent cable bridge over the River Axe or potential HDD in this location;
 - proposed HDD where the cables route would cross Old Lox Yeo;
 - construction of the South of Mendip Hills CSE compound and the proposed 400kV overhead line further south in Section B; and
 - removal of the F Route.
- 7.5.160 Where receptors have views to the north across the Somerset Moors in Section D, views from a limited number of receptors on Towerhead Road and on the lower slopes of Sandford Hill would experience temporary adverse visual effects as a result of:
- installation of proposed 400kV underground cables north of Towerhead Road;
 - construction of Sandford Substation west of Drove Way visible beyond Sandford;
 - construction of a short section of 132KV overhead line on the N Route;
 - construction of the proposed 132kV overhead line between Sandford Substation and the AT Route;

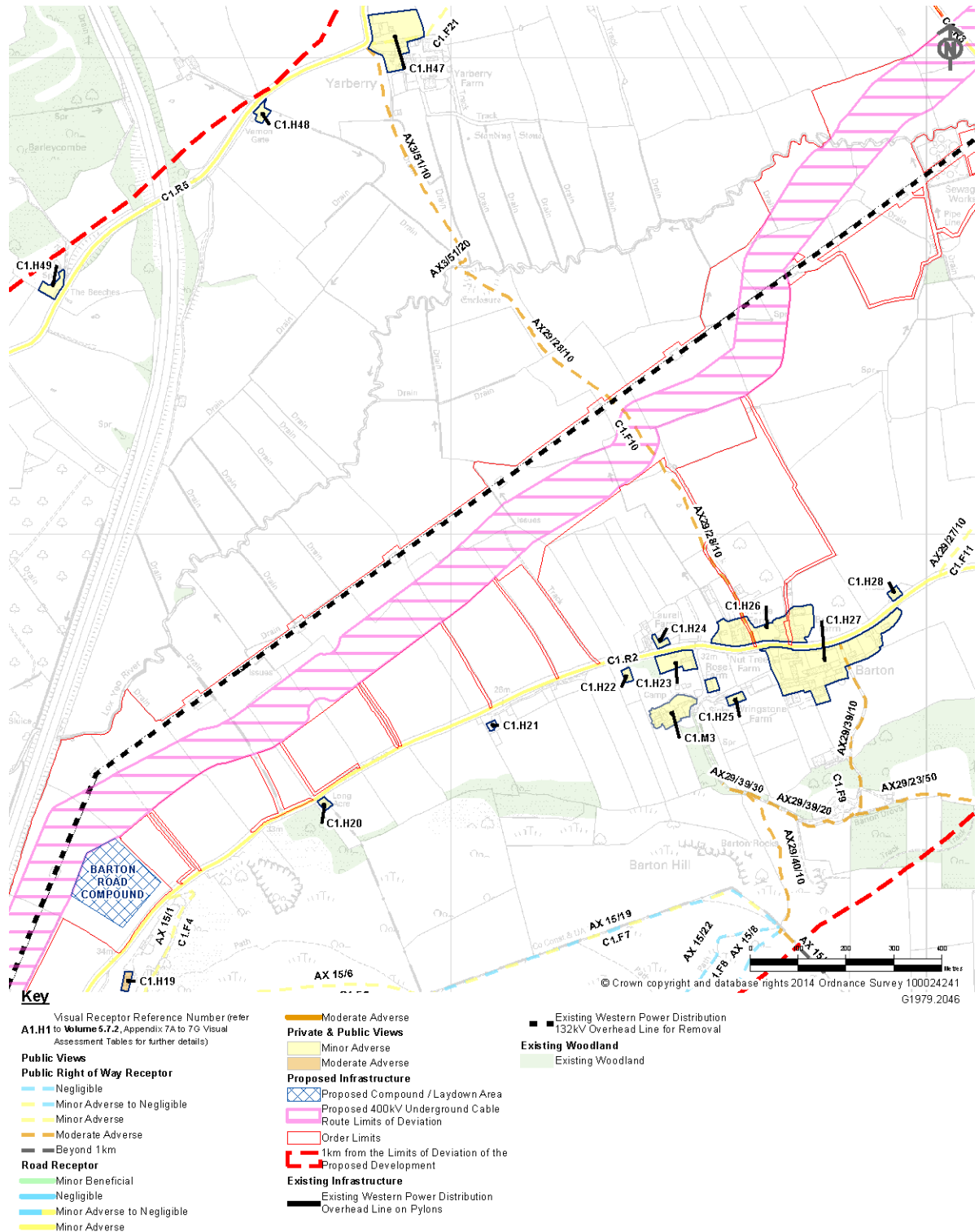
- construction of the proposed 400kV overhead line; and
- removal of the F Route.

- 7.5.161 Construction operations in Section C generally would result in short-term effects of **moderate adverse** or **minor adverse** significance in views from public and private receptors. **Moderate adverse** significances of effect are anticipated where the proposed installation of 400kV underground cables would be visible close in views with a large proportion of the view affected for the short-term. Where visual receptors would have more oblique or more distant views or views heavily filtered by intervening built form or garden boundary trees, shrubs and or hedgerow effects would reduce to **minor adverse** significance.
- 7.5.162 Visual effects of the greatest significance would be experienced by visual receptors closest to construction operations and within 1km of the LoD for the proposed 400kV underground cables swathe, with some visual receptors directly adjacent to construction operations. These include visual receptors:
- adjacent to Webbington Road and Barton Road;
 - in the Lox Yeo Valley north of Barton;
 - on and adjacent Max Mill Lane and The Rhodyate;
 - west and east of Banwell Road;
 - between Banwell Hill and Sandford Batch; and
 - adjacent to Towerhead Road.
- 7.5.163 Effects on views of **minor adverse** or **negligible** significance are anticipated for other receptors where views of ground level working along the proposed 400kV underground cable swathe and the working area for the removal of the F Route would be heavily filtered; occupy an oblique view or a limited extent of the view. These receptors include people:
- on Barton Hill;
 - on valley side roads including Barton Road to the south and Christon Road to the north;
 - west of Winscombe;
 - at Winscombe and Sandford Batch; and
 - at Sandford.
- 7.5.164 Hedgerow and trees predominantly on field boundaries would be removed within the 400kV underground cables swathe, which would be reduced at field boundaries to minimise hedgerow and tree loss. Tree and hedgerow protection fencing would be visible where hedgerow and trees are retained close to the proposed construction works. Topsoil would be stripped and stored separately to subsoil along the cable trenches. Working areas along the cable swathe would be protected by timber post and wire fencing.

Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

- 7.5.165 During the installation of proposed 400kV underground cables and the removal of the F Route in Section C, the greatest effects of **moderate adverse** significance would be experienced in views from PRow running across and along the Lox Yeo Valley, which cross the proposed 400kV underground cables route or run in close proximity to the route. These PRow are listed below, and are illustrated on **Inset 7.82** and **Inset 7.83**.
- receptor C1.F10: southern section of PRow AX 29/28 between Barton in the south and Yarberry Farm in the north (**Inset 7.82**);



Inset 7.82 (of Volume 5.7.3, Figure 7.28.7): Significance of Visual Effects on Receptor C1.F10 between Barton and Yarberry Farm within 1km during Construction



Photograph 7.32 (Receptor C1.F10): Existing view west and northwest from PRoW AX 29/28 across valley farmland towards the F Route

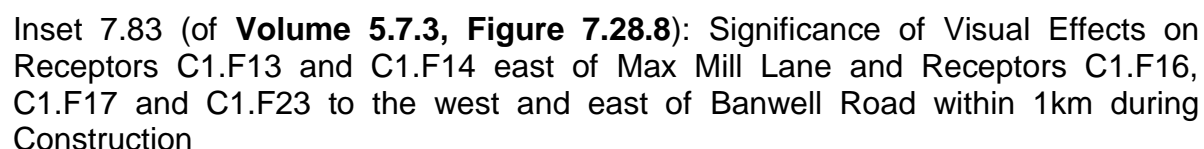
- receptor C1.F13: the western part of PRoW AX 29/14 running roughly east west between Max Mill Lane and Banwell Road (**Inset 7.83**);
- receptor C1.F14: PRoW AX 3/21 running between Max Mill Lane in the south and The Rhodyate in the north (**Inset 7.83**);



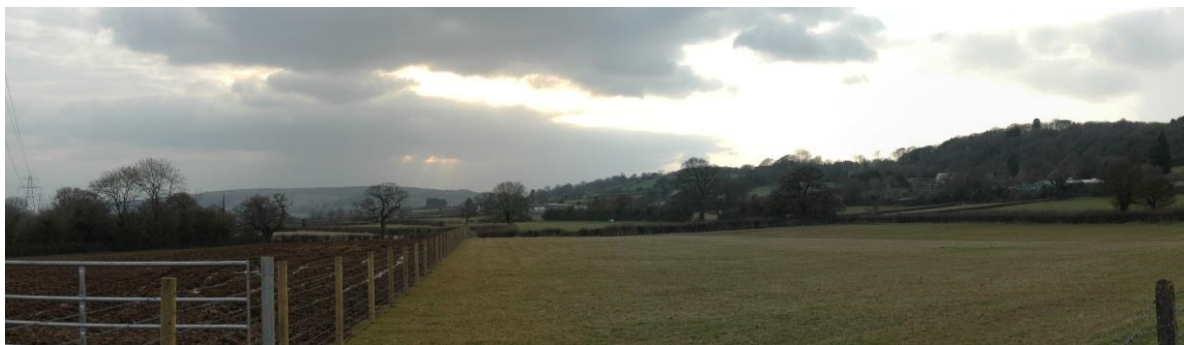
Photograph 7.33 (Receptor C1.F14): Existing view from PRoW AX 3/21 (near the stile adjacent to Max Mill Lane) north and northeast across valley farmland towards the F Route and the route of the proposed 400kV underground cable across the field



Photograph 7.34 (Receptor C1.F14): Existing view south and southwest from PRoW AX 3/21 at The Rhodyate towards the F Route and the route of the proposed 400kV underground cable across the fields on lower ground



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Photograph 7.35 (Receptor C1.R7): Existing view west from Banwell Road (immediately north of the F Route) across valley farmland towards the route of the proposed 400kV overhead line and along the F Route to the southwest

- receptor C1.F23: western extent of PRow AX 3/22, east of Banwell Road (**Inset 7.83**).



Photograph 7.36 (Receptor C1.R7): Existing view northeast from Banwell Road along the F Route on rising farmland south of Banwell Wood

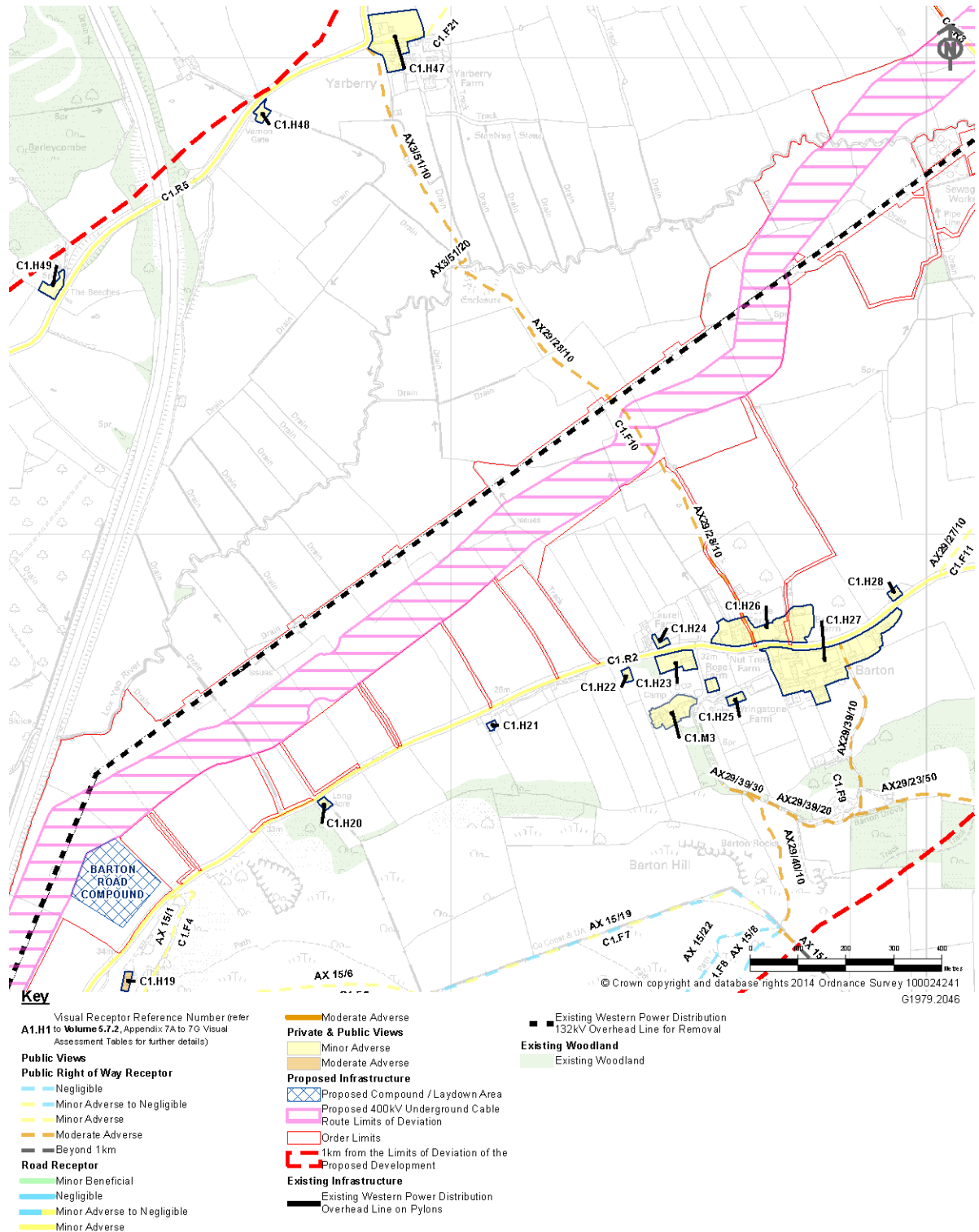


Photograph 7.37 (Receptor C1.F23): Existing view from PRow AX 3/22 northwest across sloping farmland and along the route of this PRow adjacent to the F Route

7.5.166 Visual effects of **moderate adverse** significance would also be experienced in views from PRow listed below and illustrated on **Insets 7.84 and 7.85**. These

PRoW do not run through the proposed 400kV underground cable swathe but views would include proposed construction works across a moderate proportion of the nationally valued view.

- receptor C1.F3: PRoW AX 21/7 and AX 21/4 to the east of Loxton (**Inset 7.84**); and
- receptor C1.F9: PRoW AX 29/39, AX 29/23, and AX 29/40 on higher ground south of Barton (**Inset 7.85**).



Inset 7.85 (of Volume 5.7.3, Figure 7.28.7): Significance of Visual Effects on Receptor C1.F9 south of Barton within 1km during Construction



Photograph 7.38 (Receptor C1.F3): Existing view east and northeast from PRow AX 21/7 on lower ground on the eastern edge of Loxton towards the F Route and the route of the proposed 400kV underground cables partly filtered and screened by roadside hedgerow



Photograph 7.39 (Receptor C1.F9): Existing view north from PRow AX 29/39 towards the route of the F Route and the route of the proposed 400kV underground cables on lower ground in the Lox Yeo valley

7.5.167 Rural roads in Section C would experience an overall **minor adverse** significance of effect on views. However for a short section of these roads receptors would experience a **moderate adverse** significance of effect in views. These roads are listed below and are illustrated on **Inset 7.87**:

- receptor C1.R3: Max Mill Lane; and
- receptor C1.R7: Banwell Road.



Photograph 7.40 (Receptor C1.R3): Existing view north and northwest from and along Max Mill Lane towards the route of the proposed 400kV underground cables screened by roadside hedgerow

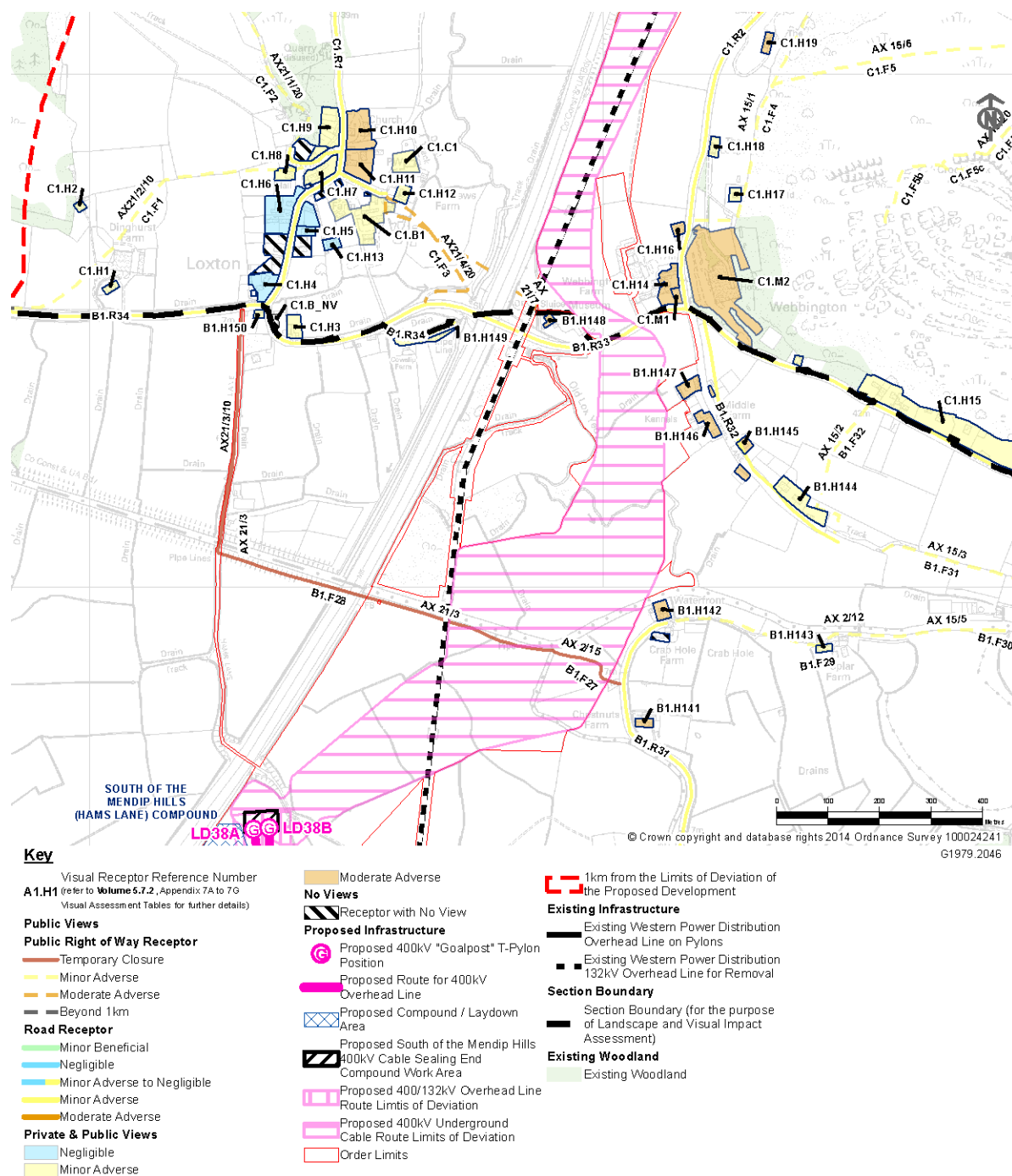
7.5.168 The overall significance of visual effect in views from these roads would be **minor adverse** as visibility of the proposed 400kV underground cable swathe and construction activity would reduce with distance and due to screening by roadside and adjacent field hedgerow and trees.

Private Views within 1km

7.5.169 In general, residential properties and businesses would experience temporary effects on views ranging between **moderate adverse** to **minor adverse** significance during construction.

7.5.170 Temporary visual effects of **moderate adverse** significance during construction would be experienced in views from the receptors listed below and illustrated on **Insets 7.86 to 7.88**. These properties would have near distance and open views of proposed works to install the proposed 400kV underground cables and to remove the F Route, on low lying ground in the Lox Yeo Valley or through the valley between Banwell Hill and Sandford Hill.

- receptors C1.H14 and C1.M1: Webbington Farm and Holiday Cottages (**Inset 7.86** below);
- receptor C1.H16: Property on Barton Road north of Webbington Farm (**Inset 7.86** below);
- receptor C1.H19: 'The Paddock' off Barton Road (**Inset 7.86** below); and
- receptors C1.M2: the Webbington Hotel (**Inset 7.86** below).

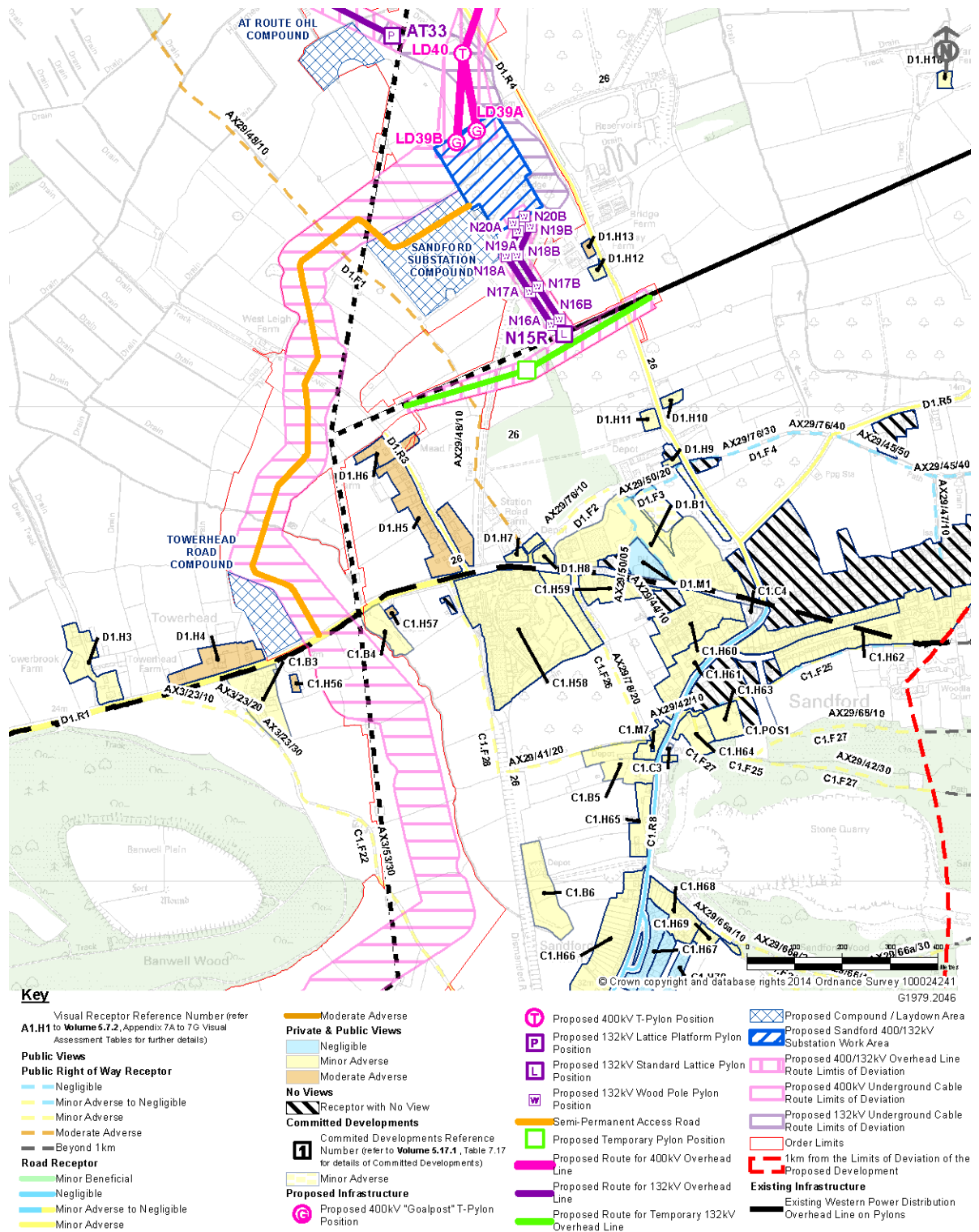


Inset 7.86 (of Volume 5.7.3, Figure 7.28.7): Significance of Visual Effects on Receptors C1.H15, C1.H19, C1.M1 and C1.M2 within 1km during Construction



Photograph 7.41 (Receptor C1.H14): Existing view south and southeast from Barton Road adjacent Webbington Farm towards the F Route running across the Somerset Levels in Section B

- Receptors C1.H35: Rhodyate Farm and neighbouring properties on The Rhodyate (**Inset 7.87** below).



Inset 7.88 (of Volume 5.7.3, Figure 7.28.9): Significance of Visual Effects on Receptors C1.H56 and C1.H57 within 1km during Construction

Views between 1 and 3km of the LoD for the Proposed Development

- 7.5.171 Representative viewpoints assessed between 1 and 3km of the proposed 400kV underground cable swathe in Section C, are identified at **Volume 5.7.3, Figure 7.3.3**. The significances of effect anticipated during construction, in each of these representative views between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.29.3**.
- 7.5.172 In the short-term during construction the significance of effects on representative visual receptors between 1 and 3km of the proposed 400kV underground cables construction works would range between **minor adverse** and **negligible**.
- 7.5.173 In the short-term during construction a **minor adverse** significance of effect would be experienced by receptors on rising ground between 1 and 3km to the northwest of the proposed construction activities. Receptors at Christon and Banwell Hill would have views of the construction works along the route of the proposed underground cables through the Lox Yeo Valley. Views would include construction of the underground cables with temporary fencing, soil disturbance and some vegetation clearing as a result of cable trenching and creation of a haul road along the working area. Views would include cranes removing the F Route visible for a short period of time.
- 7.5.174 A **minor adverse** significance of effect would be experienced in views from the West Mendip Way at Bleadon Hill near woodland at Keeper's Cottage. Views are typically enclosed by landform and or woodland for a majority of this LDR discussed further in the latter part of this section 7.5. There are open elevated views east towards Crook Peak on the other side of the Valley. These views extend across rolling pasture and mature trees on lower ground in the Lox Yeo Valley through the Mendip Hills AONB. Proposed construction work associated with the installation of the 400kV underground cables and the removal of the F Route would be visible for a short duration including the construction compound proposed south of Barton Road.
- 7.5.175 A **negligible** significance of effect would typically be experienced by properties on the northern edge of Winscombe and a PRoW along the western edge of Shipham, between 2km and 3km to the east and northeast of the proposed construction activities. Receptors typically would have very distant views west towards Banwell Hill with at-height construction activities barely perceptible above trees for a short duration. Other properties located along the southern extent of Winscombe adjacent to the Strawberry Line have views within the valley with some filtered from trees along the former railway line and on elevated landforms. The effect of construction activities including temporary crane activity removing the F Route would be barely perceptible.
- 7.5.176 Properties near the western settlement edge of Winscombe would have a **minor adverse** or **negligible** significance of effect between 1 and 3km to the east of the proposed construction activities. Receptors typically have very distant views west towards Banwell Hill and views within the valley that are heavily filtered and screened by mature vegetation with some views of construction activity between gaps in vegetation. It is anticipated some open and filtered views of at-height work and cranes to remove the F Route may be visible above trees and typically backgrounded by surrounding hills.
- 7.5.177 A **minor adverse** significance of effect would be experienced by receptors on elevated land on the southeast slopes of the Mendip Hills at Wavering Down. The

West Mendip Way located along the ridge of Wavering Down have views south across the expansive Levels landscape. Views of construction works for the proposed underground cables would be visible in the distance including working areas, construction traffic and machinery, ground works and vegetation removal. Cranes would be visible during the removal of the F Route. Construction of the South of Mendip Hills CSE compound would be screened in distant views by landform and trees.

- 7.5.178 A **negligible** significance of effect would be experienced by a PRoW on the northern slopes of Sandford Hill, in the northeast of Section C. The PRoW has views north across the Levels in Section D and over Churchill and surrounding farmland and settlements. Construction works would be barely perceptible and form a very low alteration to the existing view.

Views beyond 3km of the LoD for the Proposed Development

- 7.5.179 Construction effects of the Proposed Development have been assessed in views from the seating area on Bleadon Hill, adjacent Roman Road and 'Grace Lands', (Receptor C3.1 on **Volume 5.7.3, Figure 7.29.3**). This seating area is adjacent the West Mendip Way long distance route and the route of the published 'Wild Walk 3'.
- 7.5.180 During construction a **negligible** significance of effect would be experienced in receptor views from beyond 3km of the Proposed Development. People on the West Mendip Way on Roman Road have occasional long distance views south across the Somerset Levels in Section B and there are similar views from the seating area adjacent Roman Road and the property 'Grace Lands' on Bleadon Hill. Views include Brent Knoll and the Polden Hills in the distance and in places along Roman Road are screened or filtered by roadside hedgerow and trees.
- 7.5.181 The construction of the proposed 400kV overhead line and CSE compound would be barely perceptible in panoramic views due to distance, screening by the motorway road bridge adjacent the CSE compound site, and backgrounding. Construction works and cranes removing the F Route and erecting the proposed 400kV overhead line would be barely perceptible in the distance for a short period of time above trees south of the Mendip Hills AONB and would be a very low alteration to the existing view. Views are expansive and proposed construction works would form an insignificant part of these distant views.



Photograph 7.42 (Receptor C3.1): Existing view southeast from a PRoW on Hellen Hill (south of the West Mendip Way long distance route running along Roman Road) towards the F Route and the route of the proposed 400kV overhead line across the Somerset Levels and Moors in Section B, and towards the site of the proposed South of Mendip Hills CSE compound and the route of the proposed 400kV underground cables.

Operational Effects

Overview

- 7.5.182 During the operation of the Proposed Development effects on views generally would be **moderate** to **minor beneficial** for receptors within Section C as the land above the proposed 400kV underground cables swathe would quickly re-establish and be a barely perceptible element of the view.
- 7.5.183 The main benefit to visual amenity would arise from the removal of the F Route. **Moderate beneficial** effects would arise where receptors are close to the F Route or presently have panoramic views along the length of this overhead line, which would no longer appear in views.
- 7.5.184 Remaining effects of the proposed 400kV underground cables in views would relate to link box pillars at cable jointing bays, which would be at approximately 700m to 1000m intervals along the cables route. There would be four link box pillars at each jointing bay. Proposed link box pillars would introduce a relatively small scale feature into some views towards the proposed underground cables route, filtered and screened in places by intervening hedgerow and trees. These new features would be visible to varying degrees and would result in no greater than a low adverse magnitude of effect where these features are perceptible.
- 7.5.185 Hedgerows removed during construction works would be replanted and stock-proof fencing would be seen protecting reinstated hedgerow in short-term views. New hedgerow would become established within approximately 5 years following reinstatement of the cables swathe. Any short term visual effects arising from the removal of hedgerow within the cable swathe would reduce in the medium-term as hedgerows mature restoring field boundaries and providing filtering and screening in some views from lower ground within the valley. Minor tree loss within hedgerows removed within the underground cable swathe would be perceptible in some views in close proximity to the cable swathe; however visual effects would be of low adverse or negligible magnitude and of **minor adverse** or **negligible** significance.
- 7.5.186 No visual effects of **moderate adverse** magnitude and significance are anticipated in views from receptors assessed in the Mendip Hills AONB in Section C, during the operation of the Proposed Development in the Mendip Hills and in Section B to the south and Section D to the north.
- 7.5.187 Effects of **minor adverse** significance are anticipated where receptors would experience views either to the south in Section B of the proposed CSE compound and proposed 400kV overhead line or north in Section D of the proposed Sandford Substation, proposed 400kV overhead line and the proposed 132kV overhead line connections to the N Route and the AT Route.
- 7.5.188 A **minor adverse** significance of effect is anticipated in elevated views south from the summit and upper slopes of Crook Peak, from PRoW northwest and west of Loxton and from properties on higher ground in Loxton with southerly views which would alter to include the upper part of the proposed CSE compound, and the proposed 400kV overhead line, backgrounded in some views by the Somerset Levels and Moors and by higher ground beyond. The Proposed Development introduced into southerly views from the Mendip Hills AONB would comprise a small proportion of the long distance and often panoramic view, which would have had the F Route removed from the view.



Photograph 7.43 (Receptor C1.F1): Existing view south from PRow AX 21/2 west of Loxton towards the Somerset Levels and Moors in Section B with filtering and screening by intervening hedgerow



Verified Photomontage 7.19 (Viewpoint VPC15): Anticipated view south from Receptor C1.F1 PRow AX 21/2 west of Loxton, of the South of Mendip Hills CSE compound and the 400kV overhead line during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.45**)

- 7.5.189 Effects of **negligible** significance are anticipated in views from PRow on Banwell Hill northeast across Section D towards the proposed Sandford Substation, and proposed 400kV and 132kV overhead lines.
- 7.5.190 People on the western extent of PRow AX 29/68 (Receptor C1.F27) on the lower slopes of Sandford Hill in the north of Section C would experience visual effects of **minor adverse** significance where there are open views north towards the proposed Sandford Substation beyond development at Sandford and towards the proposed 132kV and 400kV overhead lines running into Sandford Substation.



Photograph 7.44 (Receptor C1.F27): Existing view north and northeast from PRoW AX 29/68 across Sandford towards the Somerset Moors beyond and Tickenham Ridge in the far distance

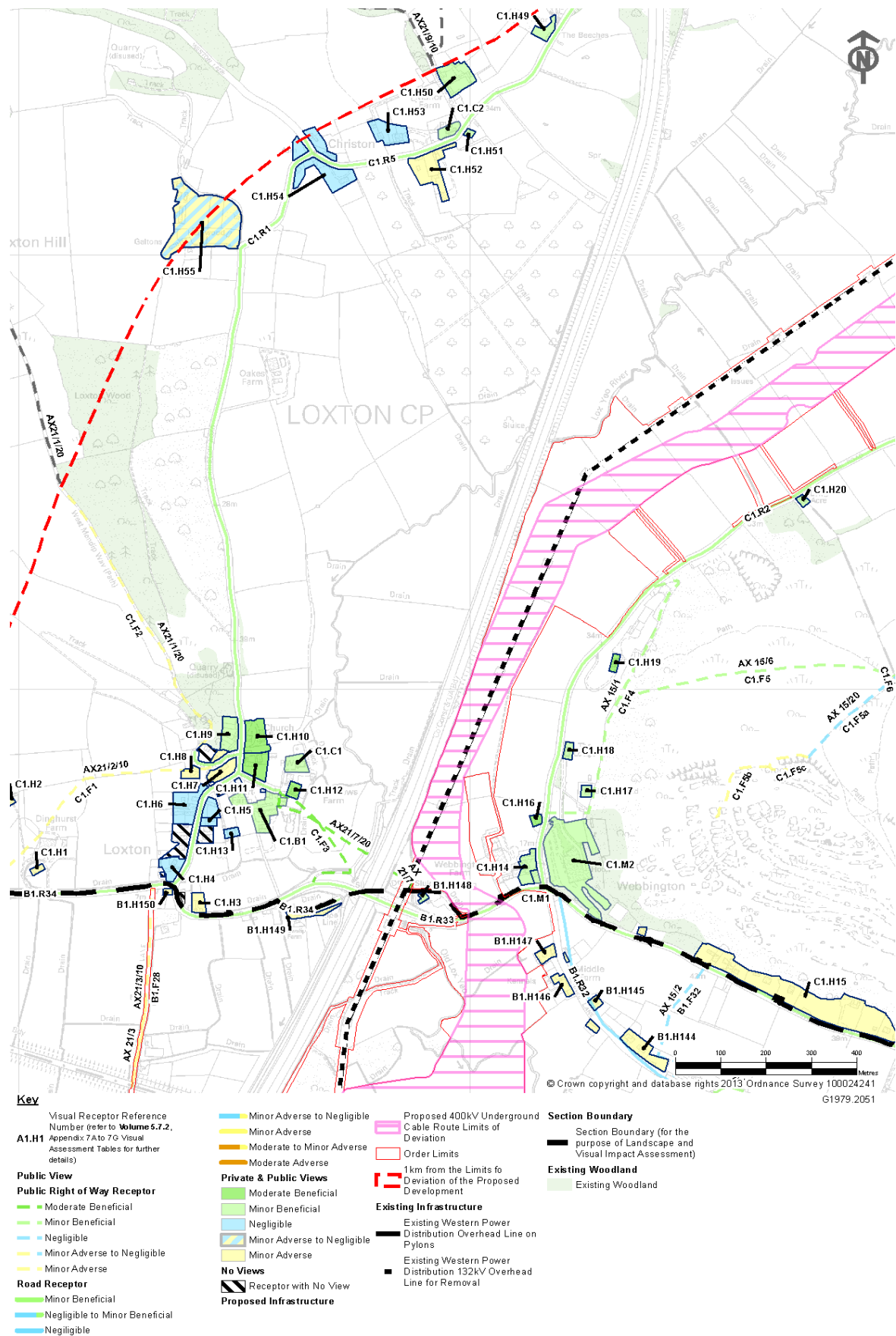


Verified Photomontage 7.20 (Viewpoint VPC13): Anticipated view north from Receptor C1.F27 PRoW AX 29/68 of Sandford Substation, and the 400kV and 132kV overhead lines during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.52**)

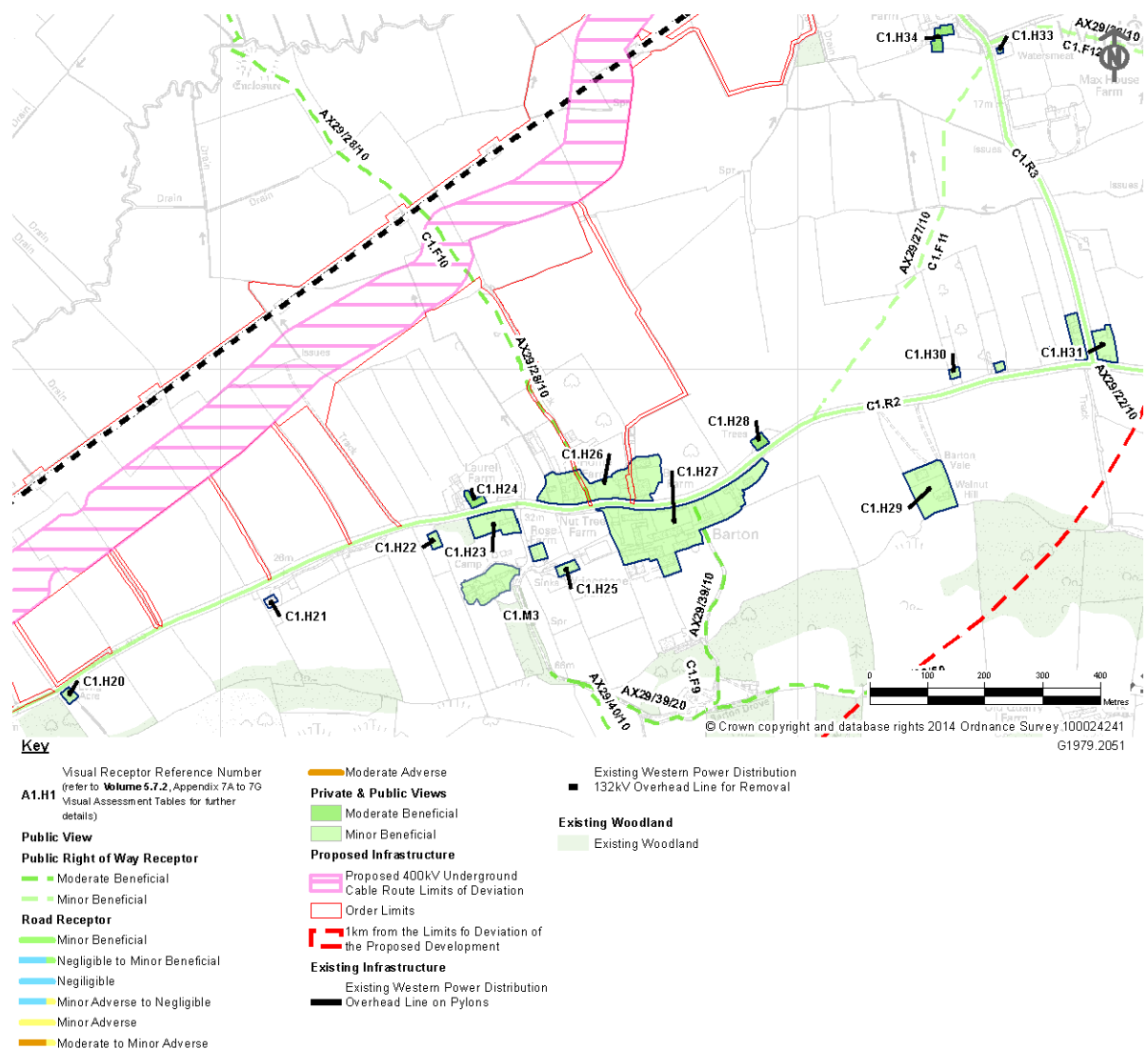
Views within 1km of the LoD for the Proposed Overhead Line

Public Views within 1km

- 7.5.191 Effects on views of **moderate beneficial** significance are anticipated from receptors within Section C which have open views across the Lox Yeo Valley and or would benefit from the removal of the F Route. These receptors are listed below and are illustrated on **Inset 7.89, 7.90 and 7.91**:
- receptor C1.F3: PRoW AX 21/7 and AX 21/4 to the east of Loxton (**Inset 7.89**);
 - receptor C1.F9: PRoW AX 29/39, AX 29/23, and AX 29/40 on higher ground south of Barton (**Inset 7.90**);
 - receptor C1.F10: southern section of PRoW AX 29/28 between Barton in the south and Yarberry Farm in the north (**Inset 7.90**);



Inset 7.89 (of Volume 5.7.3, Figure 7.30.7): Significance of Visual Effects on Receptor C1.F3 to the east of Loxton within 1km during Operation



Inset 7.90 (of **Volume 5.7.3**, **Figure 7.30.7**): Significance of Visual Effects on Receptor C1.F9 on higher ground south of Barton and Receptor C1.F10 between Barton and Yarberry Farm within 1km during Operation

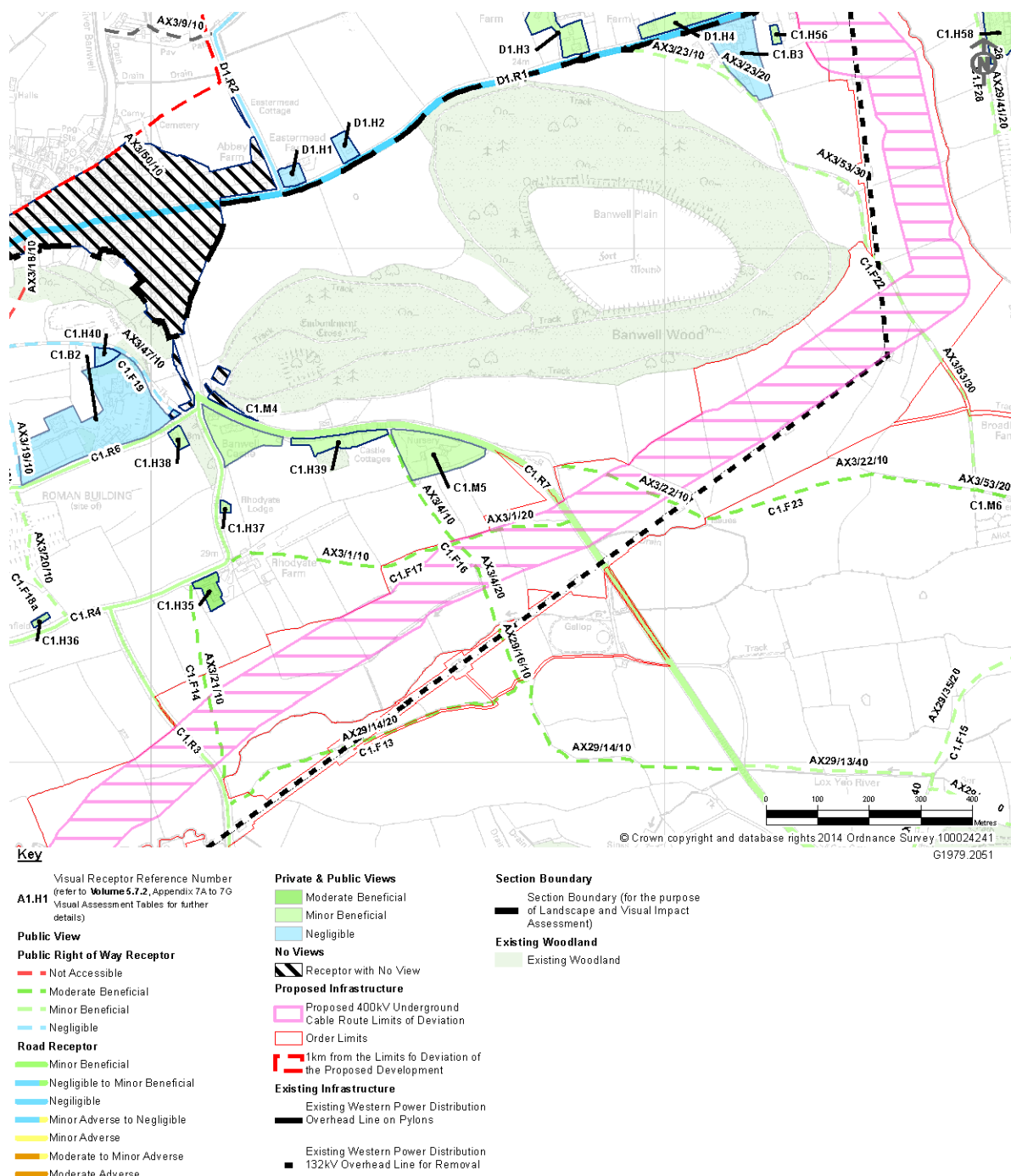


Photograph 7.45 (Receptor C1.F10): Existing view from PRow AX 29/28 southwest towards and along the F Route running through the Lox Yeo Valley towards the Loxton Gap with Crook Peak to the south and Loxton Hill beyond the F Route



Verified Photomontage 7.21 (Viewpoint VPC9): Anticipated view southwest and south from Receptor C1.F10 PRow AX 29/28 of the proposed underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.48**)

- receptor C1.F13: the western section of PRow AX 29/14 running roughly east west between Max Mill Lane and Banwell Road (**Inset 7.91**);
- receptor C1.F14: PRow AX 3/21 running between Max Mill Lane in the south and The Rhodyate in the north (**Inset 7.91**);
- receptor C1.F16: PRow AX 3/4 and PRow AX 29/16 west of Banwell Road (**Inset 7.91**);
- receptor C1.F17: PRow AX 3/1 running roughly east west between The Rhodyate and Banwell Road (**Inset 7.91**); and
- receptor C1.F23: the western section of PRow AX 3/22, northeast of Banwell (**Inset 7.91**).



Inset 7.91 (of Volume 5.7.3, Figure 7.30.8): Significance of Visual Effects on Receptors C1.F13 and C1.F14 east of Max Mill Lane and Receptors C1.F16, C1.F17 and C1.F23 to the west and east of Banwell Road within 1km during Operation



Photograph 7.46 (Receptor C1.F17): Existing view south and southeast from PRoW AX 3/1 near Rhodyate Farm towards the F Route running through the Lox Yeo Valley with higher ground beyond

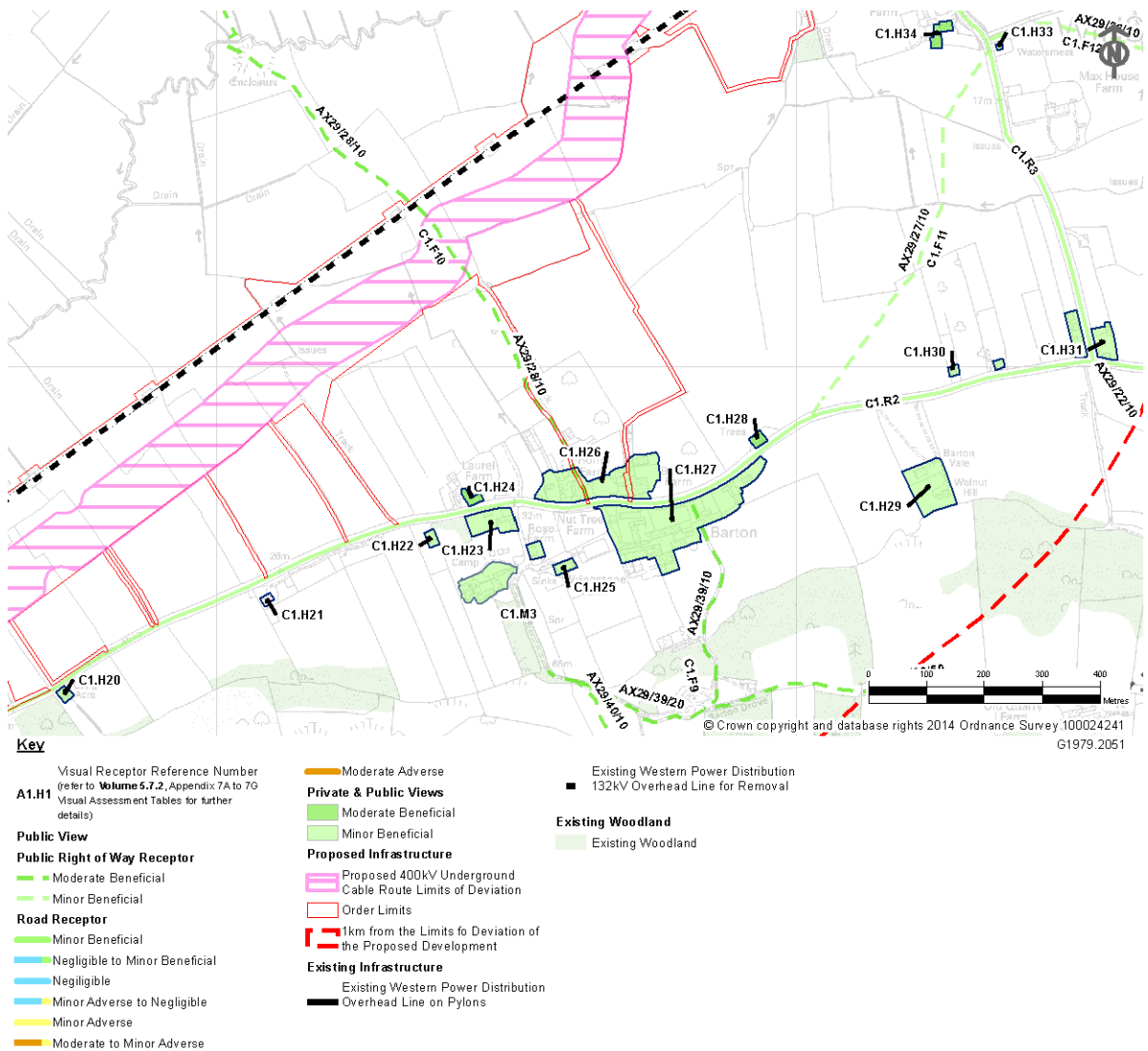


Verified Photomontage 7.22 (Viewpoint VPC10): Anticipated view south and southwest from PRoW AX 3/1 (Receptor C1.F17) of the 400kV underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.49**)

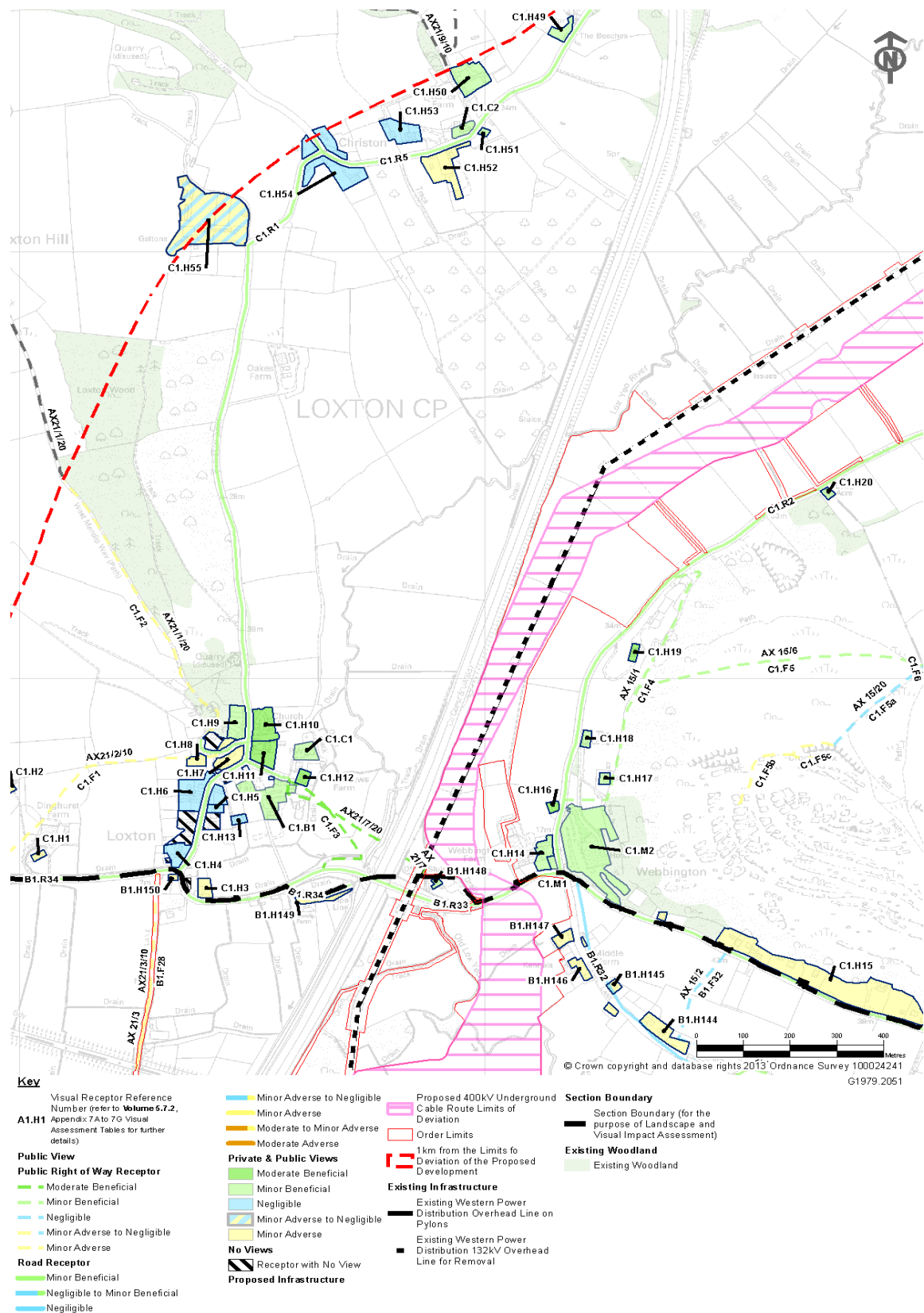
7.5.192 Visual effects of **minor beneficial** significance are anticipated in views from the following public receptors where the view across the Lox Yeo Valley is more restricted or filtered by intervening built form or hedgerow and trees. These receptors are listed below and are illustrated on **Insets 7.92 to 7.94**:

- receptor C1.F15: PRoW to the west of Winscombe (**Inset 7.94**);
- receptor C1.F22: PRoW AX 3/53 between Banwell Hill and Sandford Hill (**Inset 7.94**);
- receptor C1.M1 to C1.M6: including Webbington holiday cottages and Webbington Hotel (**Inset 7.93**);
- receptor C1.C1 and C1.C2: Church at Loxton and at Christon (**Inset 7.93**);
- receptor C1.R1: Christon Road (**Inset 7.93**);
- receptor C1.R2: Barton Road (**Inset 7.92 and 93**);

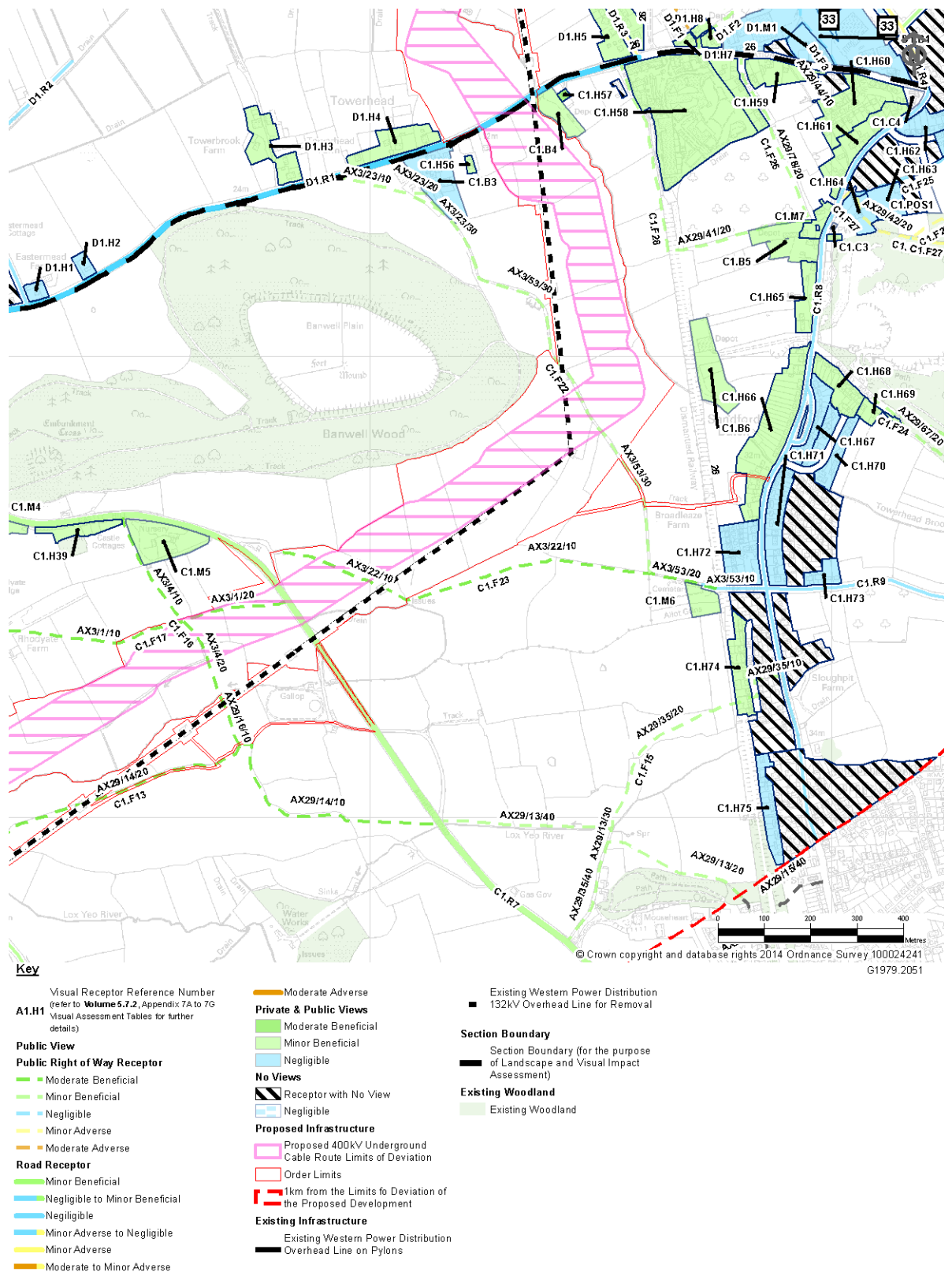
- receptor C1.R3: Max Mill Lane (**Inset 7.92**);
- receptor C1.R4: The Rhodyate (**Inset 7.91**);
- receptor C1.R5: Banwell Road (between Christon and Yarberry Farm) (**Inset 7.89**); and
- receptor C1.R7: Banwell Road (**Inset 7.94**).



Inset 7.92 (of Volume 5.7.3, Figure 7.30.7): Significance of Visual Effects on Receptors C1.M1 and C1.M2 on Barton Road, and Receptor C1.F9 south of Barton within 1km during Operation



Inset 7.93 (of Volume 5.7.3, Figure 7.30.7): Significance of Visual Effects on Receptors C1.M1 and C1.M2 on Barton Road, and Receptors C1.C1 and C1.C2 at Loxton and Christon within 1km during Operation



Inset 7.94 (of Volume 5.7.3, Figure 7.30.8): Significance of Visual Effects on Receptors C1.F22 and C1.F15 west of Sandford Batch and Winscombe within 1km during Operation

Private Views within 1km

7.5.193 Effects on views of **moderate beneficial** significance are anticipated from receptors within Section C which have open views across the Lox Yeo Valley and would benefit from the removal of the F Route. These receptors include:

- receptor C1.H10 to H12: properties in the eastern extent of Loxton on higher and lower ground (**Inset 7.93** above);
- receptor C1.H16: property on Barton Road north of Webbington Farm (**Inset 7.93** above);

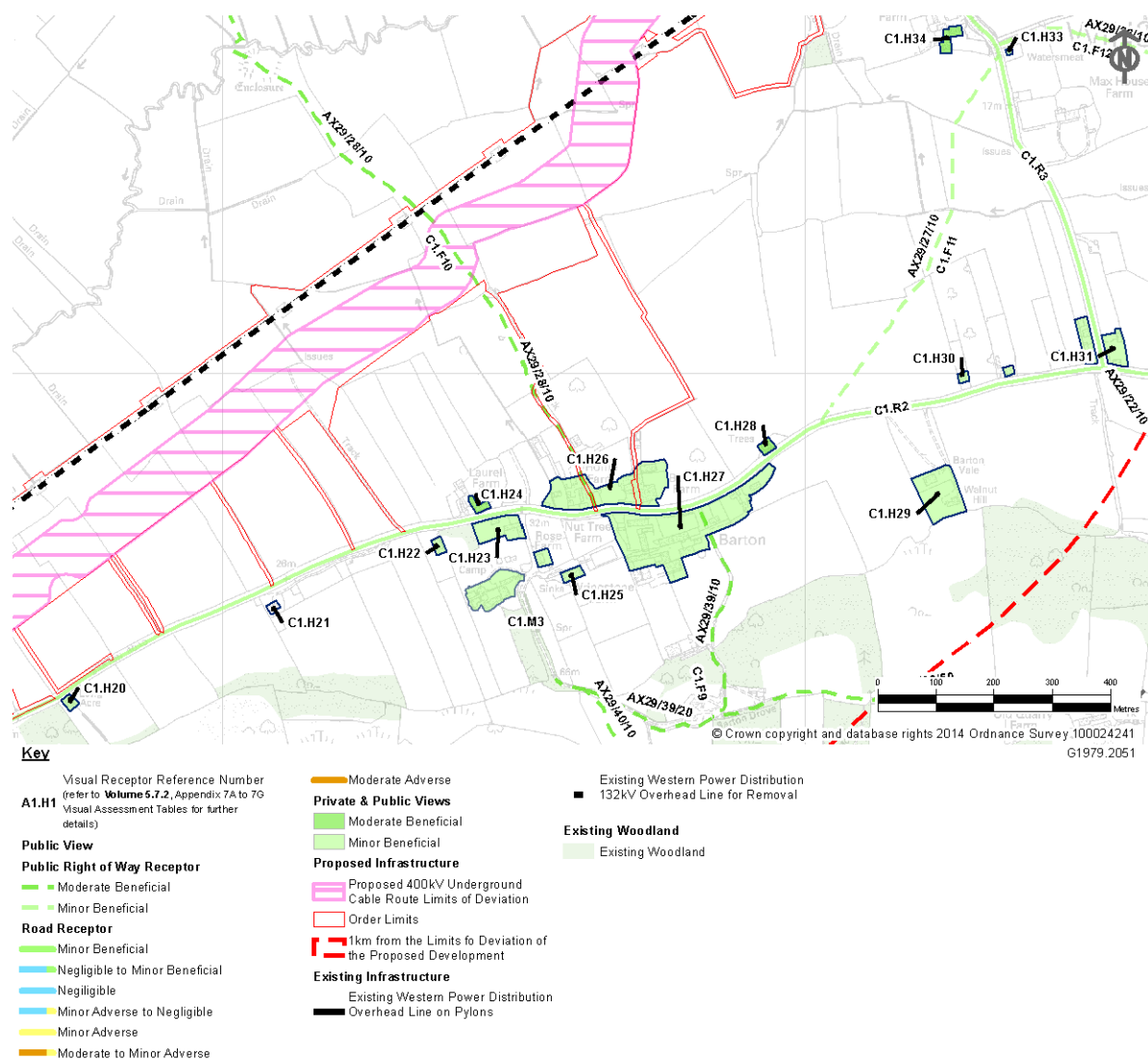


Photograph 7.47 (Receptor C1.R1): Anticipated view east from adjacent Receptor C1.H10 in Loxton towards the F Route and the route of the proposed 400kV underground cables on lower ground at the foot of Crook Peak



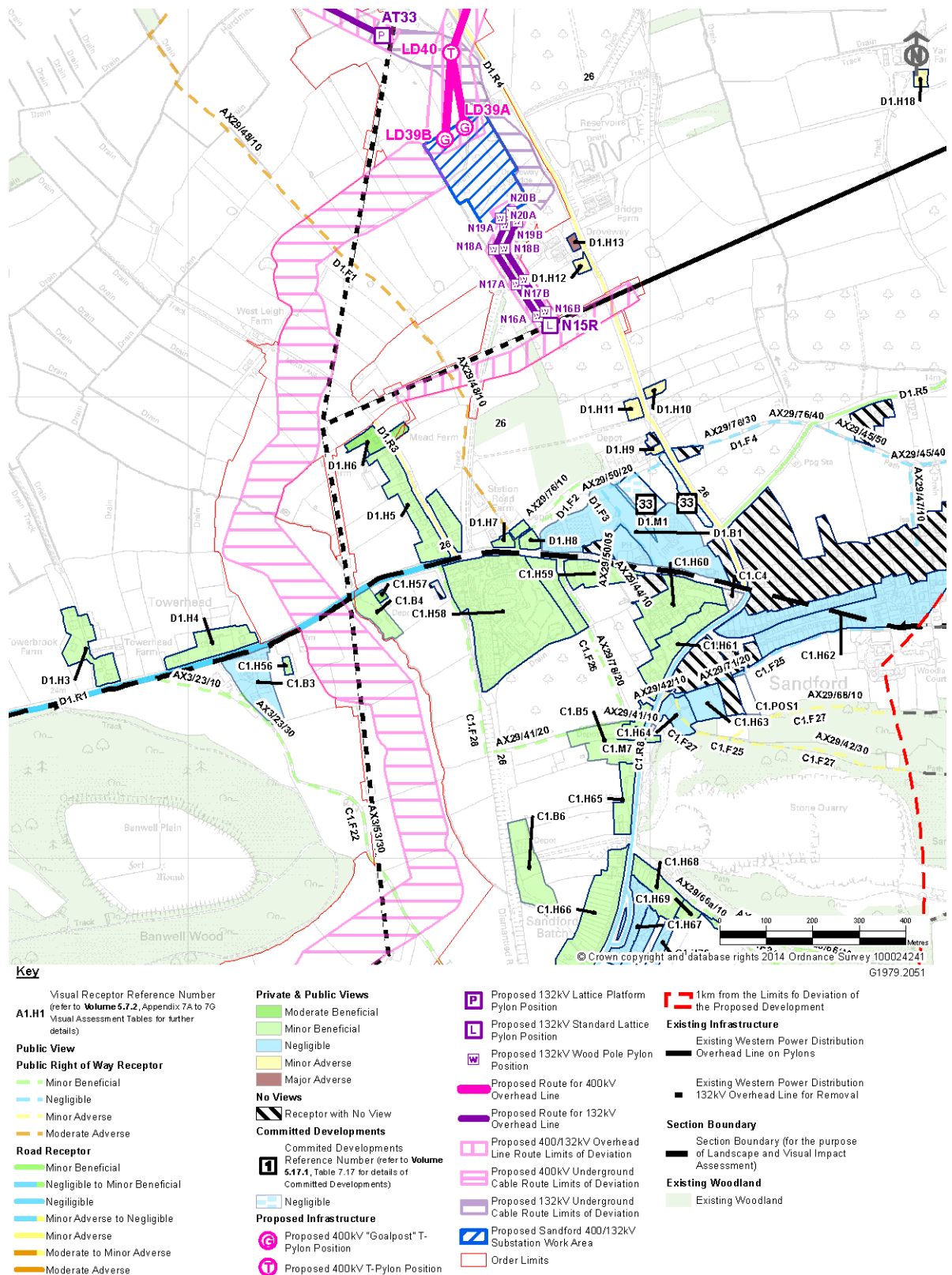
Verified Photomontage 7.23 (Viewpoint VPC5): Anticipated view east from adjacent Receptor C1.H10 in Loxton, of the 400kV underground cables during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.43**)

- receptor C1.H19: 'The Paddock' off Barton Road (**Inset 7.93** above);
- receptor C1.H24: 'Laurel Farm' on Barton Road (**Inset 7.95** below); and
- receptor C1.H28: 'Lime Trees' north of Barton Road (**Inset 7.95** below).

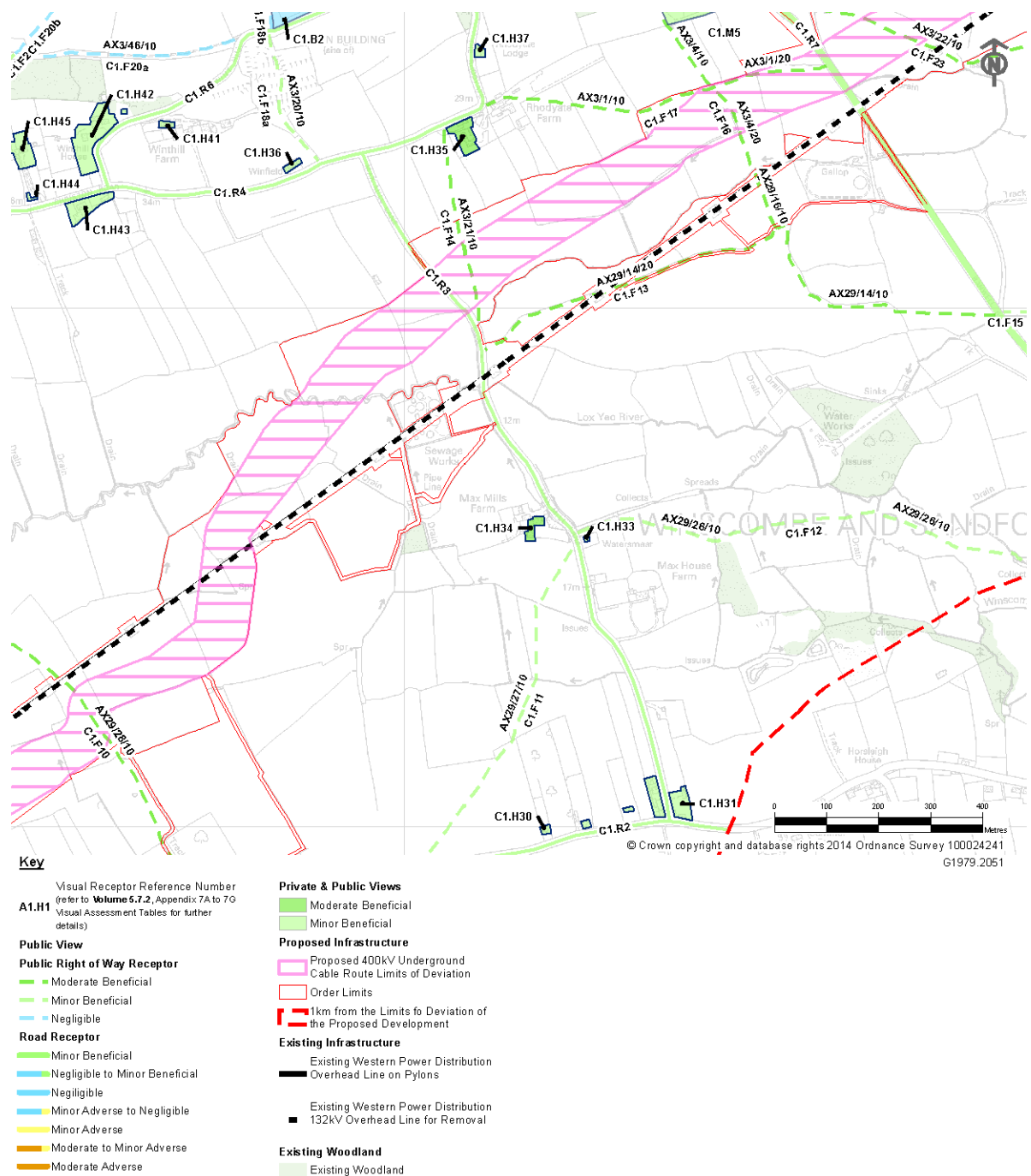


Inset 7.95 (of Volume 5.7.3, Figure 7.30.7): Significance of Visual Effects on Receptors C1.H24 and C1.H28 on Barton Road within 1km during Operation

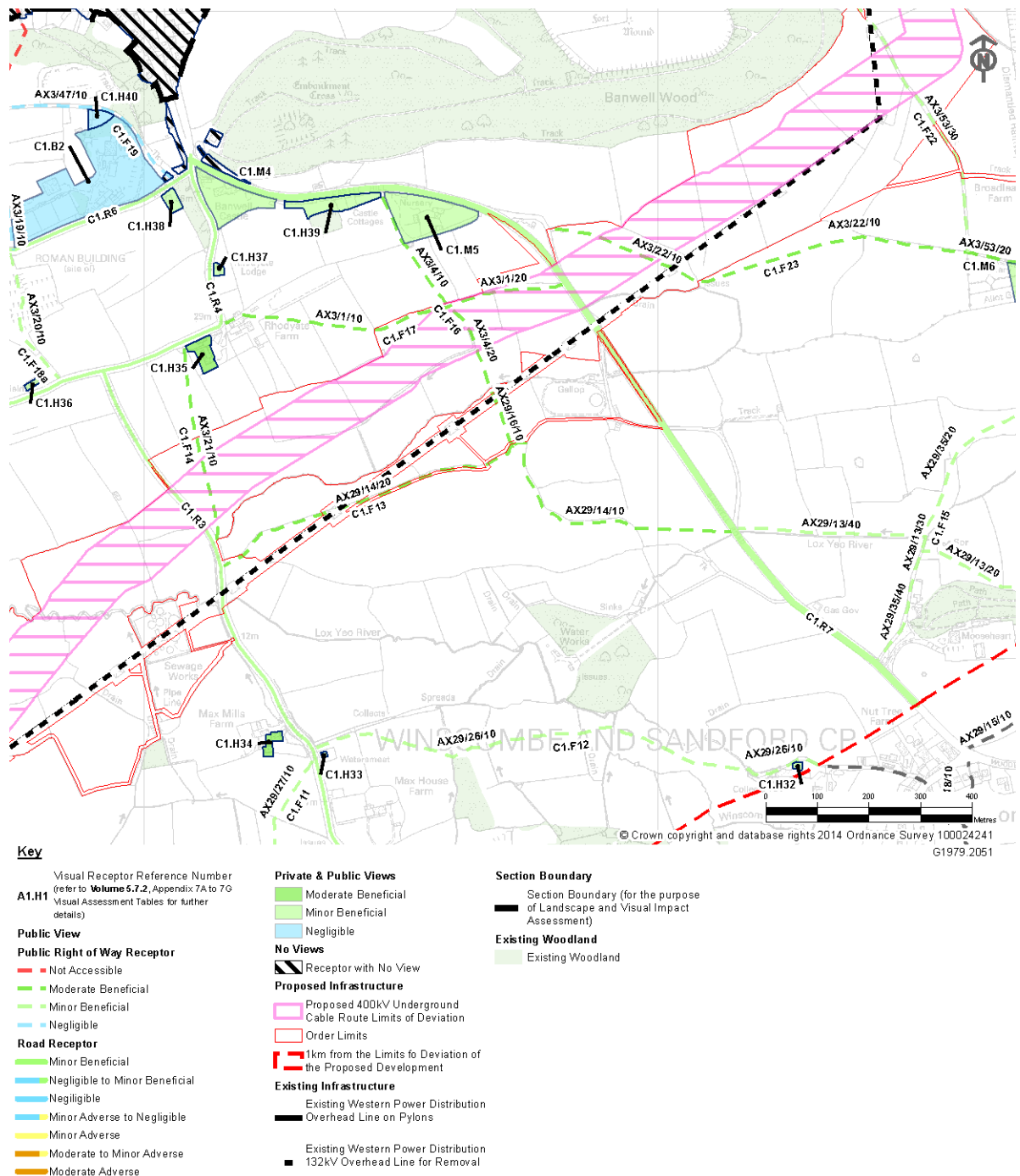
- receptor C1.H34: Max Mills Farm and cottages, Max Mills Lane (**Inset 7.97**);
- receptor C1.H35: Rhodyate Farm and neighbouring properties (**Inset 7.91** above); and
- receptor C1.H57: Orchard Lea on Towerhead Road (**Inset 7.96** below).



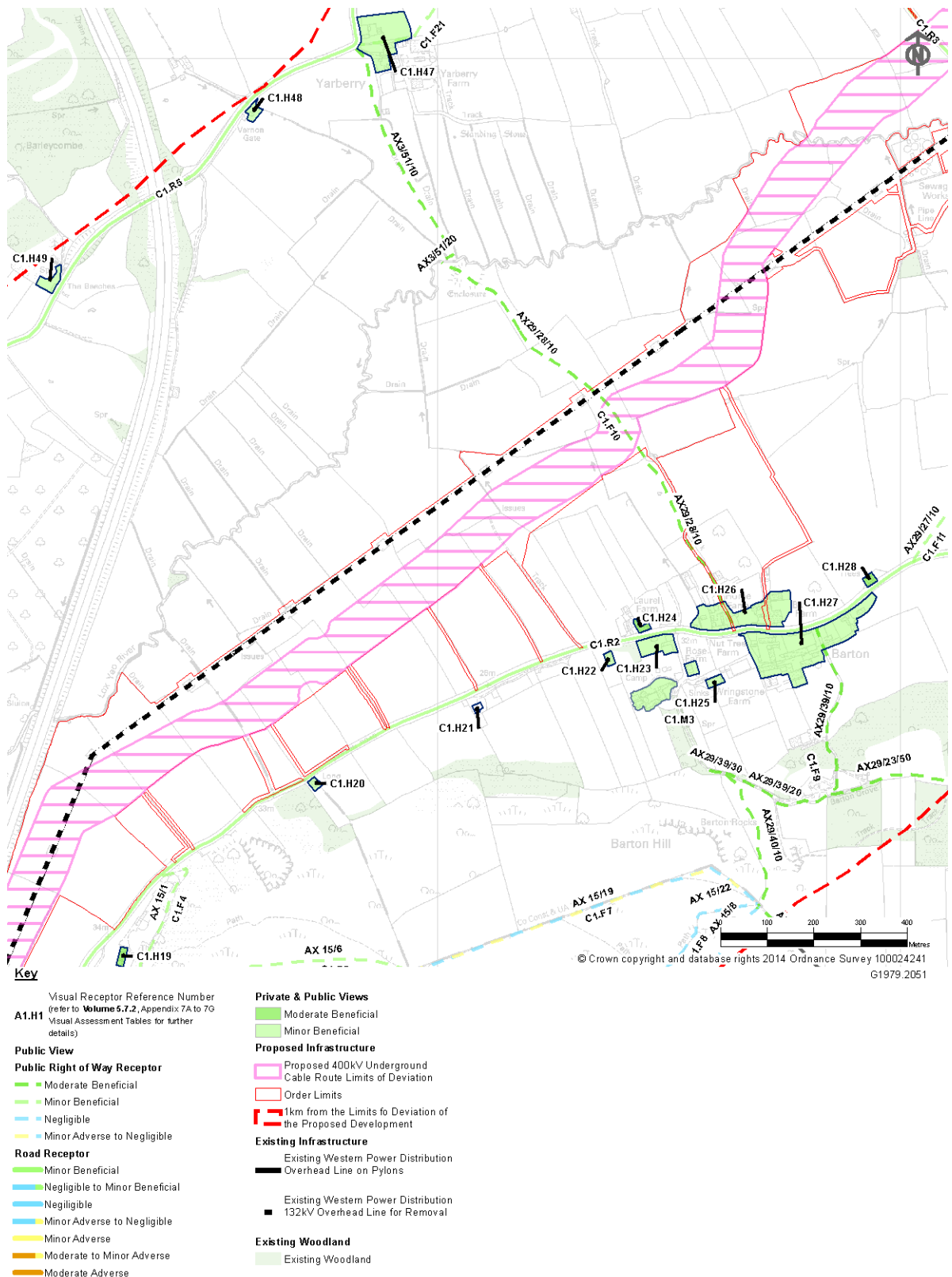
Inset 7.96 (of **Volume 5.7.3, Figure 7.30.9**): Significance of Visual Effects on Receptors C1.H57 within 1km during Operation



Inset 7.97 (of Volume 5.7.3, Figure 7.30.7): Significance of Visual Effects on Receptor C1.H34 Max Mills Farm on Max Mills Lane within 1km during Operation



Inset 7.98 (of Volume 5.7.3 Figure 7.30.7): Significance of Visual Effects on Receptor C1.H32 on a track near Nut Tree Farm within 1km during Operation



Inset 7.99 (of **Volume 5.7.3 Figure 7.30.7**): Significance of Visual Effects on Receptors C1.H47 and C1.H48 Yarberry Farm and Vernon Gate on Banwell Road in Yarberry within 1km during Operation

7.5.194 Effects on views of **minor beneficial** significance are anticipated along many remaining receptors where the view across the Lox Yeo Valley is more restricted or filtered by intervening built form or vegetation. These receptors comprise:

- receptor C1.H9: properties on the west side of Hilview Road in Loxton (**Inset 7.89**)
- receptors C1.H14, C1.H17 and C1.H18: properties on Barton Road in Webbington (**Inset 7.89**);
- receptors C1.H20, H22 to H23, H25 to H27, and H29 to H31: properties on Barton Road near Barton and at the junction with Max Mill Lane (**Inset 7.95**);
- receptor C1.H32: property along track near Nut Tree Farm on the west edge of Winscombe (**Inset 7.98**);
- receptor H33: Watersmeet on Max Mill Lane (**Inset 7.97**);
- receptors C1.H36 to C1.H39 and C1.H41 to C1.H46: properties on Christon Road, Wint Hill, The Rhodyate and the A371 Castle Hill (**Inset 7.91**);
- receptors C1.H47 and C1.H48: Yarberry Farm and Vernon Gate on Banwell Road in Yarberry (**Inset 7.99**);
- receptors C1.H49 to C1.H51: properties on Banwell Road in Christon (**Inset 7.93**);
- receptors C1.H56 and C1.H58 to C1.H61: properties on Towerhead Road in Towerhead and Station Road in Sandfrod (**Inset 7.96**);
- receptors C1.H68 and C1.H69: properties on Quarry Road in Sandford (**Inset 7.96**); and
- receptor C1.H65, C1.H66, and C1.H74: properties at Sandford Batch (**Inset 7.94**).



Photograph 7.48 (Receptor C1.R5): Existing view south from adjacent Receptor C1.H2 in Christon, towards the F Route and the route of the proposed 4000kV overhead line on lower ground across the foot of Crook Peak and within the Loxton Gap



Verified Photomontage 7.24 (Viewpoint VPC8): Anticipated view south from adjacent Receptor C1.H2 in Christon, of the route of the proposed 400kV underground cables during operation including the removal of the F Route (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.47**)

- 7.5.195 Business receptors that would experience visual effects of **minor beneficial** significance are anticipated to include receptors C1.B1, and C1.B4 to C1.B6.

Views between 1 and 3km of the LoD for the Proposed Development

- 7.5.196 Representative viewpoints assessed between 1 and 3km of the proposed 400kV underground cable swathe in Section C, are identified at **Volume 5.7.3, Figure 7.3.3**. The significances of effect anticipated during operation, in each of these representative views between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.31.3**.
- 7.5.197 During operation anticipated effects on representative visual receptors between 1 and 3km of the proposed 400kV underground cables would range between **minor beneficial** and **negligible** significance.
- 7.5.198 In the short and medium-term a **negligible** significance of effect typically would be experienced by receptors between 2km and 3km to the east of the proposed 400kV underground cables. Receptors generally have distant views west towards Banwell Hill and views within the valley that are heavily filtered and screened from woodland vegetation. The proposed change to views would be **negligible**, as the F Route would be removed from the view.
- 7.5.199 Near Winscombe receptors would experience a **minor beneficial** to **negligible** significance of effect on views in the short and medium-term. The F Route would be removed from views where it is presently just visible above trees.
- 7.5.200 A **minor beneficial** significance of effect would be experienced by receptors on rising ground between 1 and 3km to the northwest of the proposed 400kV underground cables. Receptors between Christon Hill and Banwell Hill would have the F Route removed from views along the Lox Yeo Valley and the proposed 400kV underground cables route would be installed on a similar alignment. The CSE compound south of the Mendip Hills AONB in Section B would be barely perceptible in the distance through the Loxton Gap. The proposed 400kV overhead line in the distance in Section B would be more visible above trees than the F Route removed.

Views beyond 3km of the LoD for the Proposed Development

- 7.5.201 Operational effects of the Proposed Development have been assessed in views from the seating area on Bleadon Hill, adjacent Roman Road and 'Grace Lands', (Receptor C3.1 on **Volume 5.7.3, Figure 7.31.3**). This seating area is adjacent the route of the West Mendip Way long distance route and the route of published 'Wild Walk 3'.
- 7.5.202 During operation in the short and medium-term a **negligible** significance of effect would be experienced in receptor views from beyond 3km of the Proposed Development. People on the West Mendip Way on Roman Road and using the seating area adjacent to Grace Lands on Bleadon Hill have long distance views south across the Levels in Section B. Views include Brent Knoll and the Polden Hills in the distance and in places along Roman Road are screened or filtered by roadside hedgerow and trees. The operation of the proposed 400kV overhead line and the South of the Mendip Hills CSE compound would be barely perceptible in views due to distance, screening by the motorway road bridge adjacent the CSE compound site, and backgrounding. The proposed 400kV overhead line would be barely perceptible in long distance panoramic views; however views are expansive and the proposed 400kV overhead line and the South of the Mendip Hills CSE compound would affect a very small proportion of the view and there would be a very low alteration to the existing view.

Decommissioning Effects

- 7.5.203 During decommissioning of the proposed 400kV underground cables in Section C temporary adverse visual effects would be of a similar significance of effect to those identified for the construction phase and would be experienced in the short-term. For the majority of receptors a **moderate** or **minor adverse** significance of effect would be experienced.
- 7.5.204 The effect of decommissioning would include operations to remove the CSE compound, 400kV overhead line and Sandford Substation in Sections B and D. These structures are outside the AONB designation. The effects of their removal would only affect people in the AONB on high ground such as Crook Peak, Loxton Hill, Bleadon Hill, Banwell Hill and Sandford Hill where there are panoramic views either south across the Somerset Levels and Moors or north across the Somerset Moors. There would be similar effects in views from properties on the southern and northern edge of the Mendip Hills AONB. Effects on views would be no greater than effects during the construction phase.