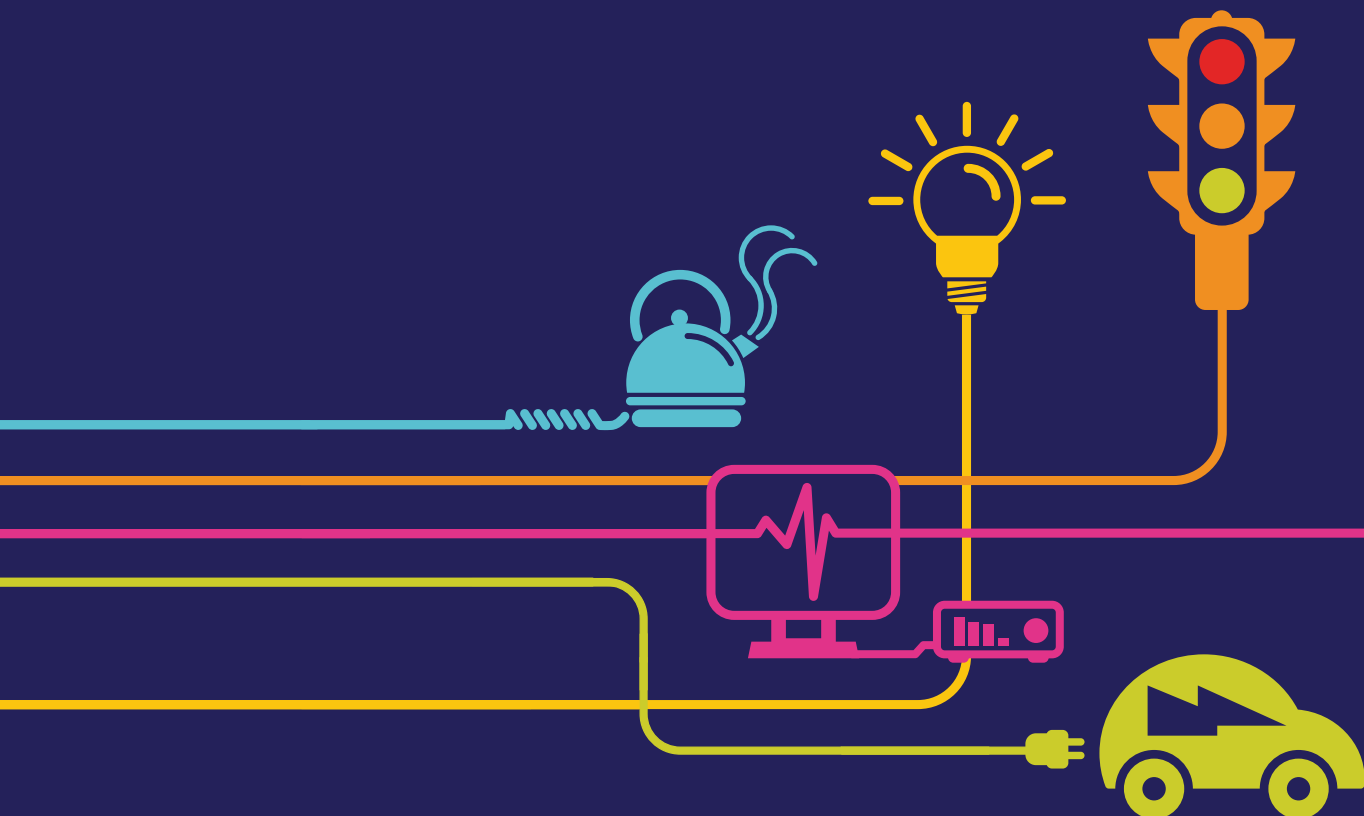


# Environmental Statement Visual Effects Part 2 of 2

Hinkley Point C Connection Project

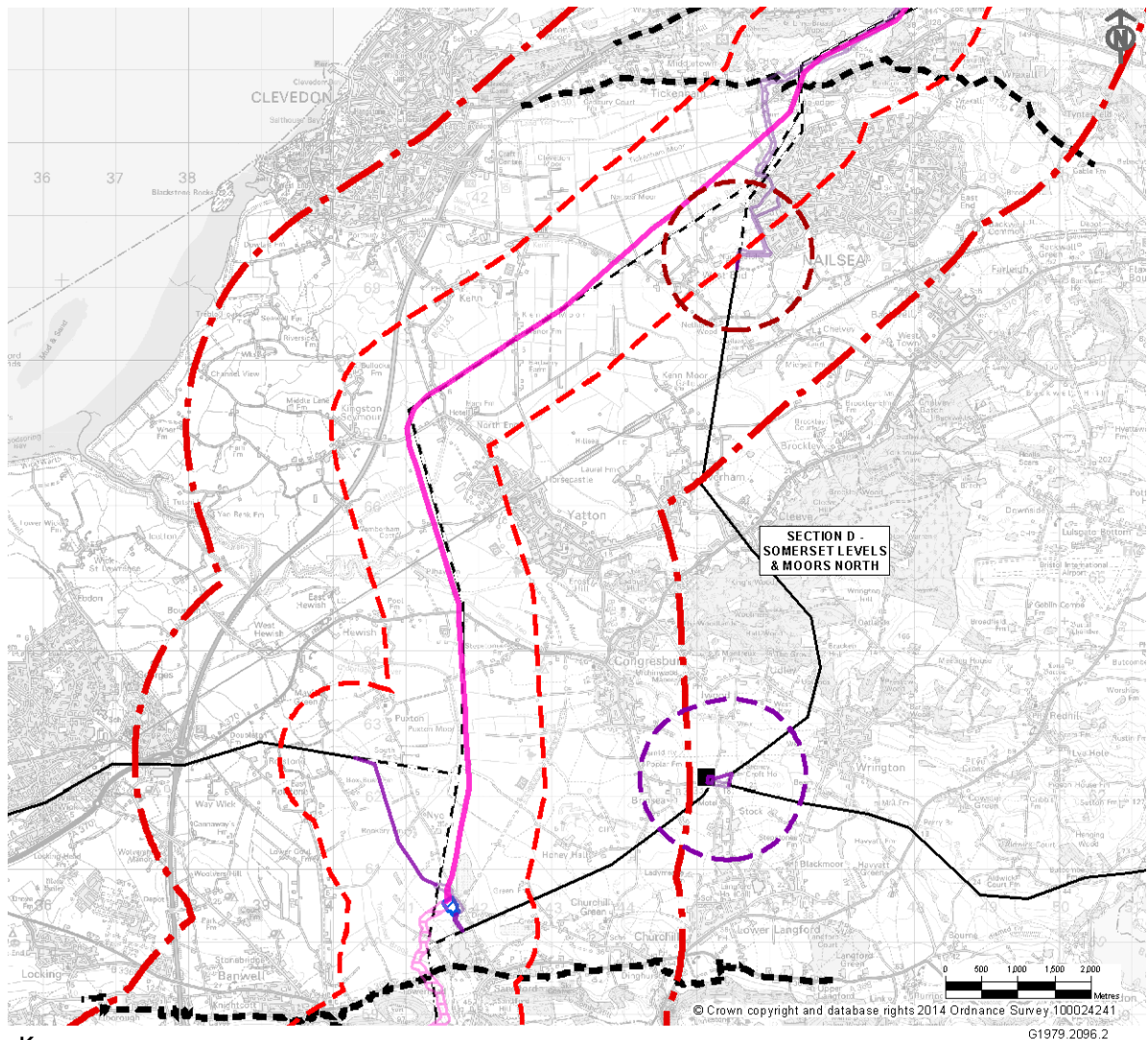
*Regulation 5(2)(a) of the Infrastructure Planning  
(Applications: Prescribed Forms and Procedure)  
Regulations 2009*



## **Section D: Somerset Levels and Moors North: Assessment of Visual Effects**

- 7.5.205 The following text provides an overview of the anticipated significance of visual effects predicted for Section D 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 D 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.
- 7.5.206 Visual effects anticipated in views from all receptors identified within Section D are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7D**.
- 7.5.207 Long distance routes in Section D comprise the Strawberry Line and Two Rivers Way; NCR 26, 33 and 410; and published footpath routes the Nailsea Round and Loop Walks 3, 4 and 6 run within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and these receptors are of high and medium 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 in Section D and these receptors are of medium sensitivity. These long distance footpath and cycle routes, published footpaths, 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**.





### Key

#### Proposed Infrastructure

- Proposed Route for 400kV Overhead Line
- Proposed Route for 132kV Overhead Line
- ▭ Proposed 400kV Underground Cable Route LoD
- ▭ Proposed 132kV Underground Cable Route LoD
- ▭ 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 7.100: Location Plan illustrating the Geographical Extent of Section D within the 3km Study Area

## Construction Effects

### Overview

7.5.208 Construction effects typically are of relatively short duration. Construction activities associated with the Proposed Development would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible magnitude of

effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.

- 7.5.209 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 Development on:
- Towerhead Road in Towerhead;
  - at the northern end of Mead Lane in Sandford;
  - on Drove Way and in Nye north of Sandford;
  - across Puxton Moor;
  - on Dolemoor Lane, the A370 Weston Road and along Congresbury Yeo;
  - on Kennmoor Road;
  - across Nailsea Moor;
  - on West End Lane in West End;
  - along the western settlement edge of Nailsea;
  - on Church Lane in Tickenham;
  - along the B3130 Clevedon Road in Stone-edge Batch; and
  - near Churchill Substation close to Stockwood Lane and Iwood Lane.
- 7.5.210 Construction operations in the southern part of Section D would be required for the proposed Sandford Substation west of Drove Way including earth modelling, erection of electrical infrastructure and access routes; for construction of the proposed AT Route connection on steel lattice pylons and N Route connection on wood poles from the substation to the AT Route and N Route, and removal of the AT Route and N Route between this connection and the F Route; and for construction of the proposed 400kV overhead line supported by T-pylons and the proposed 400kV underground cables.
- 7.5.211 The greatest adverse magnitude of effect on views arising from construction would be from visual receptors at Drove Way Farm on Drove Way closest to the compound and construction area of the proposed Sandford Substation, N Route wood poles and AT Route underground cables. Construction of the proposed 400kV overhead line and removal of the F Route and N Route would also be visible further away. Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where the construction operations would be adjacent in close proximity and occupy a large extent of the view.
- 7.5.212 Other receptors that would experience the greatest adverse effects would have 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. This would occur at the PRowS and properties described below.
- 7.5.213 Receptors in a property on the eastern edge of Towerhead on the A368 Towerhead Road would have a construction compound, haul road and the proposed 400kV underground cables construction adjacent to the property and would also have views towards removal of the F Route.
- 7.5.214 At the northern end of Mead Lane in Sandford receptors in properties and along a PRow across Puxton Moor would have views towards construction of the proposed

400kV underground cables and the haul road in close proximity. During removal of the F Route and the N Route working areas, machinery and temporary scaffolding would be visible in close proximity to receptors and an access route would be required through Mead Farm. Receptors along the PRow would pass through working areas and require PRow management during construction operations. Further north receptors would also have close views towards the proposed AT Route connection.

- 7.5.215 Other receptors include people at Nye Farm in Nye; caravan properties at Moorland Park on the A370 Weston Road; and PRows across Puxton Moor (near East Rolstone and along Meer Wall Track), along Dolemoor Lane and near Congresbury Yeo at Pilhay Bridge. Receptors would have construction of the proposed 400kV overhead line and removal of the F Route or construction of the AT Route connection and removal of part of the AT Route in close proximity. PRow would also pass through working areas and close to construction operations with PRow management proposed during construction operations. Receptors would have close views towards the haul road, bell mouths, construction work areas and at-height works with receptors on Dolemoor Lane also passing under temporary scaffolding.
- 7.5.216 Construction operations in the northern part of Section D would be required for construction of the proposed 400kV overhead line supported by T-pylons and removal of the F Route; for removal of a section of the W Route to the west of Nailsea which continues into Section E to the north; and for construction of 132kV underground cables on the W Route to the west and north of Nailsea including construction of a new terminal sealing end platform pylon near West End.
- 7.5.217 The greatest adverse magnitude of effect on views arising from construction would be from visual receptors closest to the Proposed Development works that would have 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. This would occur at the PRows and properties described below.
- 7.5.218 Two properties on Kennmoor Road would have construction of the proposed 400kV overhead line and removal of the F Route in close views along the route in the short-term with temporary scaffolding (over the road and hedgerows), bell mouths and the construction haul road adjacent.
- 7.5.219 PRows part of the Nailsea Round published walk across Nailsea Moor along North Drove and Parish Brook would pass under temporary scaffolding through the proposed 400kV overhead line construction area in several places and would require PRow management during works.
- 7.5.220 PRow near West End would pass through work areas and cross the haul road for the proposed 132kV underground cables route, under the W Route conductors to be removed and close to the proposed compound.
- 7.5.221 In the short-term PRow LA13/1, LA13/8 and LA13/9 (part of receptor D1.F50) west of Nailsea and along Parish Brook would be closed temporarily during construction operations with a temporary diversion put in place through Nailsea along Causeway View. A compound and the proposed 132kV underground cables construction and haul road would temporarily cross the closed PRow. Properties on the northwest and west settlement edge of Nailsea would temporarily have construction

operations adjacent during removal of the F Route and W Route and construction of the 132kV underground cables on the W Route. Construction of the proposed 400kV overhead line and compounds would also be visible.

- 7.5.222 Other PRoWs across Nailsea Moor along Parish Brook and south of Stone-edge Batch would temporarily pass close to and in places through work areas for construction of the proposed 400kV overhead line, 132kV underground cables and for removal of the F Route and W Route. It is proposed that these PRoWs would have management during construction works. Some PRoWs would also pass close to locations where HDD is proposed as part of the 132kV underground cables construction at Parish Brook and Land Yeo.
- 7.5.223 Two properties on Church Lane in Tickenham would have close views of the proposed 132kV underground cables construction adjacent including HDD and a construction compound.
- 7.5.224 Properties near Stone-edge Farm in Stone-edge Batch would be close to construction works for the proposed 400kV overhead line and removal of the F Route and W Route, with views down to the construction route across Nailsea Moor. The construction haul road, working areas and temporary scaffolding over Clevedon Road would be close in receptor views.
- 7.5.225 A PRoW and property on Stock Lane near Churchill Substation would have close views of construction works including 132kV underground cables construction, pylon erection and conductor stringing with a compound in close proximity.
- 7.5.226 For these receptors views of construction operations relating to the Proposed Development would be seen in close proximity across a large proportion of the view in the short-term, resulting in a **moderate adverse** significance of visual effect.
- 7.5.227 Two long distance routes, the Strawberry Line and NCR 26, and RCR 10 run within 1km of the proposed 400kV overhead line in Section D. High sensitivity views experienced by walkers and cyclists on a short section of these routes on Nye Road, Drove Way, Kenmoor Road and Nailsea Wall would experience a temporary adverse visual effect of **moderate adverse** significance, resulting from construction operations for the Proposed Development being visible in the short-term. These adverse effects would be experienced in views from a short section of these long distance routes. The overall temporary significance of effect of the construction of the Proposed Development in views from the Strawberry Line, NCR 26 and RCR 10 (where these public routes runs within 3km of the LoD for the proposed 400kV overhead line) would be **minor adverse or negligible** and this is assessed in the latter part of section 7.5 of this chapter.

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

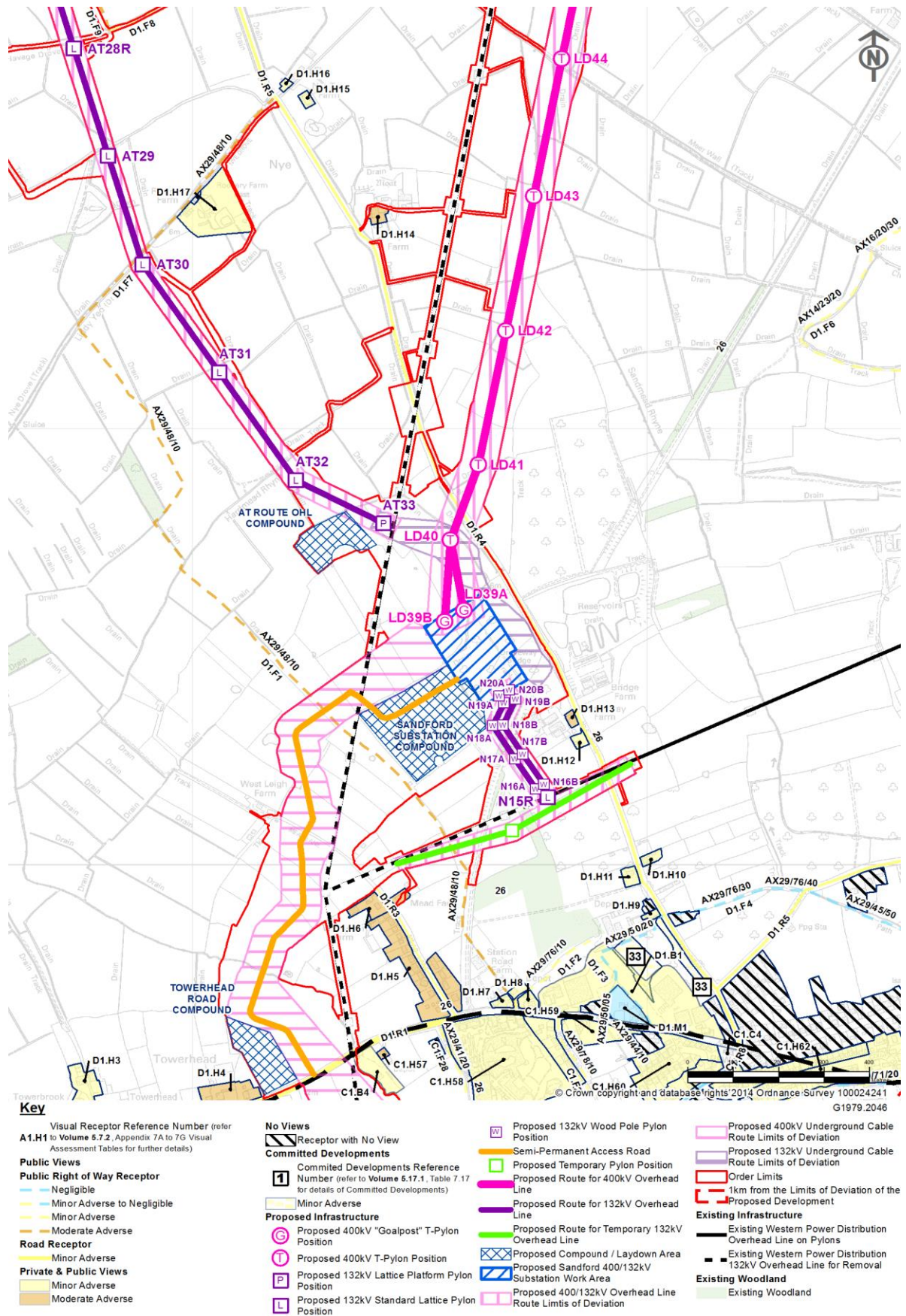
##### Public Views within 1km

- 7.5.228 Construction of the new 400kV overhead line and Sandford Substation in Section D would have the greatest adverse significance of effect on public views experienced by receptors that pass immediately adjacent or would cross the working areas of the Proposed Development. These effects would be temporary and short-term as work was carried out and a moderate adverse magnitude of effect on views would be experienced. This would result in a **moderate adverse** significance of effect on views for visual receptors using PRoWs close to the construction of the new 400kV overhead line and Sandford Substation and removal of the F Route and the W

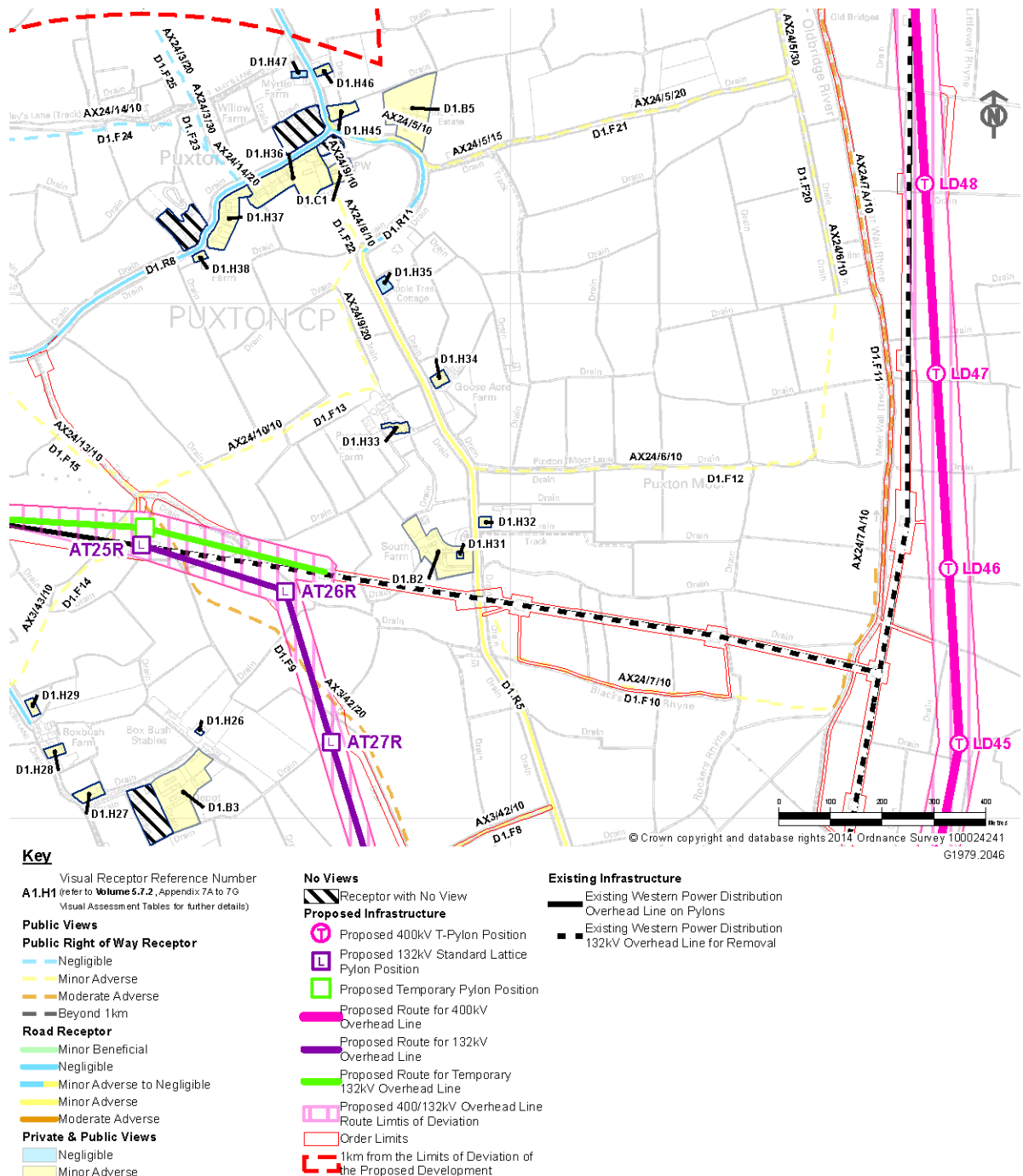
Route. For a short section the greatest adverse significance of effect would be experienced where receptors would pass through work areas and under temporary scaffolding. Receptors are illustrated at **Inset 7.102** to **Inset 7.107** and include:

- receptor D1.F1 and D1.F7: PRow AX29/48 north of Sandford and across Puxton Moor (**Inset 7.101**).



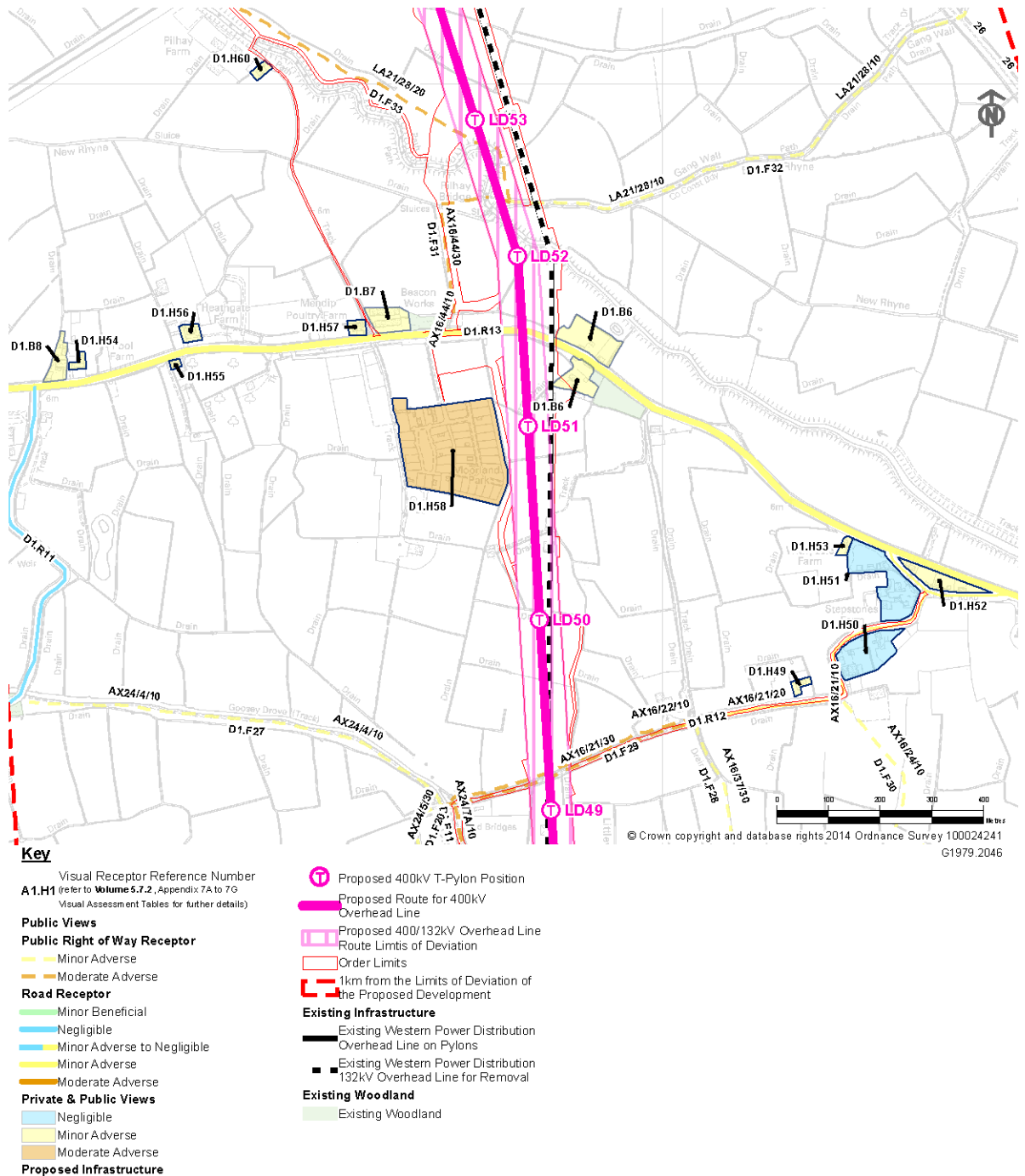


Inset 7.101 (of **Volume 5.7.3, Figure 7.28.9**): Significance of Visual Effects on Receptors D1.F1 and D1.F7 north of Sandford and across Puxton Moor during Construction



Inset 7.102 (of Volume 5.7.3, Figure 7.28.10): Significance of Visual Effects on Receptors D1.F9 and D1.F11 across Puxton Moor during Construction

- receptor D1.F9: PRow AX24/11 across Puxton Moor between Puxton Road and Hayage Drove (**Inset 7.102**);
- receptor D1.F11: PRow AX24/7A across Puxton Moor along Oldbridge River and Meerwall Rhyne north of Rockers Rhyne (**Inset 7.102**).

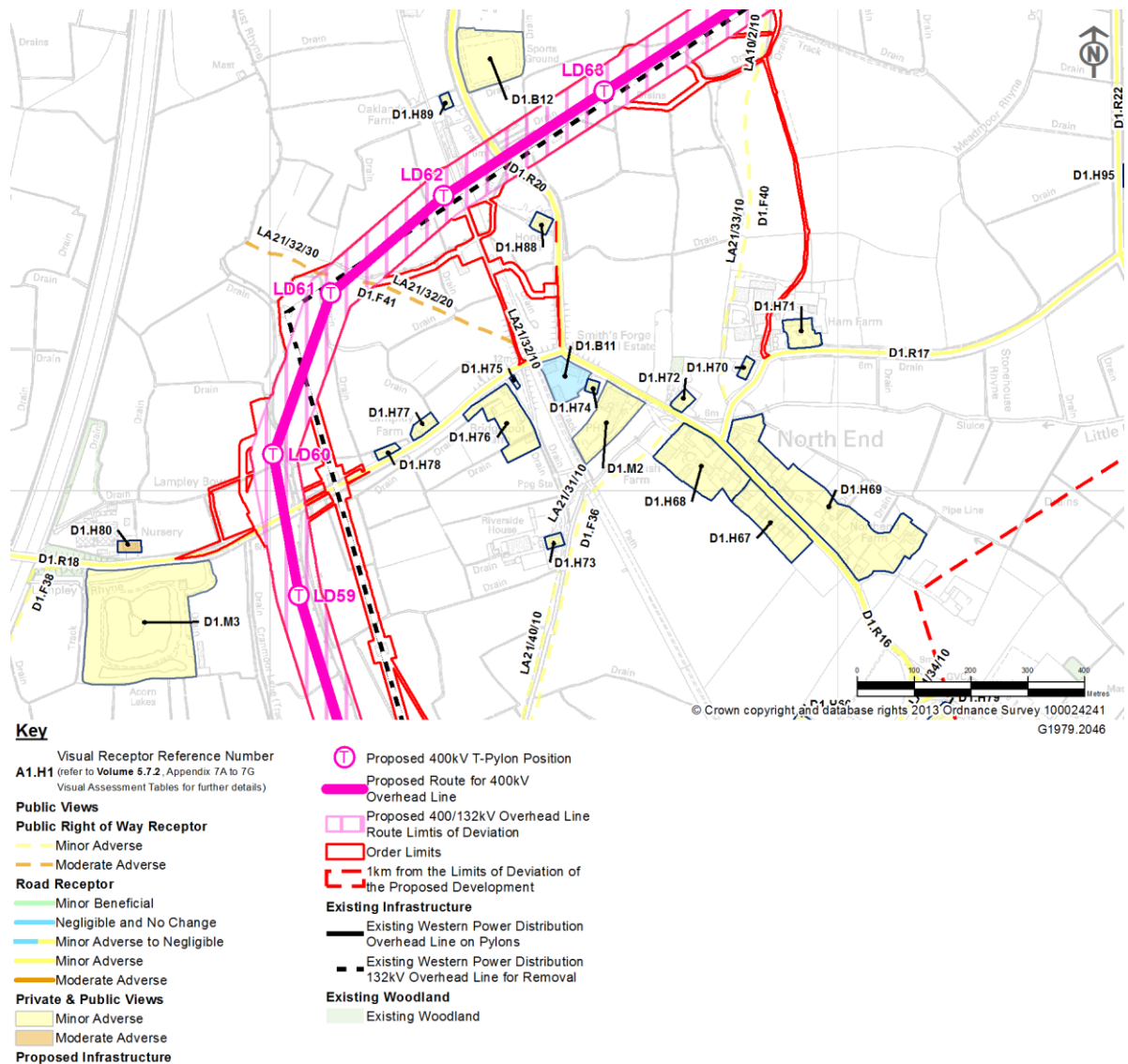


Inset 7.103 (of Volume 5.7.3, Figure 7.28.10): Significance of Visual Effects on Receptors D1.F29, D1.F31 and D1.F33 along Dolemoor Lane, Weston Road and Congresbury Yeo during Construction

- receptor D1.F29: PRoWs AX16/21 and AX16/22 on Dolemoor Lane east of Oldbridge River (**Inset 7.103**);
- receptor D1.F31: PRoW AX16/44 between the A370 Weston Road and Pilhay Bridge (**Inset 7.103**);
- receptor D1.F33: PRoW LA21/28 along Congresbury Yeo between Pilhay Bridge and Pilhay Farm (**Inset 7.103**);

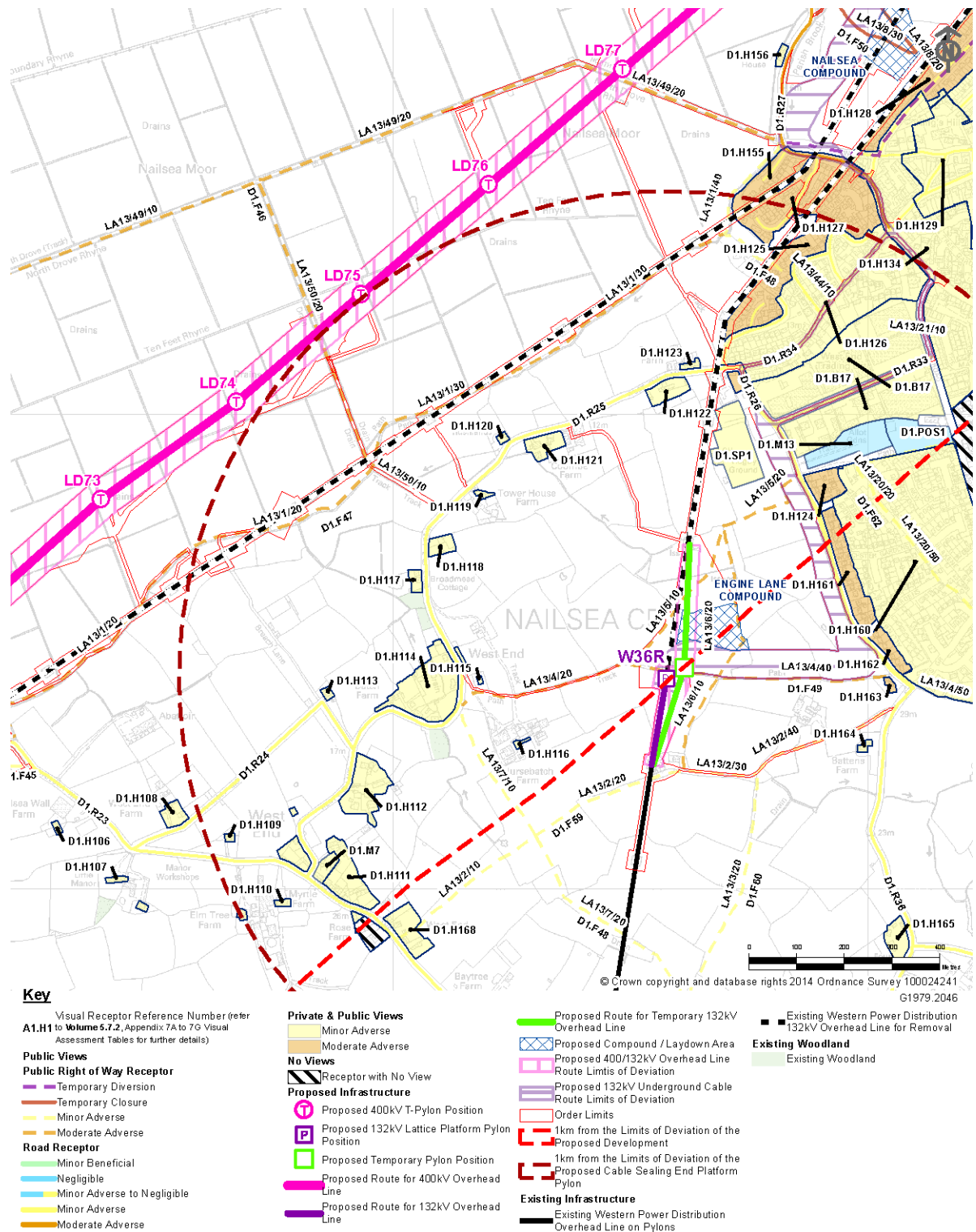


- receptor D1.F41: PRoW LA21/32 north of Lampley Road, North End (Inset 7.104);

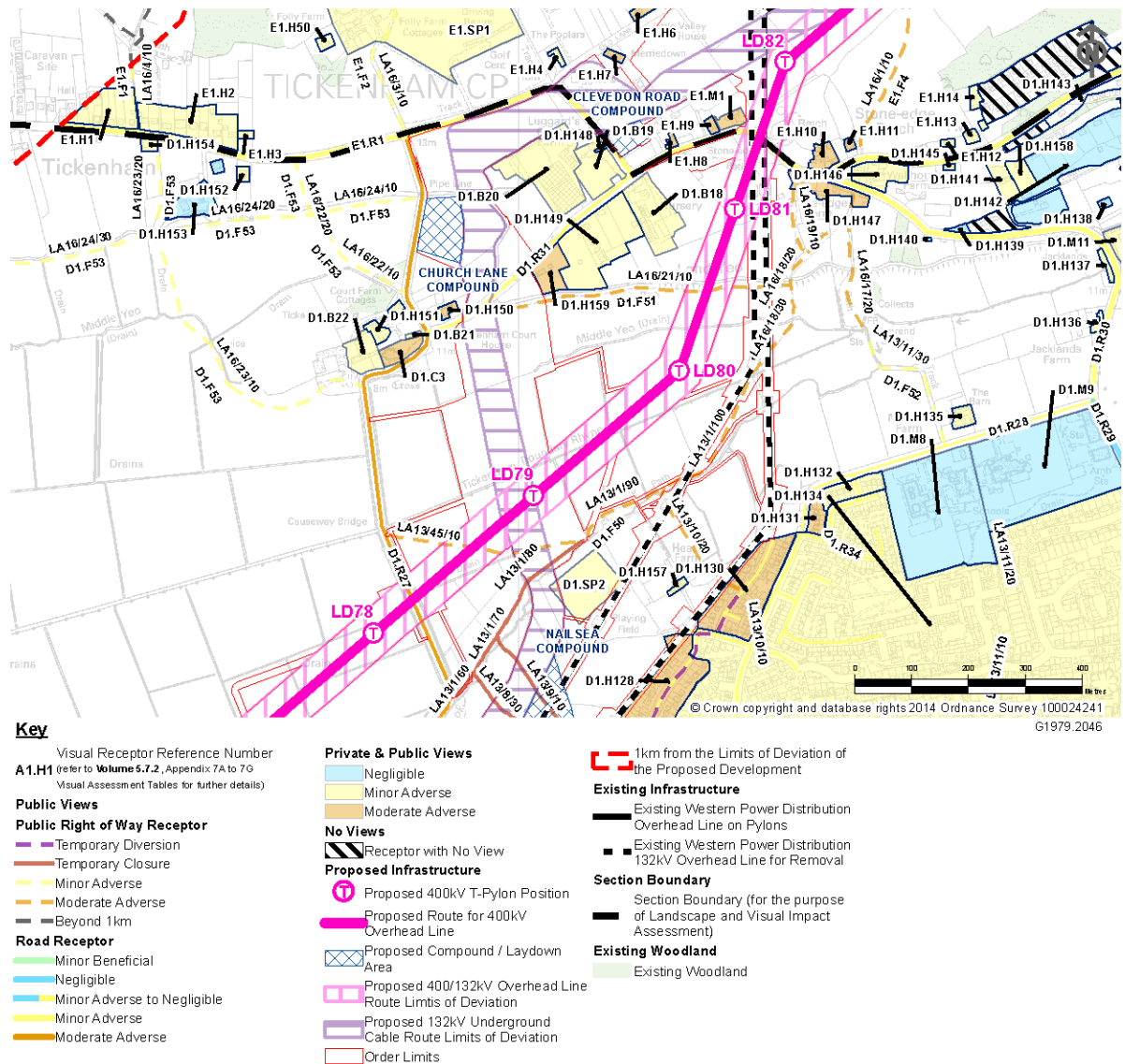


Inset 7.104 (of Volume 5.7.3, Figure 7.28.11): Significance of Visual Effects on Receptor D1.F41 north of Lampley Road during Construction





Inset 7.106 (of Volume 5.7.3, Figure 7.28.13): Significance of Visual Effects on Receptors D1.F46, D1.F47 and D1.F49 across Nailsea Moor and west of Nailsea during Construction



Inset 7.107 (of Volume 5.7.3, Figure 7.28.14): Significance of Visual Effects on Receptors D1.F50, D1.F51 and D1.R27 west of Nailsea and south of Stone-edge Batch during Construction

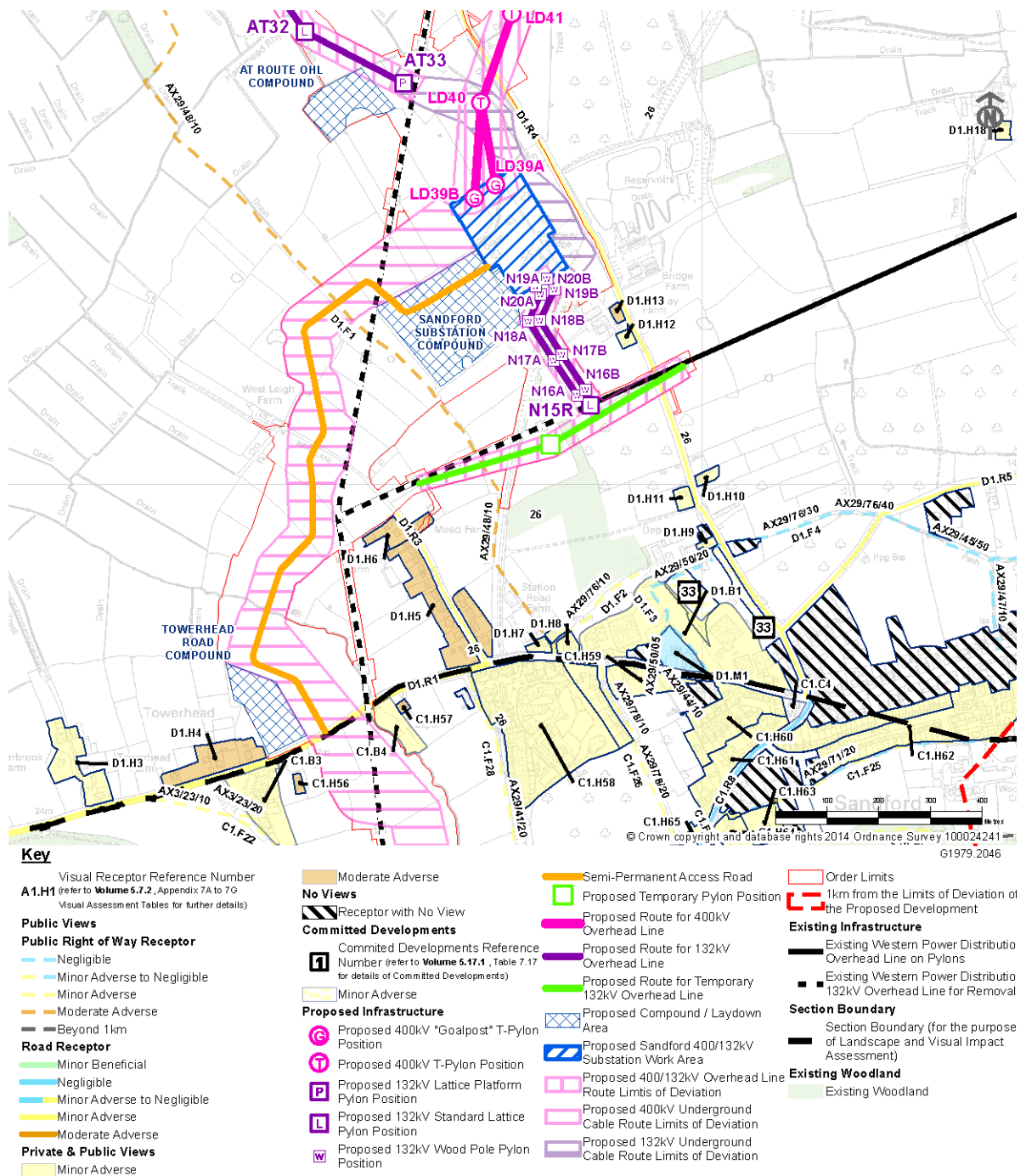
- receptor D1.F50: PRoW LA13/1, LA13/8, LA13/9, LA13/10, LA13/45 to the west of Nailsea along Parish Brook between Causeway and Middle Yeo (part of the Nailsea Round published walk) (**Inset 7.107**);
- receptor D1.F51: PRoW LA16/17, LA16/18 and LA16/21 south of Stone-edge Batch along Land Yeo (**Inset 7.107**); and
- receptor D1.R27: Causeway between Nailsea and Tickenham (**Inset 7.107**).

7.5.229 Other public receptors would experience effects on views from construction ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are anticipated where there is a distant view of construction operations; a high degree of filtering; or where the majority of the route would only experience glimpses of at-height working to remove 132kV pylons and erect the 400kV pylons. Effects of **negligible** significance would occur where construction operations are heavily filtered and would be barely perceptible in the view.

*Private Views within 1km*

- 7.5.230 The greatest adverse magnitude of effect on private views arising from construction would be from a property closest to the construction area of the proposed Sandford Substation. Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect where the construction operations would be adjacent in close proximity and occupy a large extent of the view. This would occur at the receptor D1.H13: Drove Way Farm on Drove Way illustrated at **Inset 7.108**.



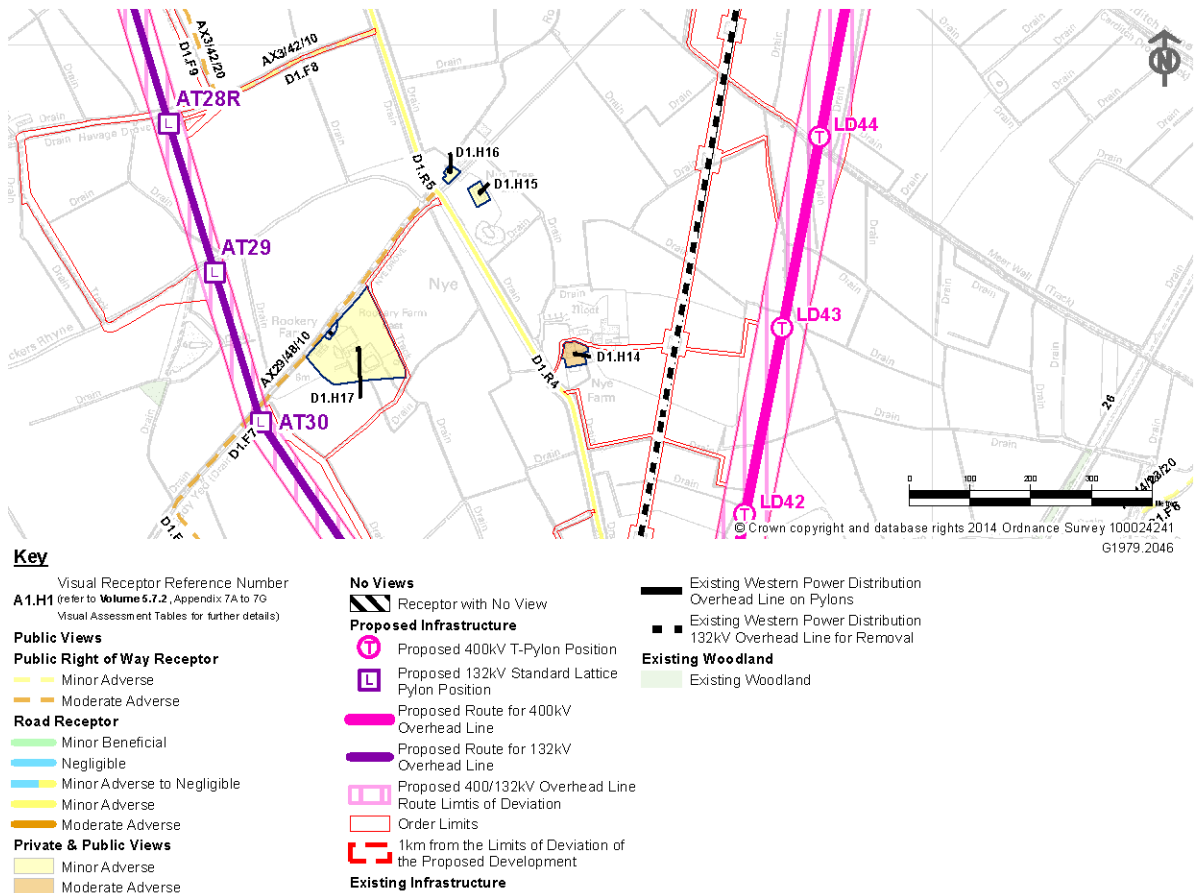


Inset 7.108 (of Volume 5.7.3, Figure 7.28.9): Significance of Visual Effects on Receptors D1.H4, D1.H5, D1.H6 and D1.H13 on Towerhead Road, Mead Lane and Drove Way north of Sandford during Construction

7.5.231 A moderate adverse magnitude of effect would be experienced in receptor views from properties closest to the construction area of the Proposed Development. The Proposed Development would have a **moderate adverse** significance of effect on receptor views where the construction operations would be close by and occupy a large extent of the view. This would occur at the following properties illustrated at **Insets 7.108 to 7.114** and listed below:

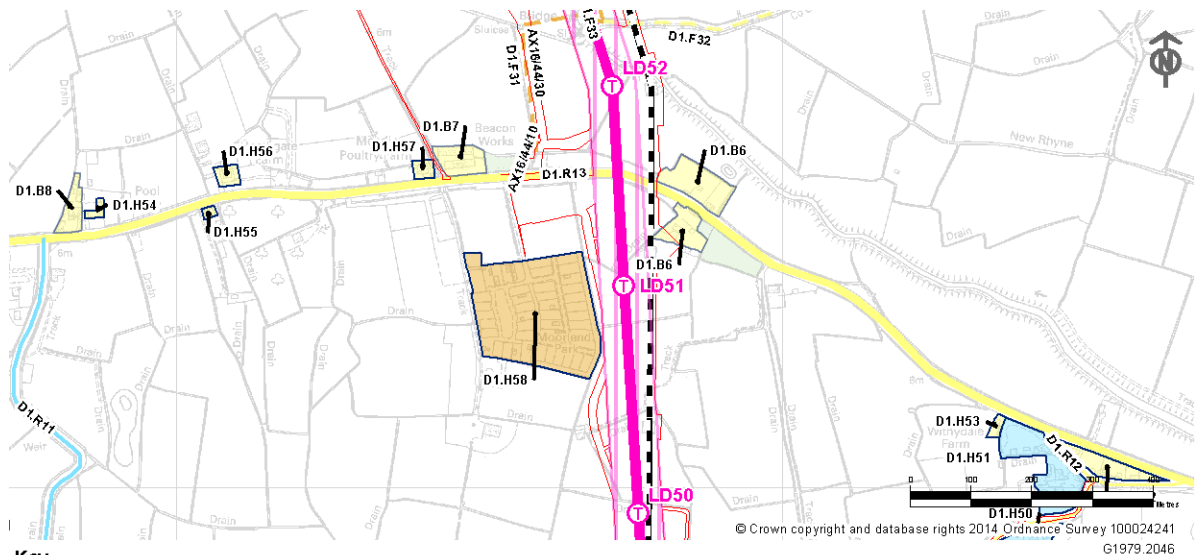
- receptors D1.H4: properties on Towerhead Road in Towerhead (**Inset 7.108**);

- receptors D1.H5 and D1.H6: properties on Mead Lane in Sandford (**Inset 7.108**);



Inset 7.109 (of Volume 5.7.3, Figure 7.28.9): Significance of Visual Effects on Receptor D1.H14 Nye Farm on Drove Way during Construction

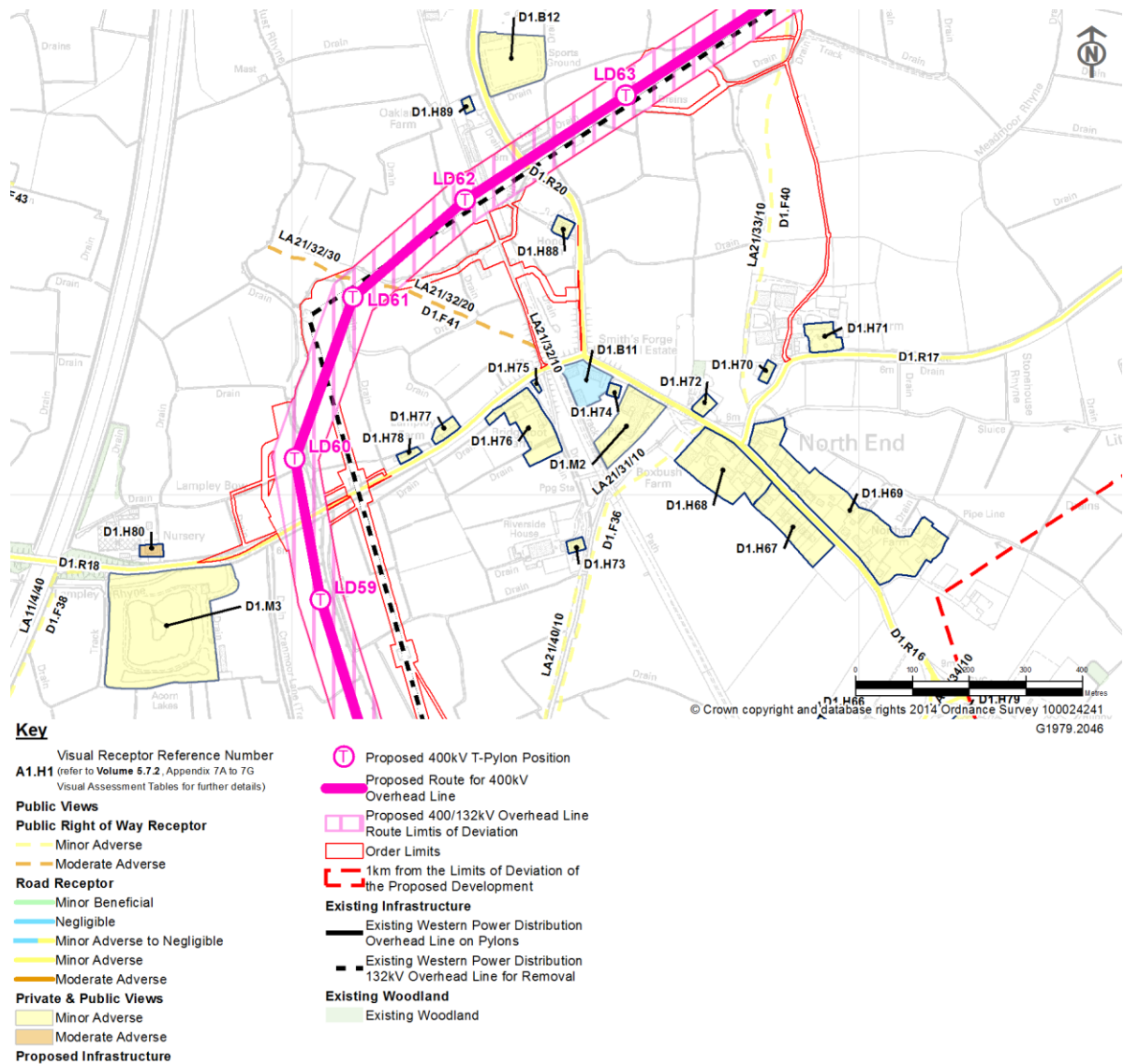
- receptor D1.H14: Nye Farm on Drove Way (**Inset 7.109**);
- receptor D1.H58: caravan properties at Moorland Park (**Inset 7.110**);



<b>Key</b>		
Visual Receptor Reference Number <b>A1.H1</b> (refer to <b>Volume 5.7.2</b> , Appendix 7A to 7G Visual Assessment Tables for further details)	Moderate Adverse	<b>Existing Woodland</b>
<b>Public Views</b>	<b>Proposed Infrastructure</b>	Existing Woodland
<b>Public Right of Way Receptor</b>	Proposed 400kV T-Pylon Position	
Minor Adverse	Proposed Route for 400kV Overhead Line	
Moderate Adverse	Proposed 400/132kV Overhead Line Route Limits of Deviation	
<b>Road Receptor</b>	Order Limits	
Minor Beneficial	1km from the Limits of Deviation of the Proposed Development	
Negligible	<b>Existing Infrastructure</b>	
Minor Adverse to Negligible	Existing Western Power Distribution Overhead Line on Pylons	
Minor Adverse	Existing Western Power Distribution 132kV Overhead Line for Removal	
Moderate Adverse		
<b>Private &amp; Public Views</b>		
Negligible		
Minor Adverse		

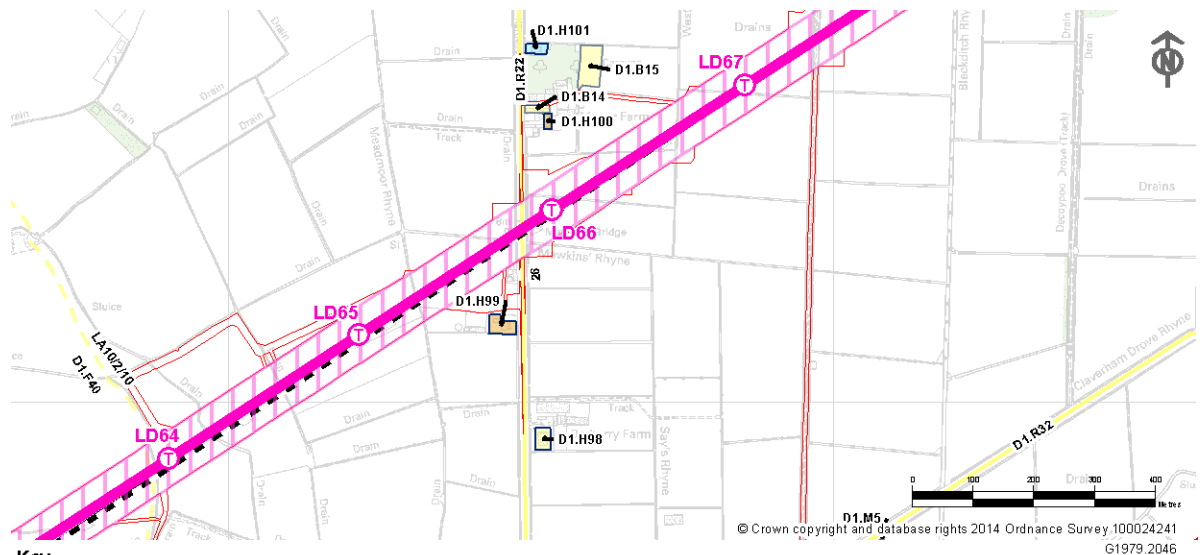
Inset 7.110 (of **Volume 5.7.3**, **Figure 7.28.10**): Significance of Visual Effects on Receptor D1.H58 Moorland Park off the A370 Weston Road during Construction





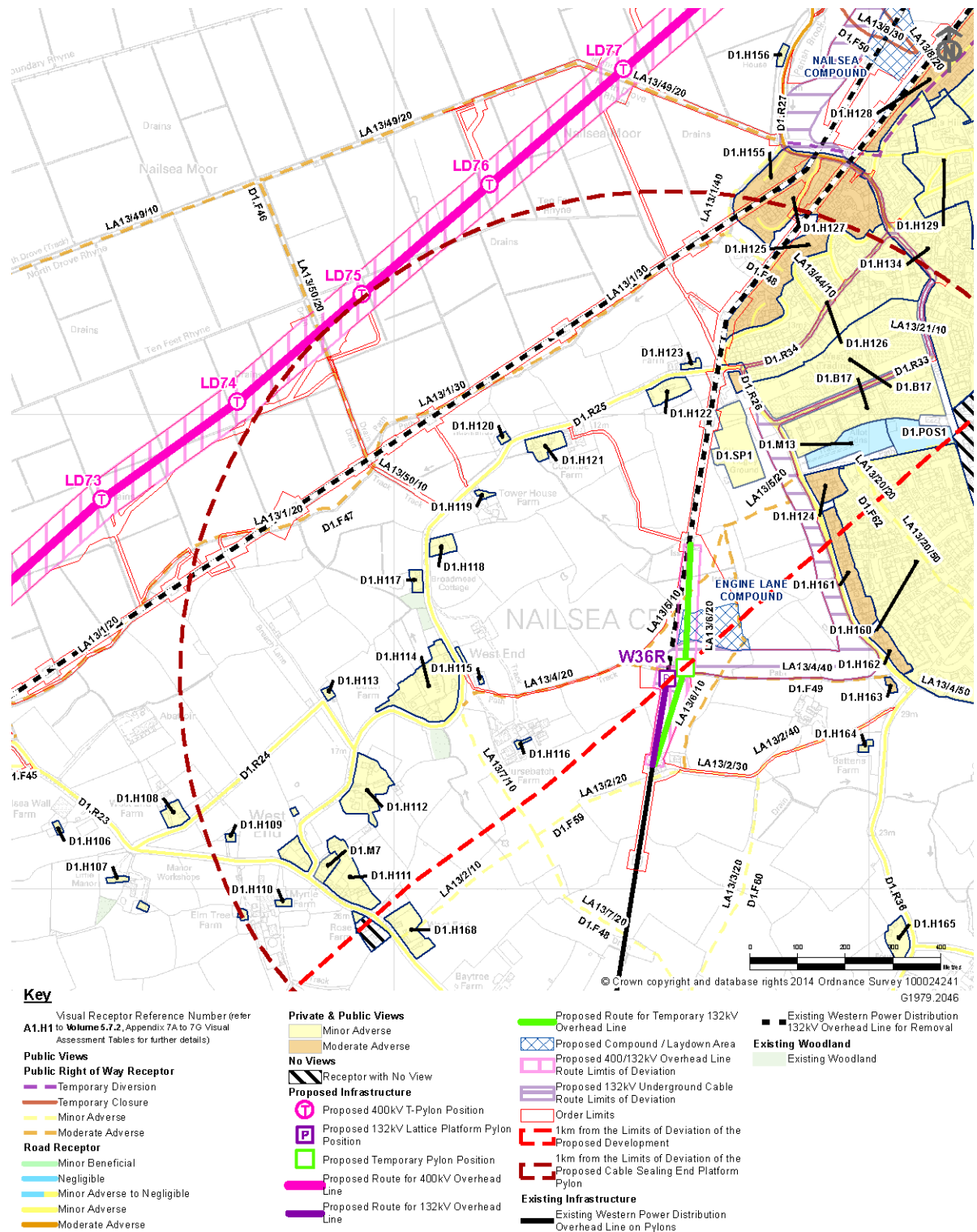
Inset 7.111 (of **Volume 5.7.3, Figure 7.28.11**): Significance of Visual Effects on Receptor D1.H80 north of Lampley Road during Construction

- receptor D1.H80: residential property and horticultural nursery on Lampley Road adjacent to the M5 motorway (**Inset 7.111**);



Inset 7.112 (of Volume 5.7.3, Figure 7.28.12): Significance of Visual Effects on Receptors D1.H99 and D1.H100 on Kennmoor Road during Construction

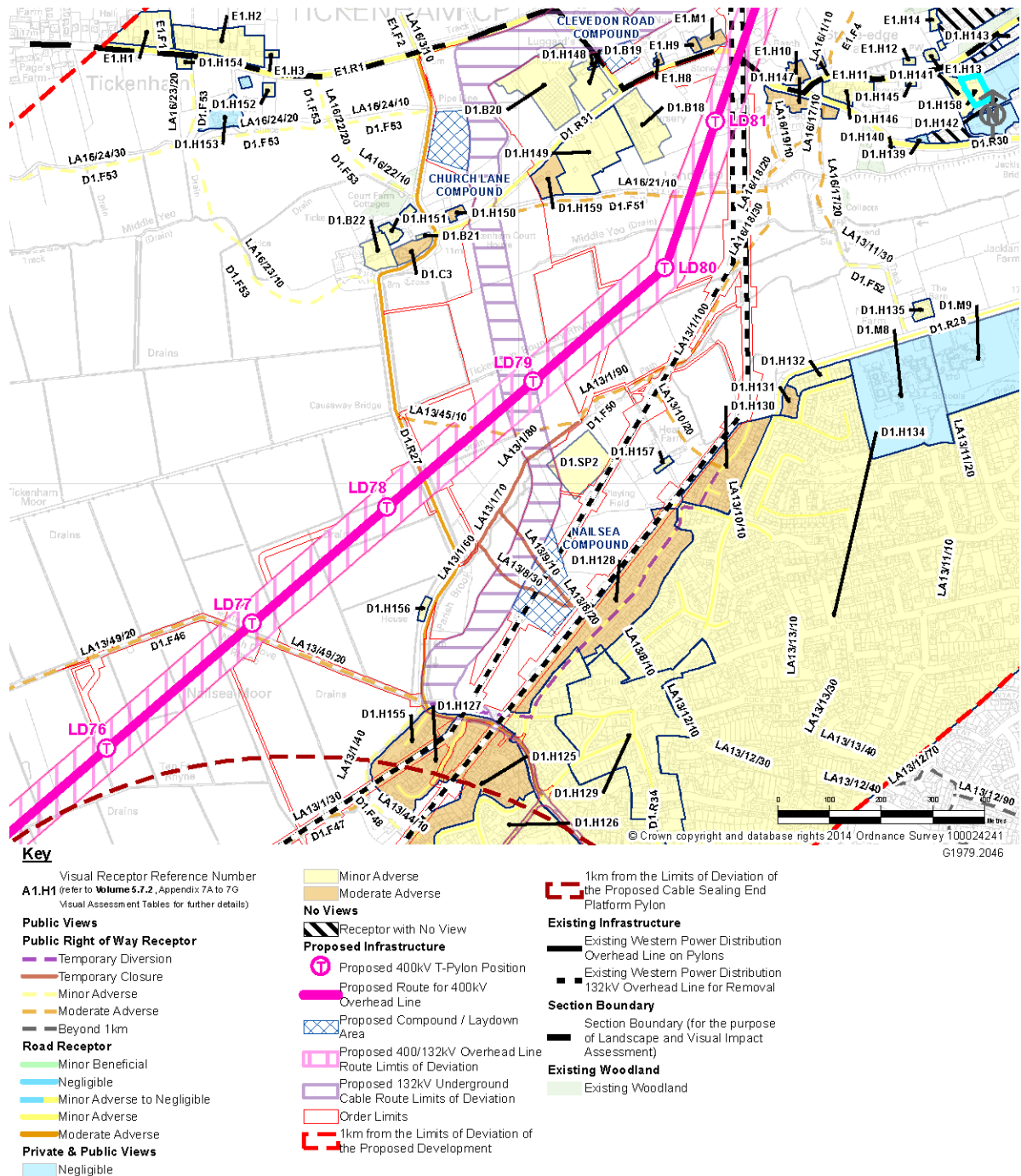
- receptors D1.H99 and D1.H100: Rose bungalow and Manor Farm on Kennmoor Road (**Inset 7.112**);
- receptor D1.H124: properties 50-58 Engine Lane on the west edge of Nailsea (**Inset 7.113**);
- receptor D1.H125: properties on the northwest edge of Nailsea on North Street, Leighwood Drive, Barnwood Court, North Lane, Fir Leaze, Brunel Road and Hanham Way (**Inset 7.113**);
- receptor D1.H127: properties on the northwest edge of Nailsea on Rhyne View (**Inset 7.113**);



Inset 7.113 (of Volume 5.7.3, Figure 7.28.13): Significance of Visual Effects on Receptors D1.H124, D1.H125 and D1.H127 on the northwest edge of Nailsea during Construction

- receptor D1.H128: bungalows and properties on the northwest edge of Nailsea on Causeway View (Inset 7.114);

- receptor D1.H130: properties on the northwest edge of Nailsea on Godwin Drive (**Inset 7.114**);
- receptor D1.H131: properties on the northwest edge of Nailsea on Pound Lane (**Inset 7.114**);



**Inset 7.114 (of Volume 5.7.3, Figure 7.28.14):** Significance of Visual Effects on Receptors D1.H127, D1.H128, D1.H130, D1.H131, D1.H147, D1.H148, D1.H150, D1.H155 and D1.H159 on the northwest edge of Nailsea, in Stone-edge Batch and on Church Lane during Construction

- receptor D1.H147: Stone-edge Farm and two adjacent properties on Clevedon Road in Stone-edge Batch (**Inset 7.114**);



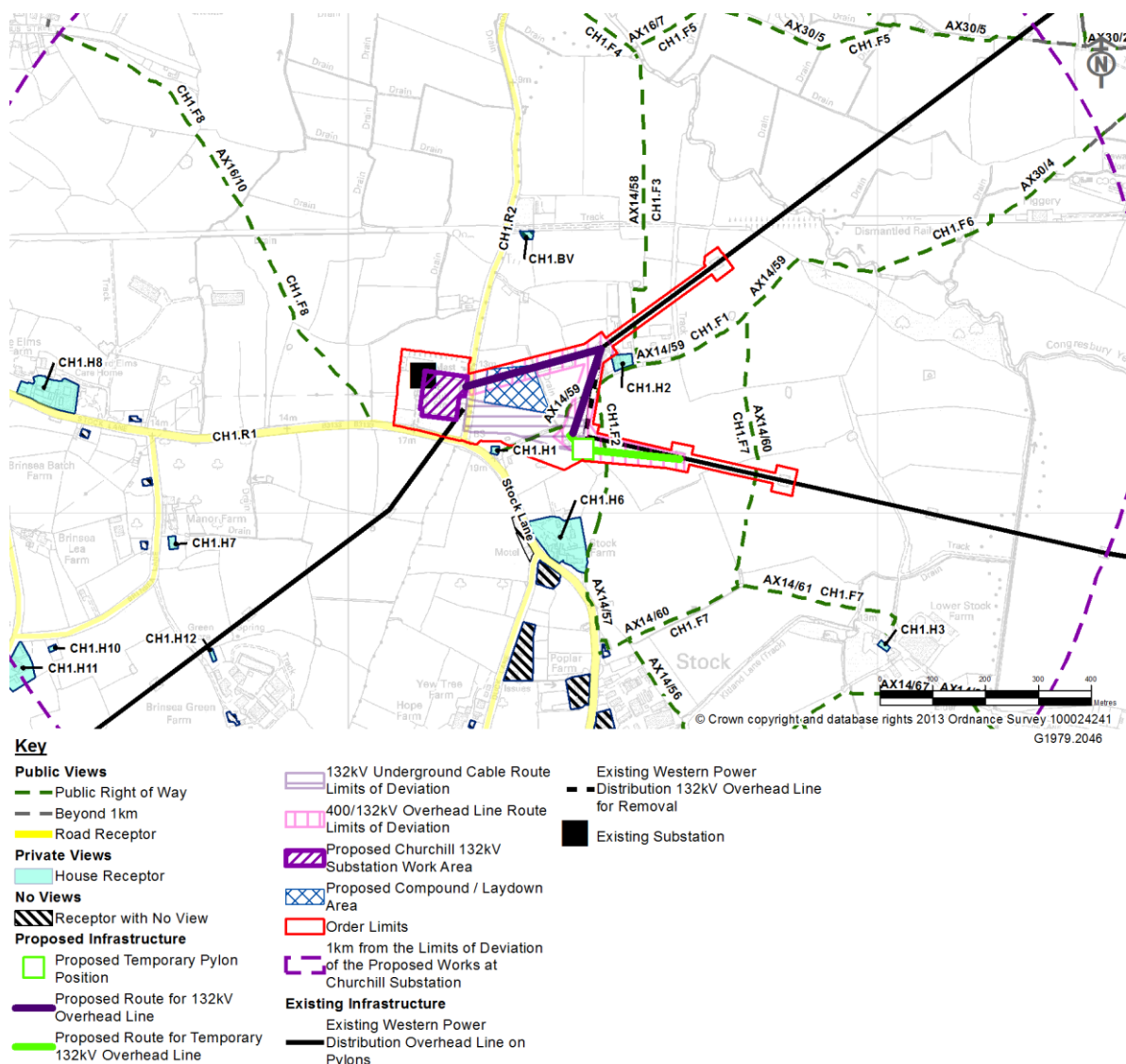
- receptor D1.H148: property on Clevedon Road, also Tickenham Rabbit Hutch Centre business (**Inset 7.114**);
- receptor D1.H150: Tickenham Court House on Church Lane, Tickenham (**Inset 7.114**);
- receptor D1.H155: properties on the northwest edge of Nailsea on Parish Brook Road (**Inset 7.114**);
- receptor D1.H159: Little Duck Lodge bungalow on Church Lane, Tickenham (**Inset 7.114**);
- receptor D1.H161: properties 20-48 Engine Lane on the west edge of Nailsea (**Inset 7.113**);
- receptor D1.H162: properties 2-18 Engine Lane on the west edge of Nailsea (**Inset 7.113**); and
- receptor D1.H163: Gaulacre Cottage, Engine Lane on the west edge of Nailsea (**Inset 7.113**).

7.5.232 Other private receptors would experience effects on views ranging from **minor adverse to negligible** significance. Effects of **minor adverse** significance are anticipated where there is a distant view of construction operations; a high degree of filtering; or where only glimpses would be available of at-height works to remove the 132kV pylons and erect the 400kV pylons. **Negligible** significance of effects would occur where construction operations are heavily filtered and would be barely perceptible in the view.

Views within 1km of the LoD for the Proposed Works at Churchill Substation

*Public Views within 1km*

- 7.5.233 **Volume 5.7.3, Figure 7.2.14** shows the significance of visual effects on receptors within 1km of the proposed works at Churchill Substation.
- 7.5.234 Construction of a single circuit overhead line between the existing W Route and Churchill Substation, and a short section of single circuit 132kV underground cables connecting to the Y Route between a new terminal sealing end platform pylon and Churchill Substation (in Section D) would have the greatest adverse magnitude of effect on public views from a PRoW closest to the substation.
- 7.5.235 A moderate magnitude of effect resulting in a **moderate adverse** significance of effect on views would be experienced by receptors using a PRoW close to and passing through work areas for the removal of the existing sections of overhead line and the construction of the new 132kV overhead line and underground cables and temporary 132kV overhead line. The PRoW identified below are illustrated at **Inset 7.115**:
- receptor CH1.F1: PRoW AX14/59 between Stock Lane and Congresbury Yeo; and
  - receptor CH1.F2: PRoW AX14/57 the northern section of the route south from AX14/59.



Inset 7.115 (of **Volume 5.7.3, Figure 7.2.15**): Significance of Visual Effects on Receptors CH1.F1, CH1.F2, CH1.H1 and CH1.H2 at Churchill Substation during Construction

- 7.5.236 Views from a short section of this PRow AX14/59 and AX14/57 east of Churchill Substation would experience a temporary effect of high adverse magnitude during construction as receptors would pass through work areas and under temporary scaffolding where the proposed overhead line and underground cables route cross the PRow. Due to the existing substation and overhead lines and the extent of PRow effected the significance of effect would remain moderate adverse.
- 7.5.237 Other PRow across farmland near Churchill Substation (including Receptor CH1.F8 PRow AX16/10 and Receptor CH1.F3 PRow AX14/58 and the Two Rivers Way long distance route Receptor CH1.F5 PRow AX16/7 and AX30/5) typically would experience effects of **negligible** magnitude and significance. Construction work would be a barely perceptible element in views which include the N Route and W Route and infrastructure at Churchill Substation. Ground level operations would generally be screened by intervening trees and hedgerows.

*Private Views within 1km*

7.5.238 A moderate adverse magnitude of effect would be experienced in receptor views from a property closest to the construction area of the proposed works at Churchill Substation. This would result in a **moderate adverse** significance of effect on receptor views where the construction operations would be close by with the installation of the temporary 132kV overhead line to the immediate south of the Y Route, the 132kV underground cable connection and the single circuit overhead line connection visible in rear views. This would occur at the following properties illustrated at **Inset 7.115**:

- receptor CH1.H1: two storey property at the junction of Stock Lane and Iwood Lane; and
- receptor CH1.H2: Stoneycroft House to the immediate north of AX14/59.

7.5.239 The majority of residential properties within 1km of the proposed works at Churchill Substation would experience a low adverse or negligible magnitude of effect on views towards the work areas, resulting in a **minor adverse** or **negligible** significance of effect on views. Typically properties would have no views towards proposed works, or construction work would be barely perceptible due to intervening hedgerow and tree screening. Properties close to the proposed works that would have views include Stoneycroft House and Stock Farm to the south and Iwood Manor to the north.

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

7.5.240 Construction effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figure 7.29.3**. During construction the effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line, Sandford Substation, AT Route connection and the W Route underground cables; and between 1 and 3km of the removal of the F Route, AT Route and W Route typically 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. Typically views of construction operations and removal of existing overhead lines, would be apparent only for a short period of time when cranes and at-height works would be visible above trees, built form and landform, across the Levels and Moors and on Tickenham Ridge.

Views beyond 3km of the LoD for the Proposed Development

7.5.241 Construction effects on views from beyond 3km away are illustrated at **Volume 5.7.3, Figure 7.29.3**, and focused on representative viewpoints from footpaths and settlements, often on elevated land, with distant views towards the Proposed Development.

7.5.242 A **minor adverse to negligible** significance of effect would be experienced by receptors beyond 3km from a new 400kV overhead line, underground cables and substation. Some viewpoints identified beyond 3km would experience no change in the view during operation.

- 7.5.243 Effects on views of **minor adverse** significance are anticipated for receptors at vantage points where there are panoramic views across the moors and construction activity including underground cables construction would be visible extending across the moors.
- 7.5.244 Effects on views of **negligible** significance are anticipated where construction activity would be barely perceptible in views due to distance and filtering by intervening vegetation.



## ***Operational Effects***

### Overview

- 7.5.245 During operation of the Proposed Development in Section D the majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views for the short and medium-term. The significance of effect on most views would be reduced due to the presence of other existing overhead lines in views, the distance of the viewer and the effects of intervening trees and hedgerows. For the majority of visual receptors the F Route is presently in views above trees, with the AT Route, W Route and N Route also visible above trees in some views. In most views the F Route would be replaced with the proposed 400kV overhead line, which would be more visible above trees and hedgerows due to the greater height of the pylons.
- 7.5.246 The Proposed Development would result in a low alteration to the existing view and a moderate or low proportion of the view affected. This would result in a **minor adverse** or **negligible** significance of effect in most receptor views. In some receptor views a beneficial effect would be experienced where the F Route or W Route would be removed and the proposed 400kV overhead line would be further away.
- 7.5.247 Visual effects of the greatest adverse significance would be experienced by visual receptors closest to the Proposed Development during operation and within 1km of the LoD on:
- Drove Way north of Sandford;
  - in Nye north of Sandford;
  - across Puxton Moor and on the edge of East Rolstone;
  - on Dolemoor Lane, the A370 Weston Road and along Congresbury Yeo;
  - on Wemberham Lane west of Yatton;
  - on North End Road, Lampley Road and Kenn Road near North End;
  - on Kennmoor Road;
  - along Nailsea Wall and the River Kenn;
  - across Nailsea Moor and on Causeway;
  - on Nailsea Moor Lane in West End;
  - on Church Lane in Tickenham; and
  - along the B3130 Clevedon Road in Stone-edge Batch.
- 7.5.248 Visual effects of the greatest beneficial significance would be experienced by visual receptors within 1km of the LoD and closest to the F Route, W Route and N Route to be removed where the Proposed Development would be further away during operation. These receptors are located on:
- the northern end of Mead Lane in Sandford;
  - on Puxton Lane south of Puxton;

- on the west edge of Nailsea and between Engine Lane and West End Lane; and
- on the northwest edge of Nailsea.

- 7.5.249 The Proposed Development in the southern part of Section D would comprise the proposed 400kV underground cables through the Mendip Hills connecting to the proposed Sandford Substation west of Drove Way; the proposed 400kV overhead line supported by T-pylons; the proposed AT Route connection on steel lattice pylons between Sandford Substation and the AT Route; and the N Route connection on wood poles from Sandford Substation to the N Route.
- 7.5.250 The greatest adverse magnitude of effect on views during operation in the short and medium-term would be from visual receptors at Drove Way Farm on Drove Way closest to the proposed Sandford Substation, N Route wood poles and AT Route underground cables. The proposed 400kV overhead line would also be visible further away. Receptors would experience a high adverse magnitude of effect resulting in a **major adverse** significance of effect in the short and medium-term where Sandford Substation and the N Route supported by wood poles would be adjacent in close proximity and occupy a large extent of the view.
- 7.5.251 Other receptors that would experience the greatest adverse effects during operation would have short and medium-term effects of **moderate adverse** significance on views where the Proposed Development would be seen in close proximity across a large proportion of the view. This would occur at the PRowS and properties described below.
- 7.5.252 Receptors in properties and using PRowS across Puxton Moor near Sandford, Drove Way, East Rolstone, Puxton and Oldbridge River would have views towards the proposed 400kV overhead line supported by T-pylons and the AT Route connection supported by lattice pylons in close proximity. This would replace views of the F Route and AT Route and some PRow would pass under the proposed overhead lines.
- 7.5.253 Other receptors further north include properties and PRowS at Moorland Park (caravan properties) on the A370 Weston Road; along Dolemoor Lane and near Congresbury Yeo at Pilhay Bridge; on Wemberham Lane; on Lampley Road and near North End. Receptors would have views of the proposed 400kV overhead line in close proximity replacing views of the F Route removed and on a similar alignment. The proposed 400kV overhead line would pass over PRow in places.
- 7.5.254 In the northern part of Section D the Proposed Development would comprise the proposed 400kV overhead line supported by T-pylons and the proposed lattice terminal sealing end platform pylon and 132kV underground cables on the W Route west of Nailsea which continues into Section E to the north.
- 7.5.255 Receptors that would experience the greatest adverse effects during operation would have short and medium-term effects of **moderate adverse** significance on views where the Proposed Development would be seen in close proximity across a large proportion of the view. This would occur at the PRowS and properties described below.
- 7.5.256 Two properties on Kennmoor Road and PRow along the River Kenn would have the proposed 400kV overhead line in close views along the route in the short and medium-term, replacing views along the F Route.

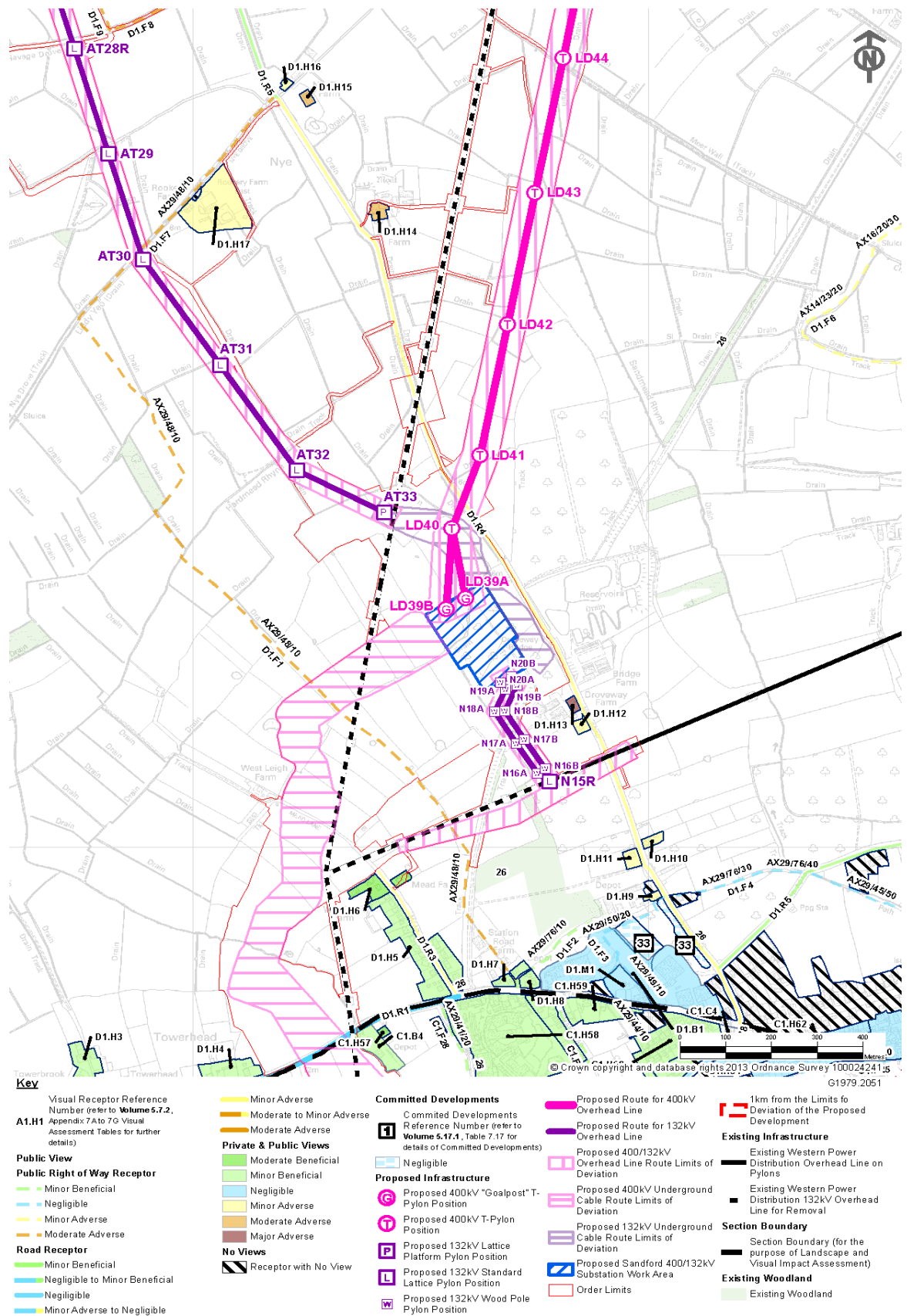
- 7.5.257 PRowS part of the Nailsea Round published walk across Nailsea Moor, along North Drove and Parish Brook, and near to Nailsea and Stone-edge Batch would pass under the proposed 400kV overhead line or would be parallel where the F Route would be removed.
- 7.5.258 Causeway House on Causeway, properties on the northwest edge of Nailsea on Parish Brook Road, two properties on Church Lane in Tickenham and properties near Stone-edge Farm in Stone-edge Batch would be close to the proposed 400kV overhead line, with views along the route across Nailsea Moor. The F Route and W Route would be removed from views.
- 7.5.259 During operation in the short and medium-term a negligible magnitude of effect is anticipated in views from PRow and properties around Churchill Substation where the new conductors connecting the W Route to the substation would be a barely perceptible element as views currently contain pylons and conductors visible above trees and the terminal pylon on the Y Route. Receptors would experience a **negligible** significance of effect on views.
- 7.5.260 There would be a moderate or low beneficial magnitude of effect resulting in a **moderate beneficial** or **minor beneficial** significance of effect on views from a number of public and private receptors where the F Route, a section of the AT Route, W Route or N Route would be removed from views. From some receptors the proposed 400kV overhead line would be introduced into views but would be further away and less visible.
- 7.5.261 Receptors that would experience a **moderate beneficial** significance of effect include Mead Farm on Mead Lane, South Farm and South Farm bungalow on Puxton Lane, Greenhill bungalow in West End, properties on the west edge of Nailsea on Engine Lane and properties on the northwest settlement edge of Nailsea. Receptors would have either the F Route, N Route, AT Route or the W Route removed from close to properties with the proposed 400kV overhead line visible further away above trees.
- 7.5.262 During operation a **minor beneficial** significance of effect would be experienced by PRow, properties and rural roads on Towerhead Road, Mead Lane and Station Road on the northern edge of Sandford; properties on Puxton Lane and in Puxton; along Parish Brook across Nailsea Moor; between West End and Nailsea; and properties on the northwest settlement edge of Nailsea and within the settlement on rising ground. Receptors would have either the F Route, N Route, AT Route or the W Route removed from views with the Proposed Development visible further away.
- 7.5.263 Two long distance routes, the Strawberry Line and NCR 26, and RCR 10 run within 1km of the proposed 400kV overhead line in Section D. High sensitivity views experienced by walkers and cyclists on a short section of these routes on Drove Way, Kenmoor Road and Nailsea Wall would experience a visual effect of **moderate adverse** significance where they would pass close to the Proposed Development. The overall significance of effect of the Proposed Development in views for the short and medium-term during operation from the Strawberry Line, NCR 26 and RCR 10 (where these public routes runs within 3km of the LoD for the proposed 400kV overhead line) would be **minor adverse or negligible** and this is assessed in the latter part of section 7.5 of this chapter.

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

### Public Views within 1km

7.5.264 The Proposed Development in Section D would have the greatest adverse significance of effect on public views experienced by receptors that would pass close to the new 400kV overhead line, AT Route connection, Sandford Substation or new terminal sealing end platform pylons. Receptors would experience a moderate adverse magnitude of effect on views that would result in a **moderate adverse** significance of effect on views. For a short section the greatest adverse significance of effect would be experienced where receptors would pass under the proposed 400kV overhead line and AT Route connection or would have views towards Sandford Substation from close proximity. Receptors are illustrated at **Inset 7.116** to **Inset 7.122** and listed below:

- receptor D1.F1 and D1.F7: PRoW AX29/48 across Puxton Moor between Towerhead Road and Nye Drove (**Inset 7.116**);



Inset 7.116 (of Volume 5.7.3, Figure 7.30.9): Significance of Visual Effects on Receptors D1.F1, D1.F2 and D1.F7 on Drove Way and across Puxton Moor north of Sandford during Operation





Photograph 7.49 (Viewpoint VPD20): Existing view northwest from Receptor D1.CY1 the Strawberry Line LDR and NCR 26 north of Sandford towards the N Route and proposed Sandford Substation site



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**)



Photograph 7.50 (Viewpoint VPD1): Existing view west from Receptor D1.CY2 the Strawberry Line LDR and NCR 26 on Drove Way Bridge towards the proposed Sandford Substation site



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**)



Photograph 7.51 (Viewpoint VPD2): Existing view from Receptor D1.F1 PRoW AX29/48 looking southeast across fields towards the F Route visible above trees and backgrounded in places by the Mendip Hills



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**)



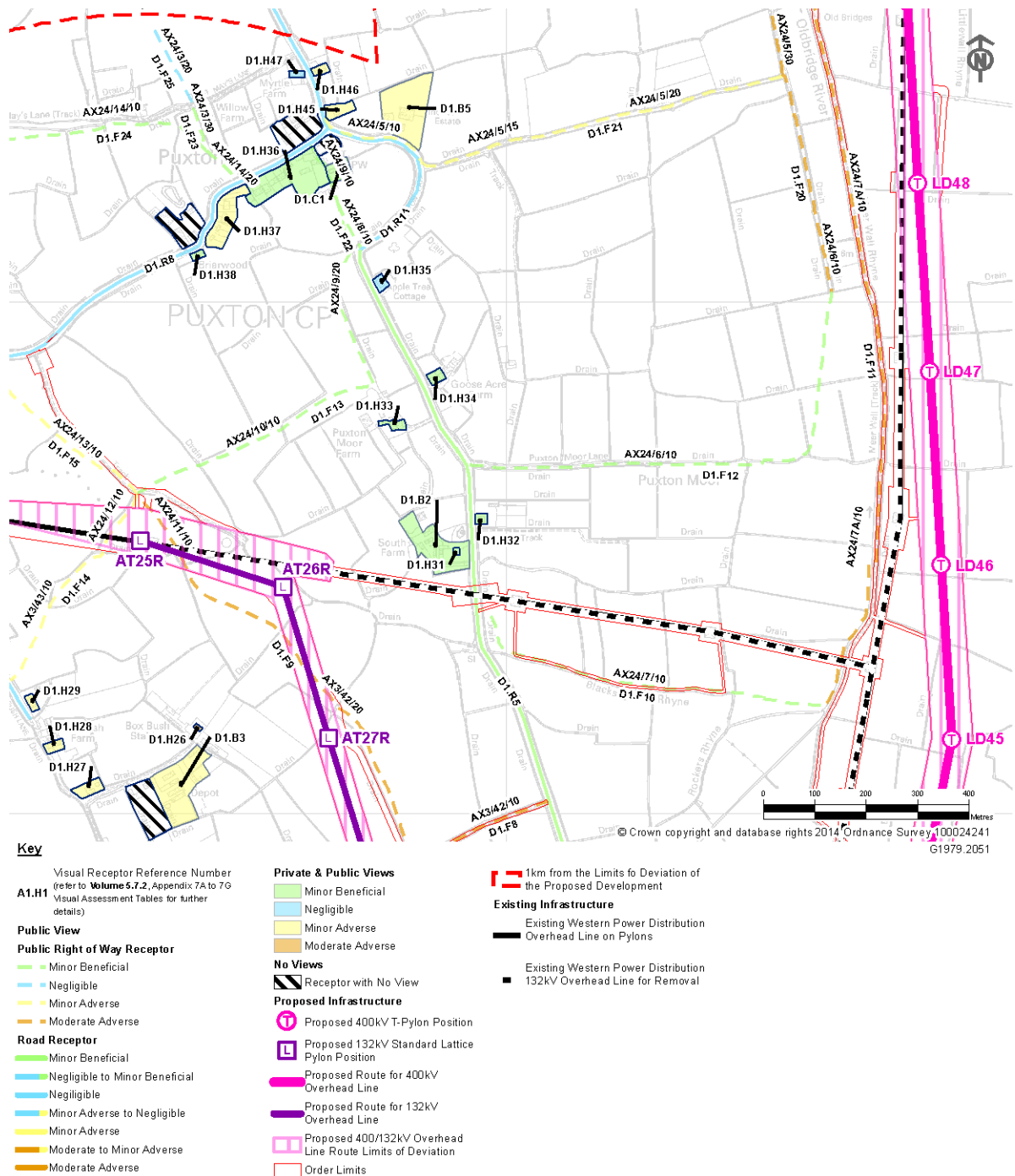
Photograph 7.52 (Viewpoint VPD3): Existing view from Receptor D1.F1 PRow AX29/48, looking north across fields towards the F Route and the AT Route just visible in the distance above trees



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**)

- receptor D1.F8 and D1.F9: PRow AX24/11 and AX3/42 across Puxton Moor between Puxton Road and Hayage Drove (**Inset 7.117**);
- receptor D1.F11: PRow AX24/7A across Puxton Moor along Oldbridge River and Meerwall Rhyne north of Rockers Rhyne (**Inset 7.117**);
- receptor D1.F20: PRow AX24/5 parallel to Oldbridge River across Puxton Moor (**Inset 7.117**);





Inset 7.117 (of Volume 5.7.3, Figure 7.30.10): Significance of Visual Effects on Receptors D1.F8, D1.F9 and D1.F11 across Puxton Moor during Operation

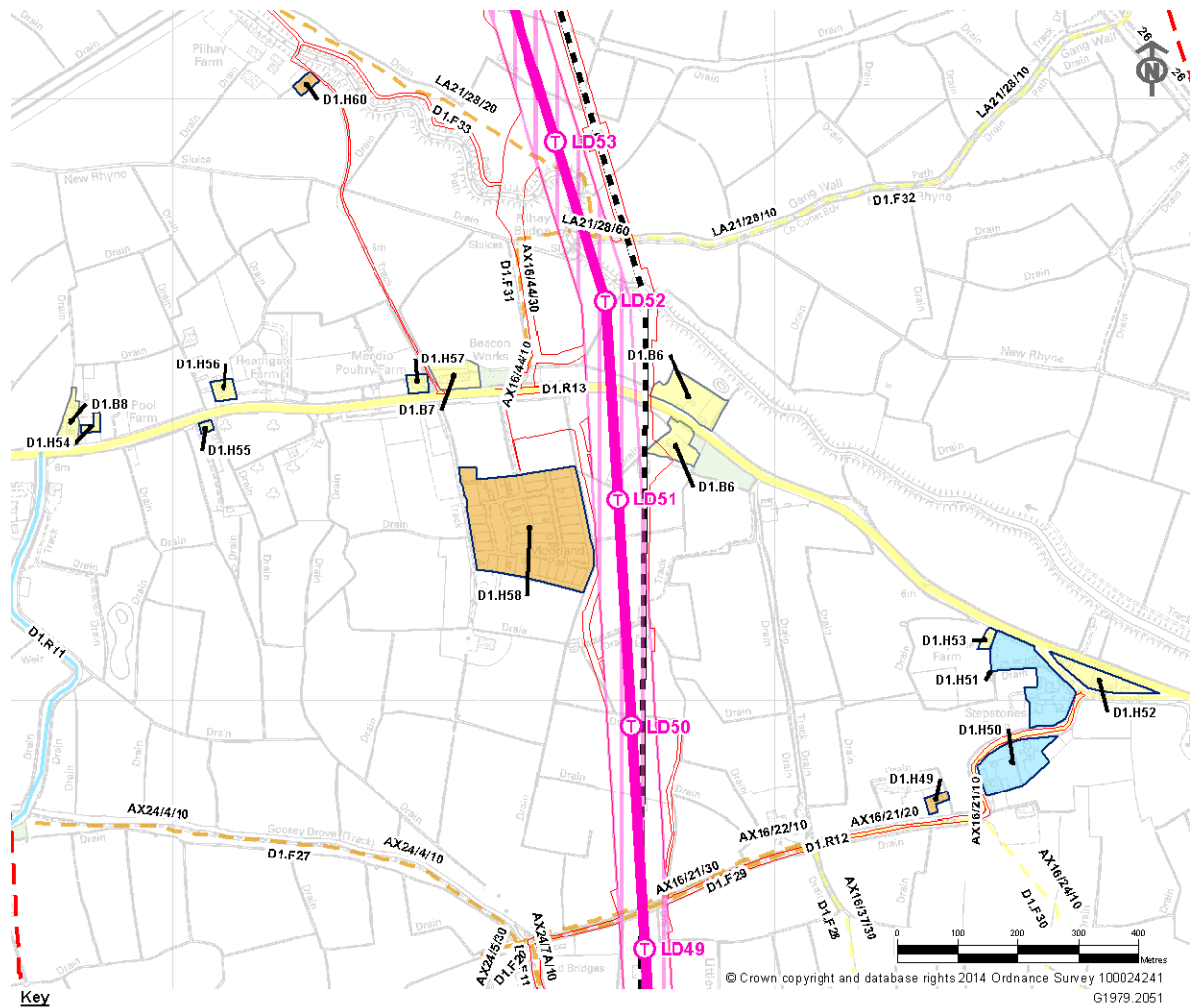


Photograph 7.53 (Receptor D1.F27): Existing view east from footpath AX24/4 Oldbridge River towards the F Route

- receptor D1.F27: PRoW AX24/4 along Oldbridge River between Puxton Lane and Old Bridge (**Inset 7.118**);
- receptor D1.F29: footpaths AX16/21 and AX16/22 on Dolemoor Lane east of Oldbridge River (**Inset 7.118**);
- receptor D1.F31: footpath AX16/44 between the A370 Weston Road and Pilhay Bridge (**Inset 7.118**);
- receptor D1.F33: footpath LA21/28 along Congresbury Yeo between Pilhay Bridge and Pilhay Farm (**Inset 7.118**);

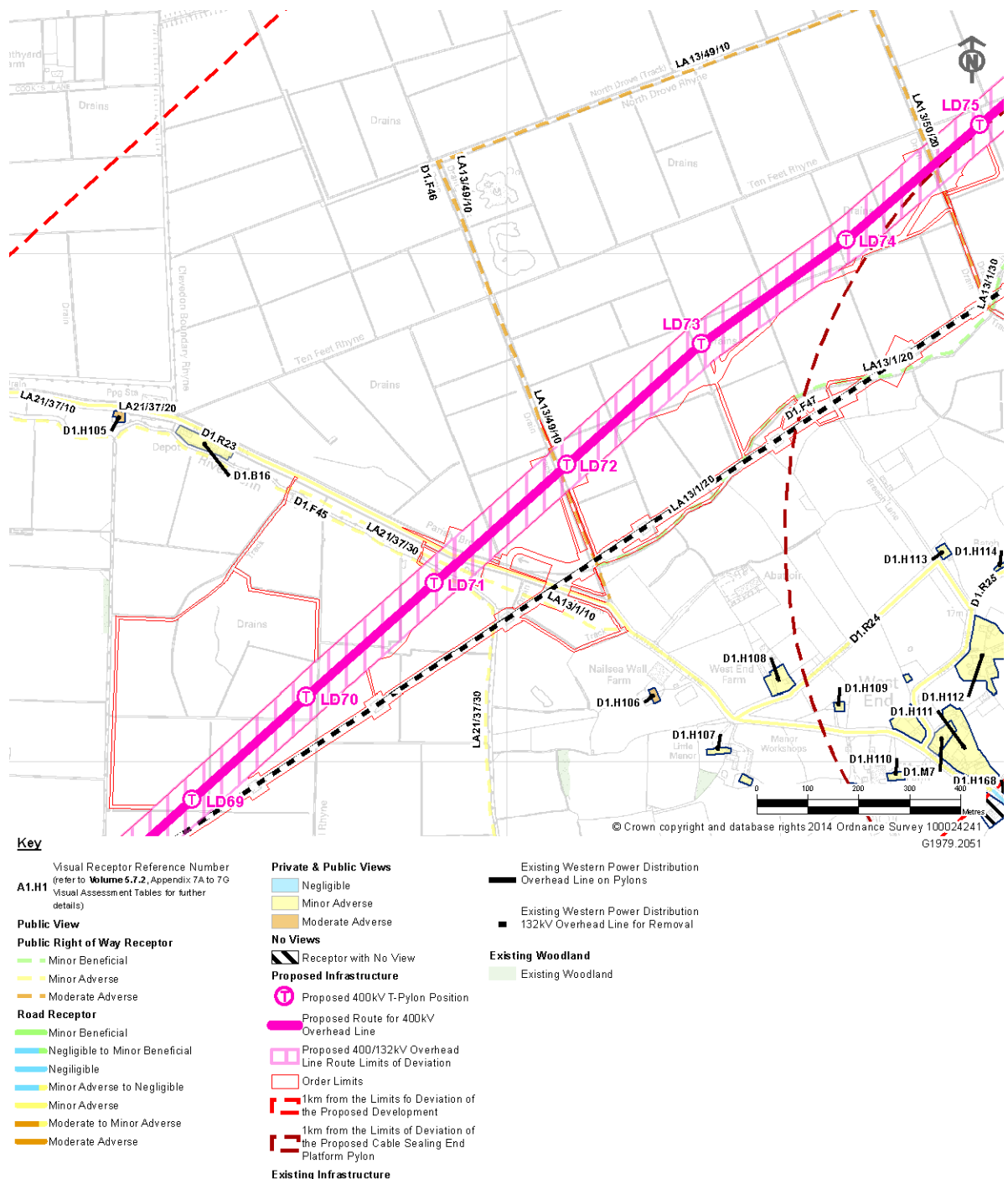


Photograph 7.54 (Receptor D1.F29): Existing view north from AX16/22 along the F Route



Inset 7.118 (of **Volume 5.7.3, Figure 7.30.10**): Significance of Visual Effects on Receptors D1.F27 along Oldbridge River, D1.F29 along Dolemoor Lane and D1.F31 and D1.F33 near Congresbury Yeo during Operation





Inset 7.120 (of **Volume 5.7.3, Figure 7.30.12**): Significance of Visual Effects on Receptor D1.F46 part of the Nailsea Round on North Drove during Operation

- receptor D1.F46: footpath LA13/49 along North Drove and across Nailsea Moor between Nailsea Wall and Causeway (part of the Nailsea Round published walk) (**Insets 7.120 and 7.121**);





Photograph 7.55 (Viewpoint VPD10): Existing view from Nailsea Wall NCR 410 the Avon Cycle Route looking northeast along the F Route across Nailsea Moor, and towards the W Route and Tickenham Ridge in the distance



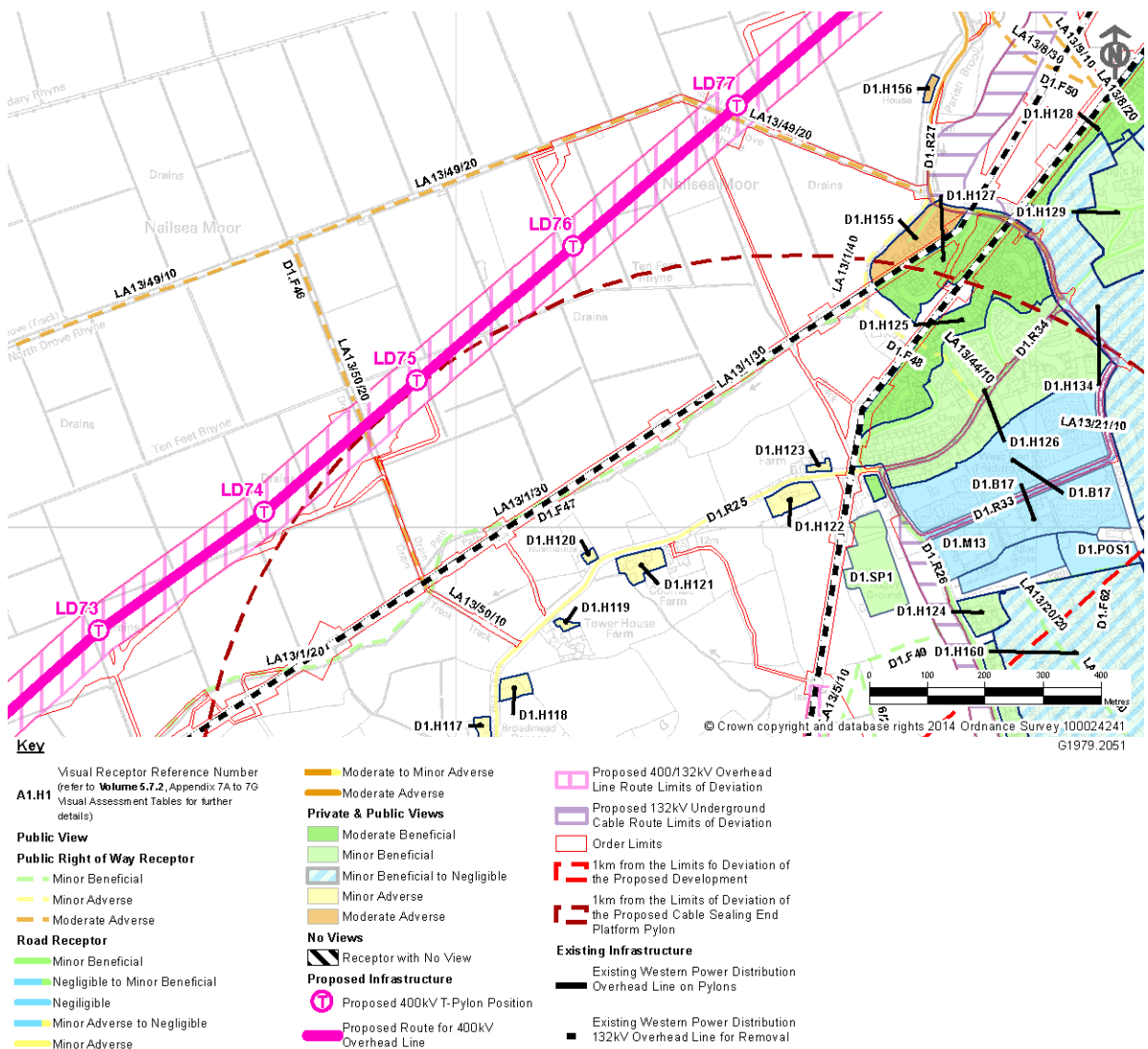
Verified Photomontage 7.29 (Viewpoint VPD10): Anticipated view from Nailsea Wall NCR 410 the Avon Cycle Route looking east across Nailsea Moor along the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.69**)



Photograph 7.56 (Viewpoint VPD22): Existing view west from Receptor D1.F45 PRow LA21/37 along the F Route



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**)



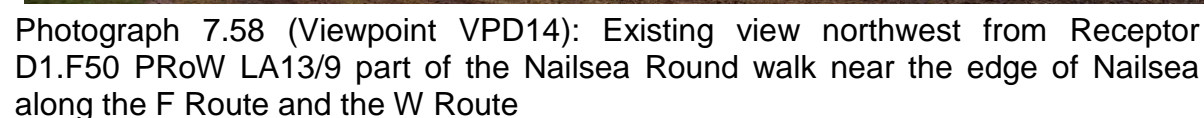
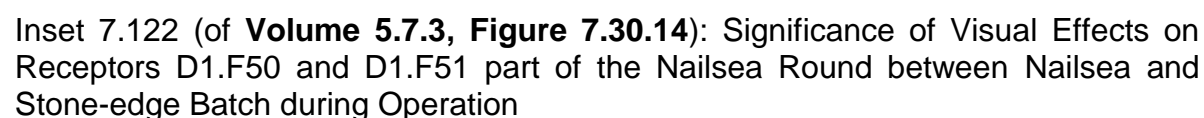
Inset 7.121 (of **Volume 5.7.3, Figure 7.30.13**): Significance of Visual Effects on Receptor D1.F46 part of the Nailsea Round on North Drove during Operation

- receptor D1.F50: PRowS LA13/1, LA13/8, LA13/9, LA13/10, LA13/45 to the west of Nailsea along Parish Brook between Causeway and Middle Yeo (part of the Nailsea Round published walk) (**Insets 7.122**); and
- receptor D1.F51: PRowS LA16/17, LA16/18 and LA16/21 south of Stone-edge Batch along Land Yeo (**Inset 7.122**).



Photograph 7.57 (Receptor D1.F51): Existing view southwest from footpath LA16/17 along the F Route and W Route across Nailsea Moor







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**)



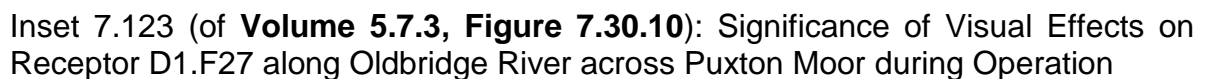
Photograph 7.59 (Viewpoint VPD17): Existing view south from Receptor D1.F51 PRoW LA16/21 along Land Yeo near Church Lane, looking across Nailsea Moor towards the F Route and W Route



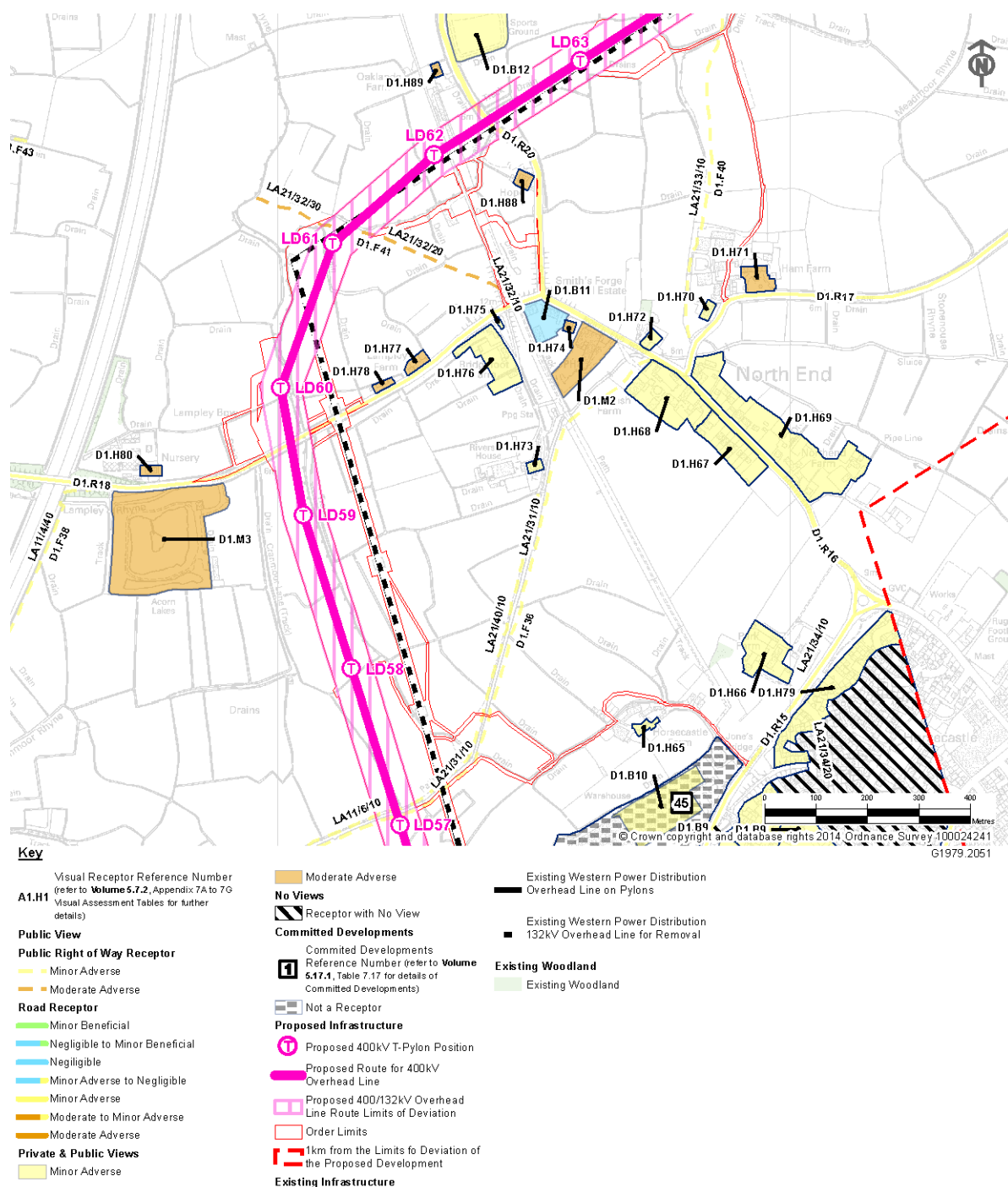
Verified Photomontage 7.32 (Viewpoint VPD17): Anticipated view from Receptor D1.F51 PRoW LA16/21 looking south across Nailsea Moor towards the 400kV overhead line on completion (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 7.43.78**)

- 7.5.265 On completion a **moderate adverse** significance of effect is also anticipated in views from the following outdoor recreation facility and road illustrated at **Insets 7.123 and 7.124**:





- 
- 351





Photograph 7.60 (Viewpoint VPD18): Existing view northeast from Lampley Road adjacent to Receptor D1.M3 Acorn Carp Fishery towards the F Route



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**)

7.5.266 On completion a **minor adverse** significance of effect is anticipated in views from a small number of long distance routes, PRoW, cycle routes and rural roads. Receptors have expansive views across flat farmland interspersed with some hedgerow trees and typically would have distant views of the Proposed Development. For a small section of these routes receptors would experience a **moderate adverse** significance of effect where they would pass under the new 400kV overhead line for a short period with views along the line. These receptors are listed below and long distance routes are assessed in further detail at the latter part of section 7.5 of this chapter:

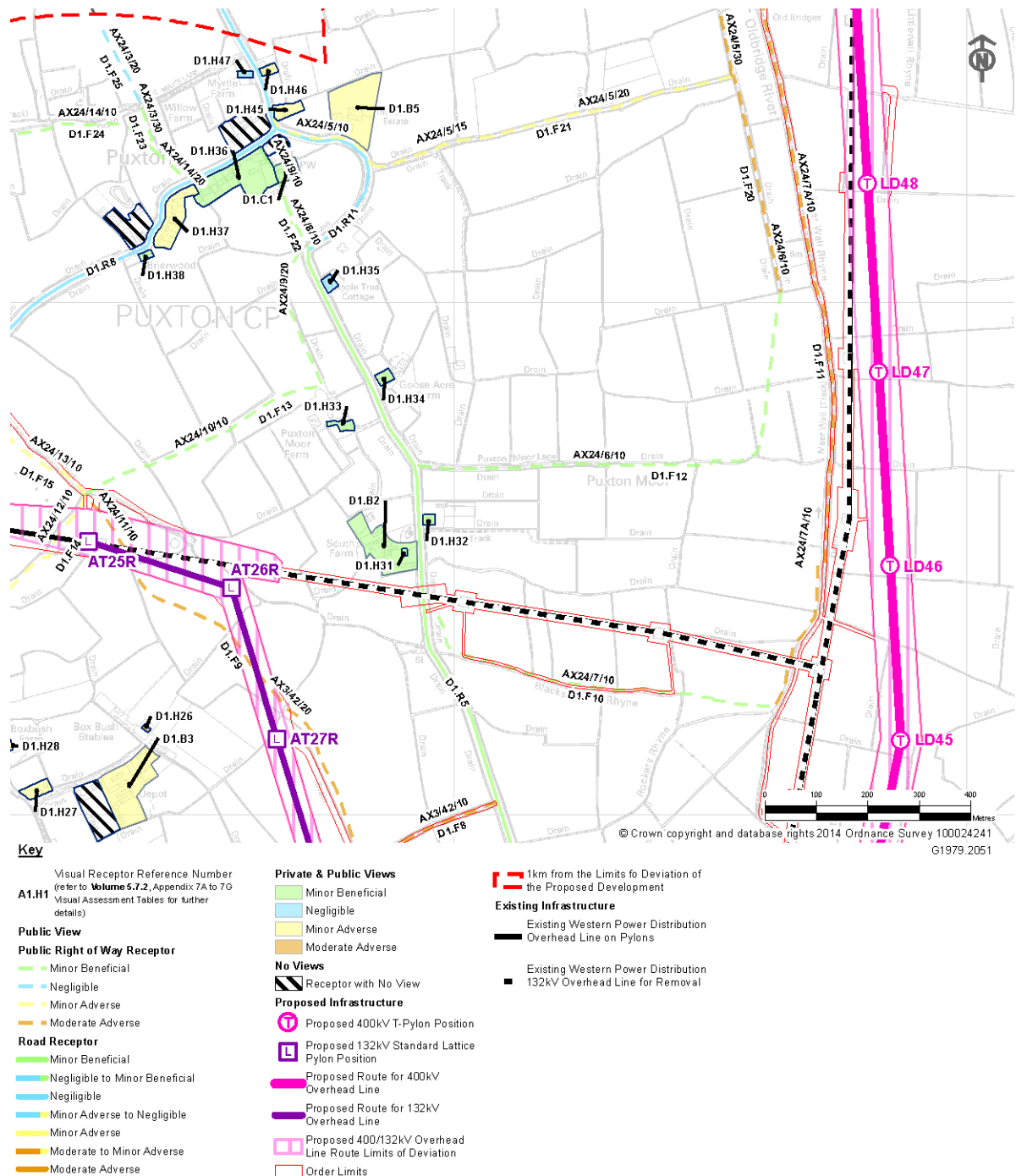
- receptor D1.F36: footpaths LA11/6, LA21/31 and LA21/40 along Little River between Wemberham Cottage and North End;
- receptor D1.F40: footpaths LA21/33 and LA10/2 between Ham Lane and Kenn Road;
- receptor D1.R4: Drove Way north of Sandford;
- receptor D1.R14: Wemberham Lane west of Yatton;
- receptor D1.R22: Kennmoor Road south of Kenn; and
- receptor D1.R23: Nailsea Wall.

7.5.267 Other public receptors would experience effects on views ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are

anticipated where there is a distant view of the Proposed Development; a high degree of filtering; or where the majority of the route would only experience glimpses of the Proposed Development. Effects of **negligible** significance would occur where views are heavily filtered and the Proposed Development would be barely perceptible in the view.

7.5.268 There would be a low beneficial magnitude of effect resulting in a **minor beneficial** significance of effect on views from a number of public receptors where the F Route, a section of the AT Route, W Route and N Route would be removed. From some public receptors the proposed 400kV overhead line would be introduced into views but would be further away and less visible. Receptors that would experience a **minor beneficial** significance of effect are illustrated at **Insets 7.125 to 7.127** and are listed below:

- receptor D1.F2: PRow AX29/76 on the north settlement edge of Sandford (**Inset 7.125**);
- receptor D1.F10: PRow AX24/7 across Puxton Moor between Puxton Lane and Rockers Rhyne (**Inset 7.126**);

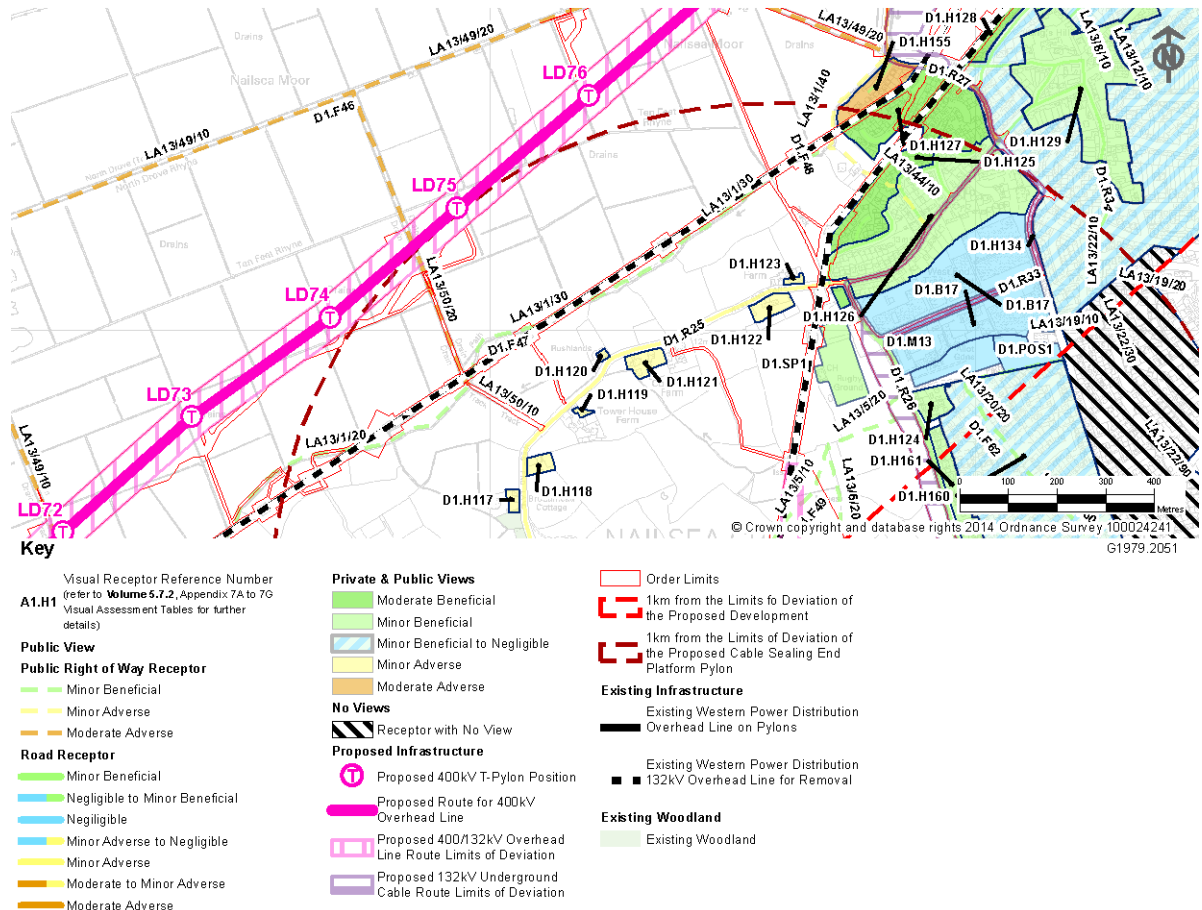


Inset 7.125 (of Volume 5.7.3, Figure 7.30.10): Significance of Visual Effects on Receptors D1.F10, D1.F12, D1.F13, D1.F22, D1.F23, D1.F24 and D1.R5 across Puxton Moor during Operation

- receptor D1.F12: PRoW AX24/6 across Puxton Moor between Puxton Lane and Meer Wall Rhyne (Inset 7.125);
- receptor D1.F13: PRoW AX24/10 between Puxton Moor Farm and PRoW AX24/12 (Inset 7.125);
- receptor D1.F22: PRoW AX24/9 between Puxton Road and Puxton Moor Farm (Inset 7.125);

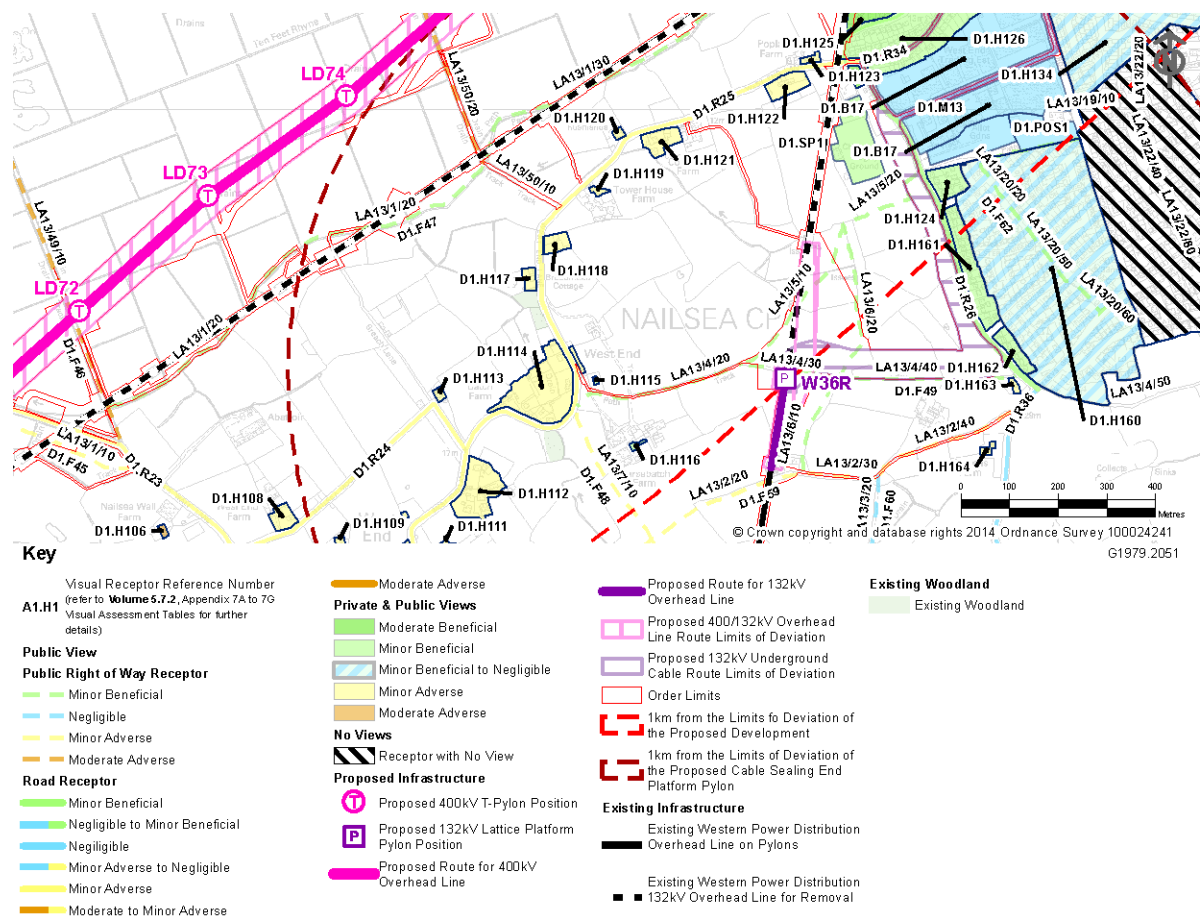


- receptor D1.F23: PRow AX24/3 between May's Lane and Puxton Road (**Inset 7.125**);
- receptor D1.F24: PRow AX24/14 between Maysgreen Lane and May's Lane north of Puxton (**Inset 7.125**);



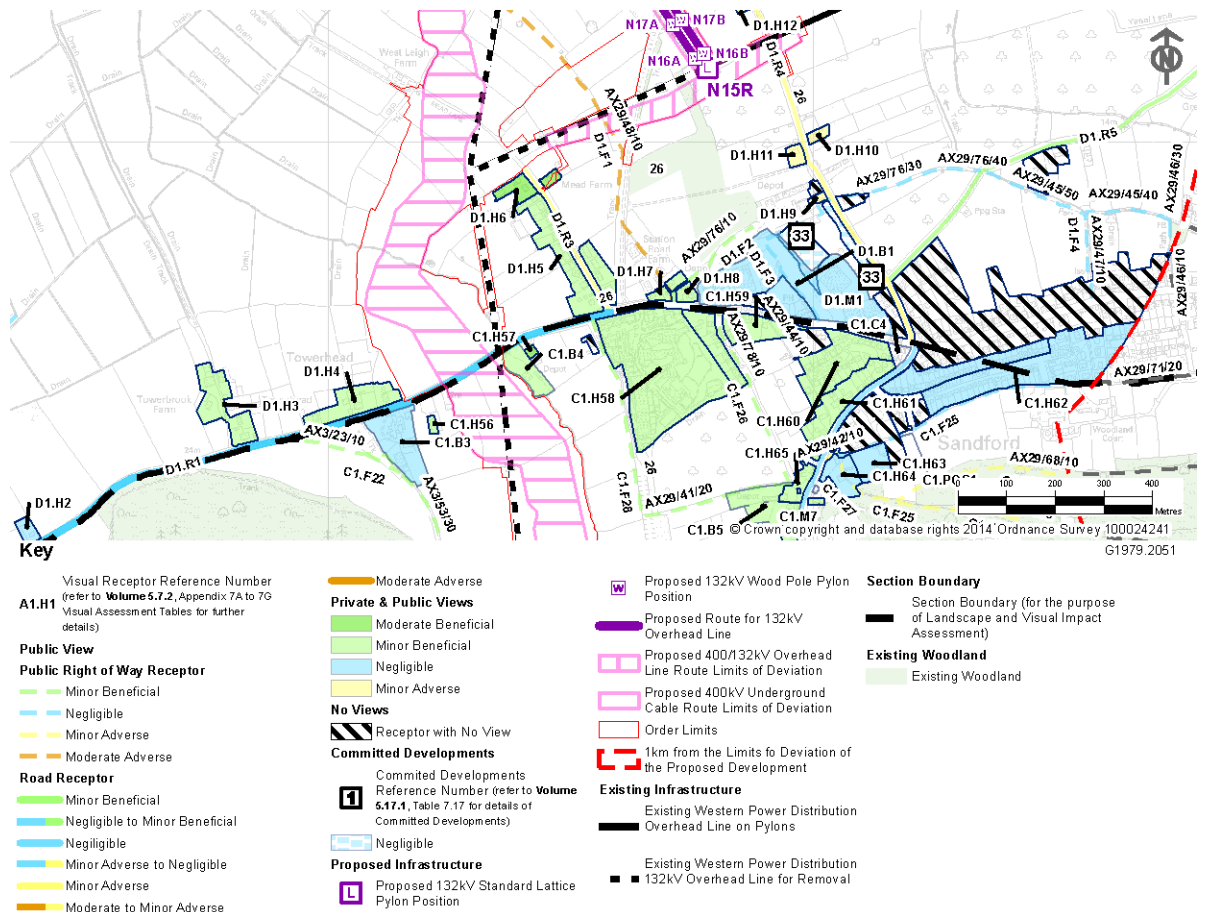
**Inset 7.126 (of Volume 5.7.3, Figure 7.30.13): Significance of Visual Effects on Receptor D1.F47 part of the Nailsea Round along Parish Brook during Operation**

- receptor D1.F47: PRow LA13/1 part of the Nailsea Round along Parish Brook between Nailsea Wall and Causeway (**Inset 7.126 and 7.127**);
- receptor D1.F49: PRow LA13/4, LA13/5 and LA13/6 between West End Lane and Engine Lane west of Nailsea (**Inset 7.127**);



Inset 7.127 (of Volume 5.7.3, Figure 7.30.13): Significance of Visual Effects on Receptor D1.F47 along Parish Brook and D1.F49 between West End Lane and Engine Lane during Operation

- receptor D1.R1: Towerhead Road (Inset 7.128);
- receptor D1.R3: Mead Lane (Inset 7.128); and
- receptor D1.R5: Puxton Lane (Inset 7.125).



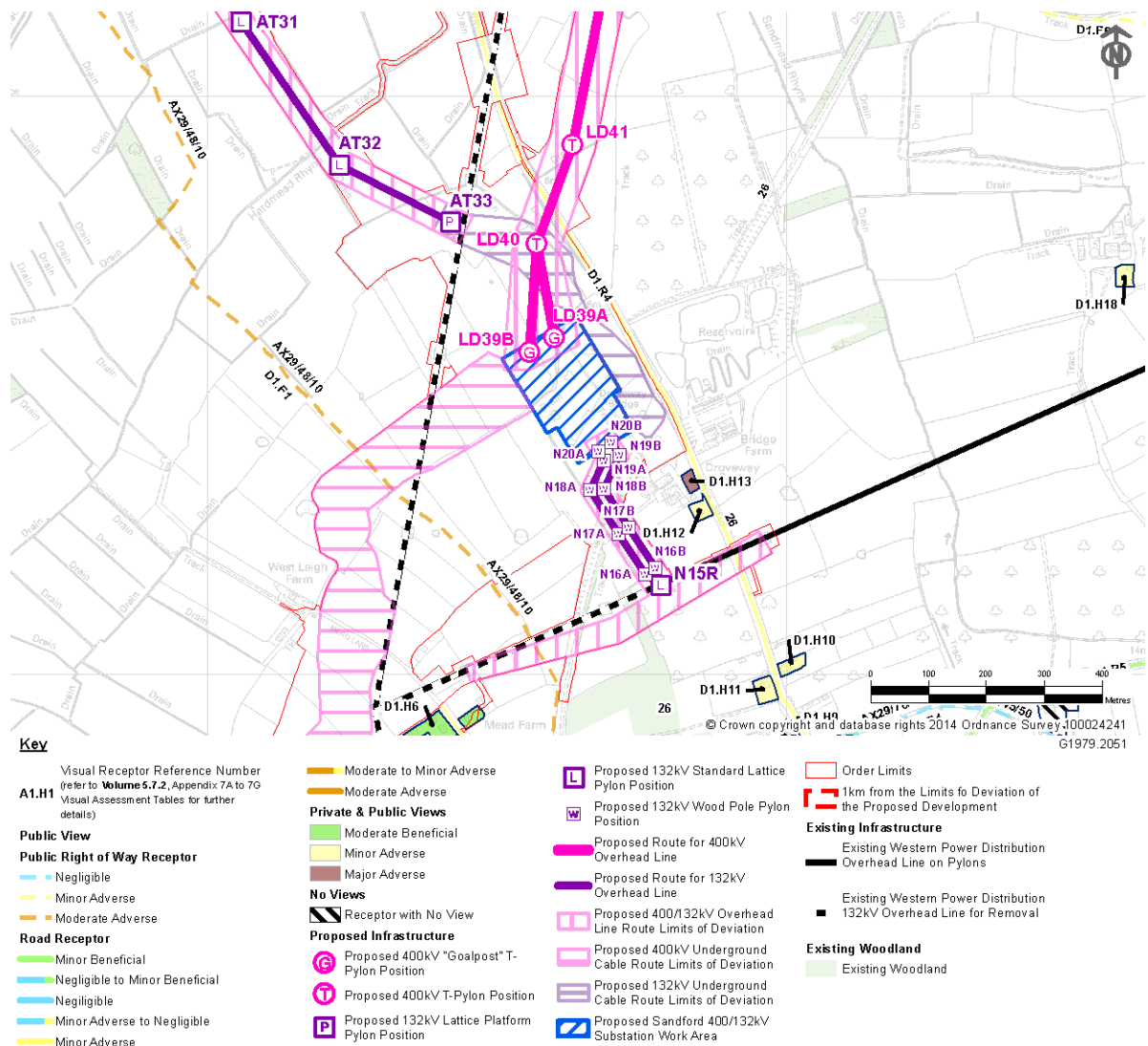
Inset 7.128 (of **Volume 5.7.3, Figure 7.30.9**): Significance of Visual Effects on Receptors D1.F2, D1.R1 and D1.R3 near Towerhead and Sandford during Operation

### Private Views within 1km

7.5.269 The Proposed Development in Section D would have the greatest adverse significance of effect on private views from receptors closest to the proposed 400kV overhead line, AT Route connection, N Route connection, Sandford Substation or new terminal sealing end platform pylons. A high adverse magnitude of effect would be experienced in receptor views from the residence of Drove Way Farm on Drove Way close to Sandford Substation, the new N Route connection on wood poles and the new 400kV overhead line supported by T-pylons. This receptor, D1.H13 at **Inset 7.129** below would experience a high alteration to views with the introduction of a new substation and overhead lines that would be uncharacteristic, form a large proportion of the view, and result in effects of **major adverse** significance on views during operation in the short and medium-term.



Photograph 7.61 (Receptor D1.H13): Existing view northwest from Drove Way adjacent to Droveway Farm



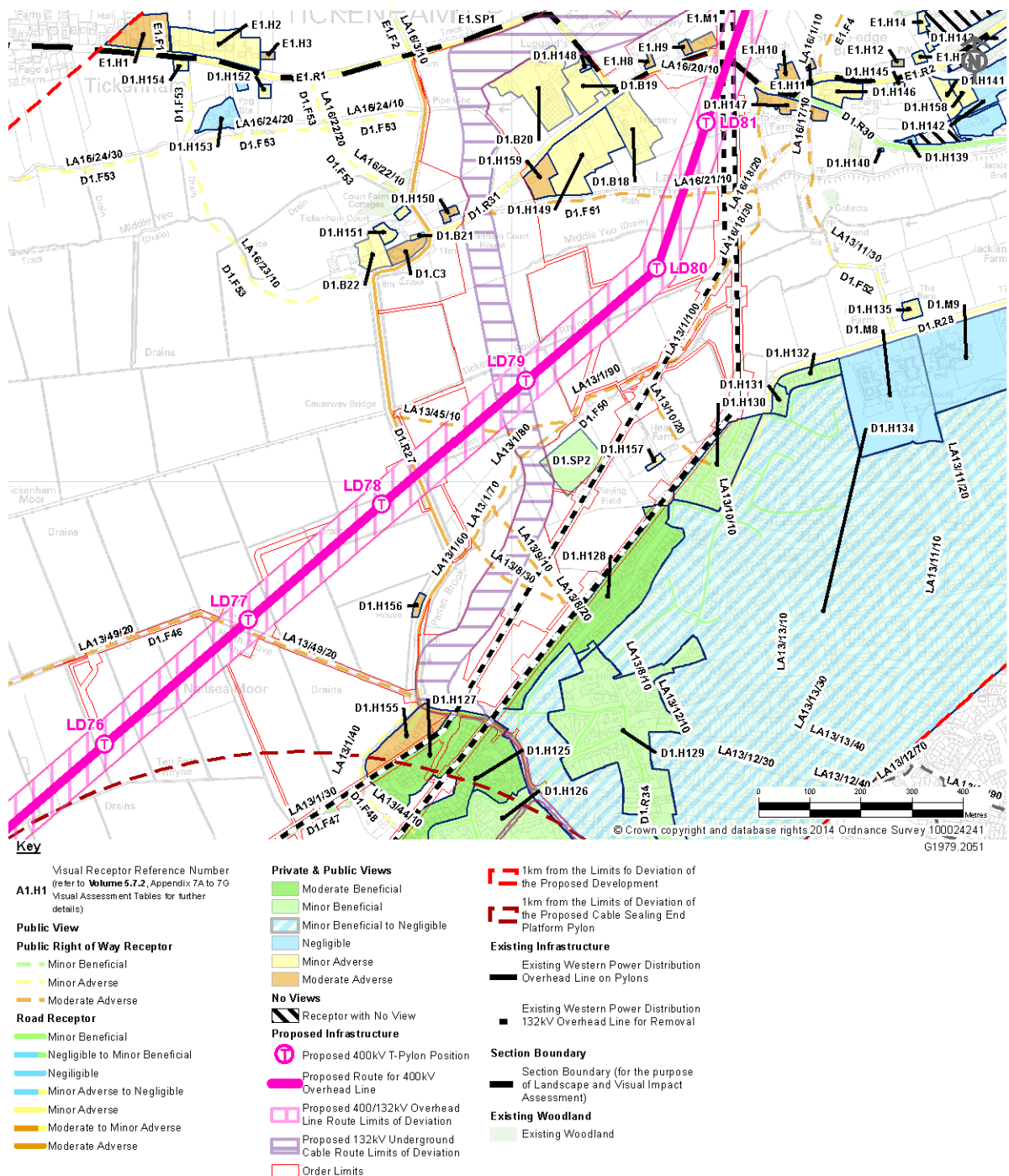
Inset 7.129 (of Volume 5.7.3, Figure 7.30.9): Significance of Visual Effects on Receptor D1.H13 Droveway Farm on Drove Way during Operation

7.5.270 The greatest moderate adverse magnitude of effect on views is anticipated from receptors in properties where the proposed 400kV overhead line would be close and where views would be available along the line and also where the 400kV overhead line would be introduced in views in close proximity where the F Route is



presently just visible in heavily filtered views. Receptors would experience a **moderate adverse** significance of effect on views and are illustrated at **Insets 7.130 and 7.131** and listed below:

- receptor D1.H156: Causeway House on Causeway north of Nailsea (**Inset 7.130**); and
- receptor D1.H147: Stone-edge Farm and two adjacent properties on Clevedon Road in Stone-edge Batch (**Inset 7.131**).



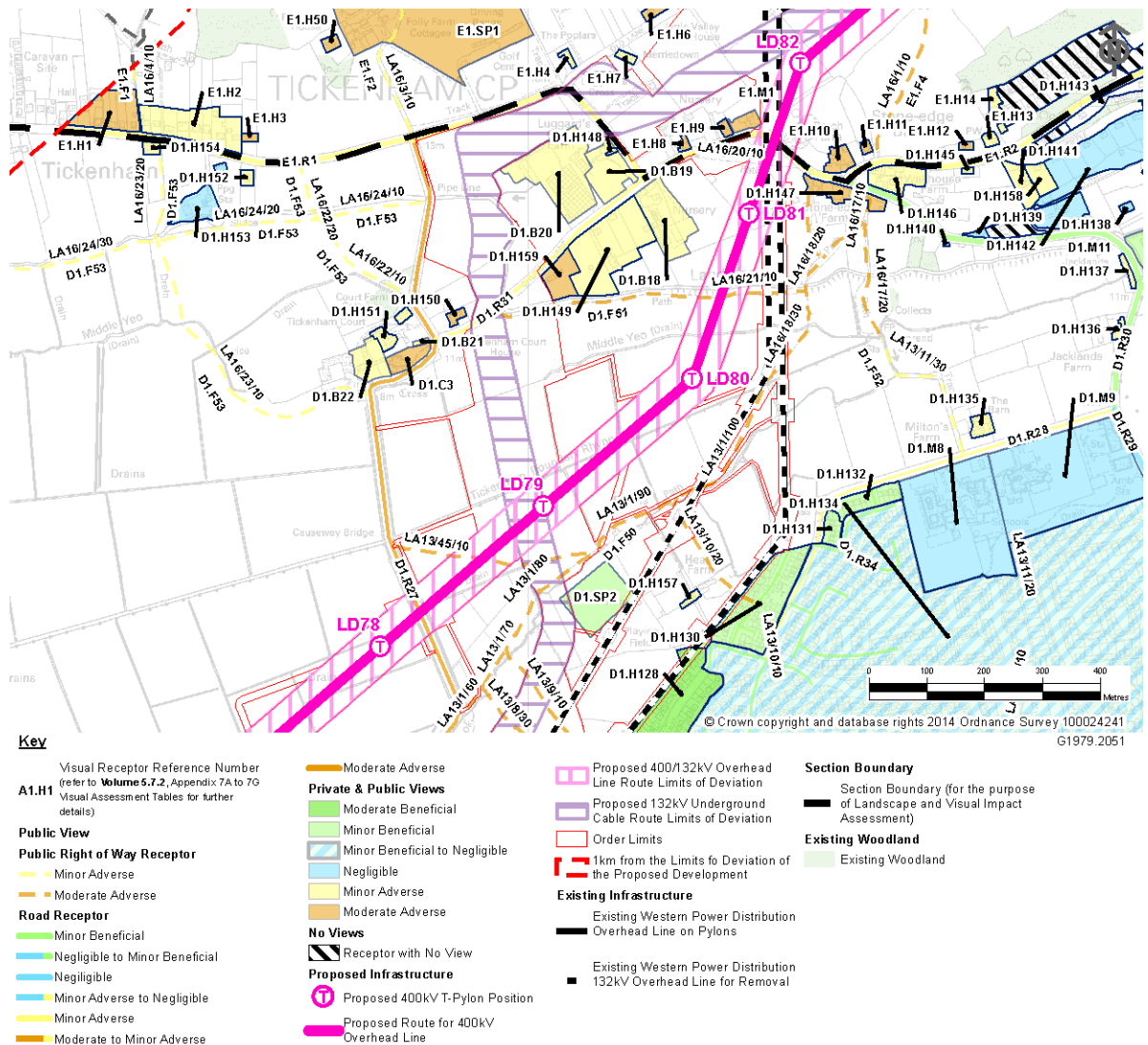
**Inset 7.130 (of Volume 5.7.3, Figure 7.30.14): Significance of Visual Effects on Receptor D1.H156 Causeway House on Causeway during Operation**



- 7.5.271 Causeway House would have open views of the proposed 400kV overhead line to the north replacing heavily filtered views of the F Route and W Route to the south. It is anticipated properties in Stone-edge Batch would have open views of the proposed 400kV overhead line in both northerly and southerly views.



Photograph 7.62 (Receptor D1.H156): Existing view northeast from PRow LA13/49, looking across Nailsea Moor towards Receptor D1.H156 Causeway House



Inset 7.131 (of Volume 5.7.3, Figure 7.30.14): Significance of Visual Effects on Receptor D1.H147 on Clevedon Road in Stone-edge Batch during Operation



Photograph 7.63 (Receptor D1.H147): Existing view from PRoW LA16/17 to the south of Receptor D1.H147, looking southwest across Nailsea Moor along the F Route and W Route



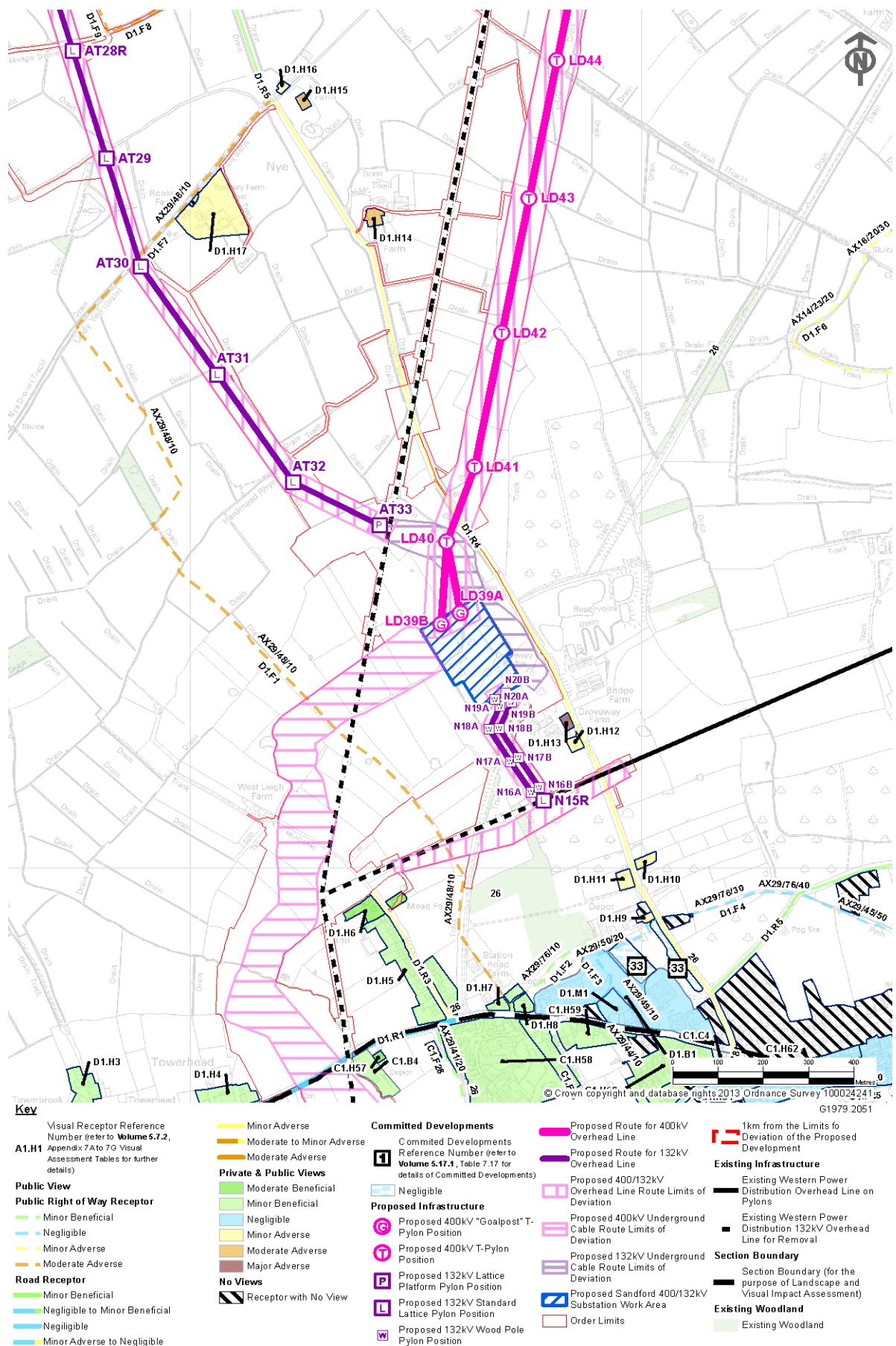
Photograph 7.64 (Receptor D1.H147): Existing view from Clevedon Road to the west of Receptor D1.H147, looking southeast towards the F Route and W Route

7.5.272 Properties on the edge of settlements closest to the Proposed Development across Section D generally would experience a moderate adverse magnitude of effect on views where there would be direct views towards the new 400kV overhead line which would appear larger than the F Route removed. Receptors that would experience a **moderate adverse** significance of effect on views are illustrated at **Insets 7.132 to 7.139** and listed below:

- receptor D1.H14: Nye Farm on Drove Way (**Inset 7.132**);
- receptor D1.H15: Nut Tree Farm on Drove Way (**Inset 7.132**);

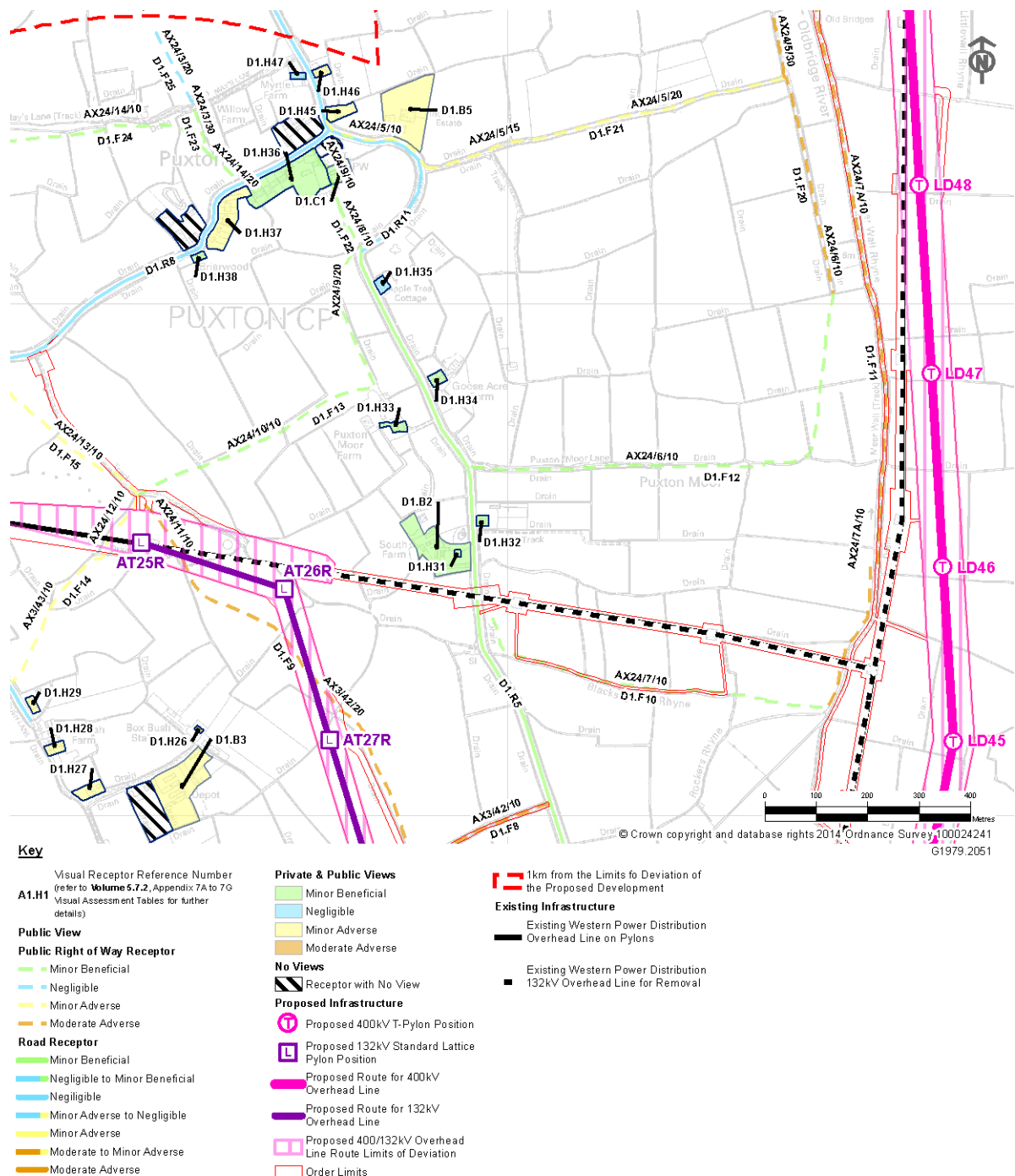


Photograph 7.65 (Receptor D1.H14): Existing view from Drove Way, at field entrance adjacent to Nye Farm, looking east towards the F Route



Inset 7.132 (of Volume 5.7.3, Figure 7.30.9): Significance of Visual Effects on Receptors D1.H14 and D1.H15 on Nye Road during Operation



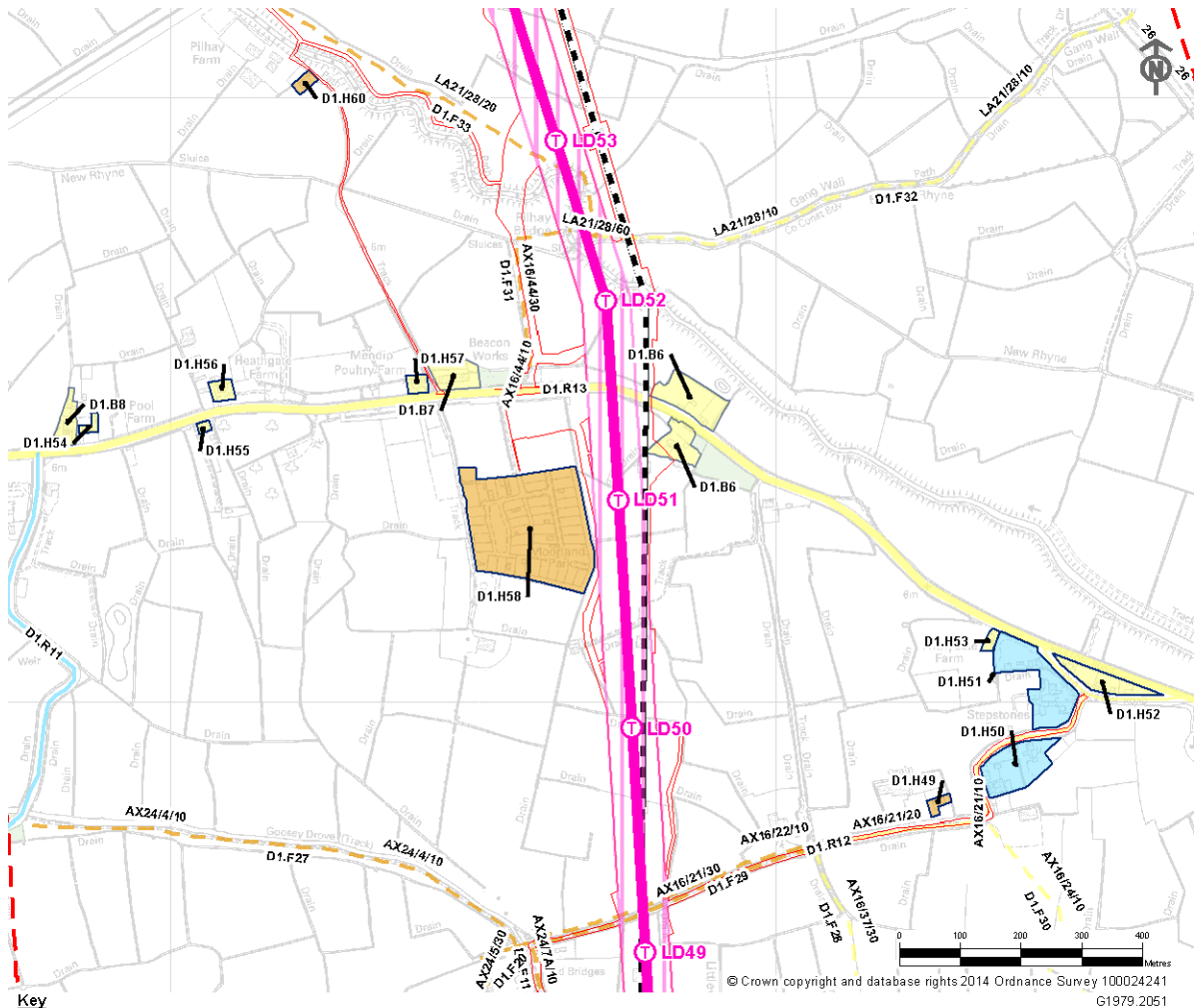


Inset 7.133 (of Volume 5.7.3, Figure 7.30.10): Significance of Visual Effects on Receptor D1.H26 on the edge of East Rolstone during Operation

- receptor D1.H26: single property on the eastern edge of East Rolstone (Inset 7.133);
- receptor D1.H49: property on Dolemoor Lane (Inset 7.134);
- receptor D1.H58: caravan properties at Moorland Park off the A370 Weston Road (Inset 7.134);



- receptor D1.H60: Pilhay Farm adjacent to Congresbury Yeo north of Hewish, off the A370 Weston Road (Inset 7.134);



Inset 7.134 (of **Volume 5.7.3, Figure 7.30.10**): Significance of Visual Effects on Receptors D1.H48 and D1.H49 on Dolemoor Lane and D1.H58 and D1.H60 off the A370 Weston Road during Operation

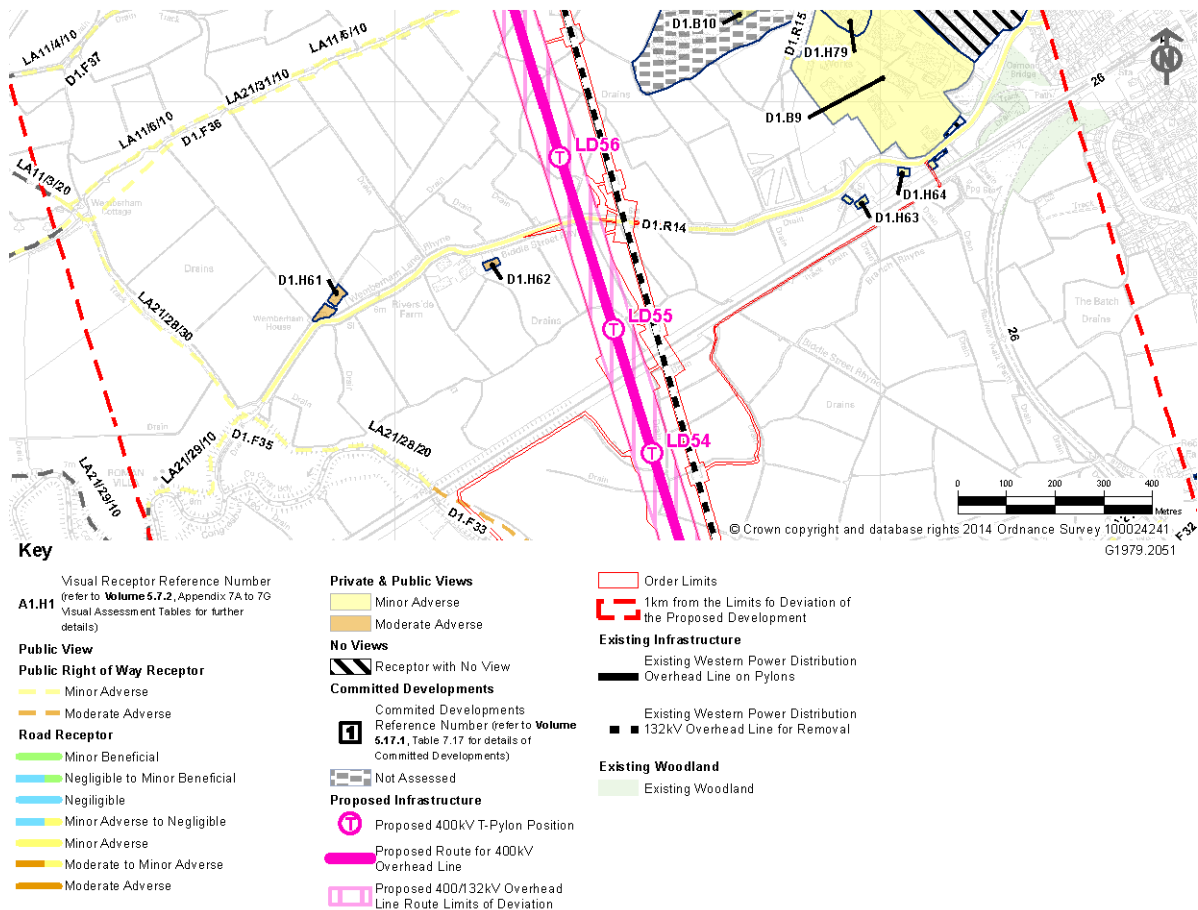


Photograph 7.66 (Receptor D1.H58): Existing view from Moorland Park looking south towards the F Route and the route of the proposed 400kV overhead line



Photograph 7.67 (Receptor D1.H60): Existing view from PRow LA21/28 looking towards Pilhay Farm, the F Route and the proposed 400kV overhead line route

- receptors D1.H61 and D1.H62: properties and businesses on Wemberham Lane (**Inset 7.135**);



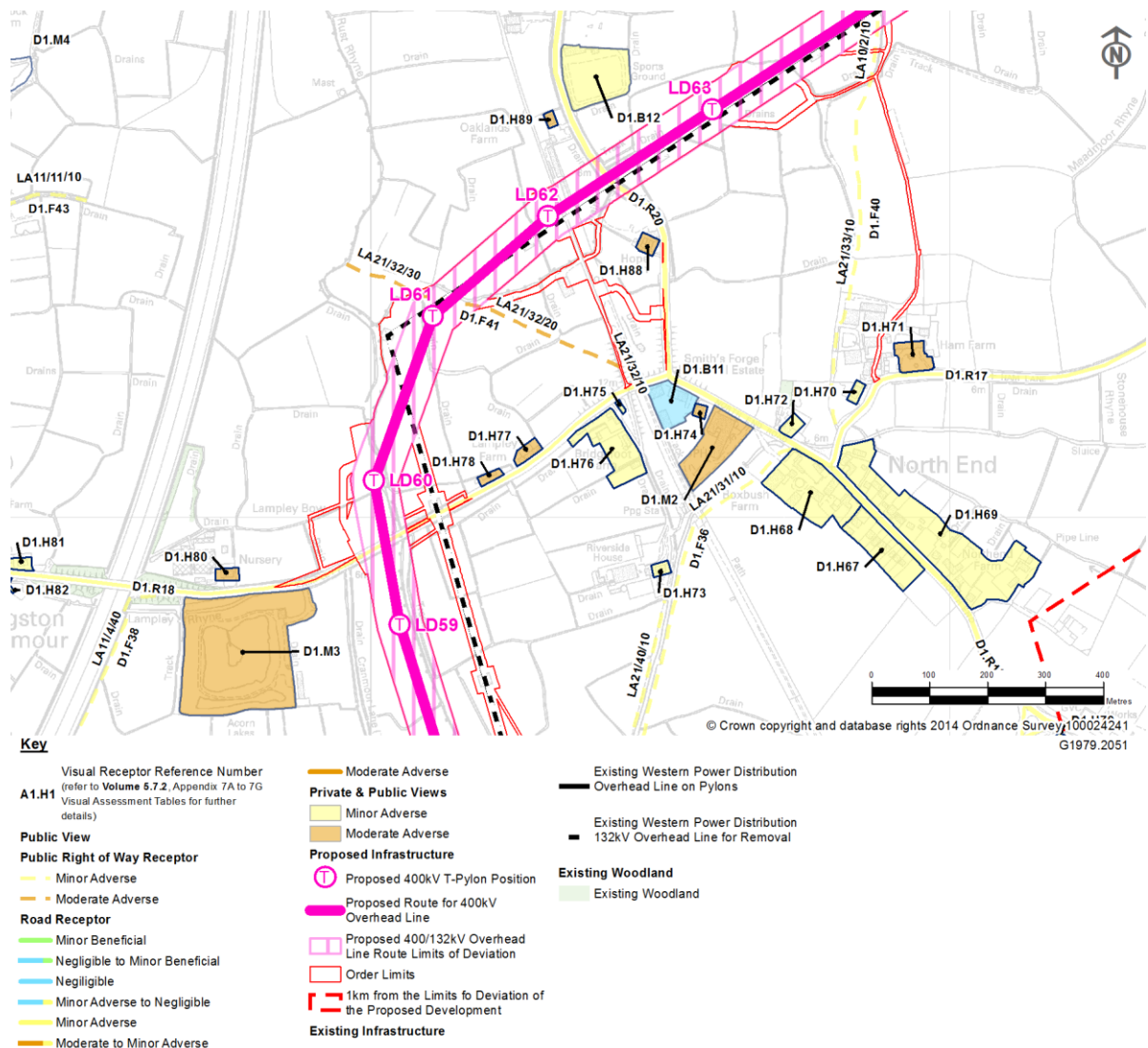
**Inset 7.135 (of Volume 5.7.3, Figure 7.30.11):** Significance of Visual Effects on Receptors D1.H61 and D1.H62 on Wemberham Lane during Operation



**Photograph 7.68 (Receptor D1.H62):** Existing view from Wemberham Lane adjacent to Riverside Farm, looking east towards the F Route and the route of proposed 400kV overhead line

- receptor D1.H71: Ham Farm on Ham Lane on the northern boundary of North End (**Inset 7.136**);
- receptor D1.H74: Bridge House south of North End Road in North End (**Inset 7.136**);
- receptor D1.H77: group of three properties on Lampley Road including Meadow View and The Haven (**Inset 7.136**);
- receptor D1.H78: two properties on Lampley Road (**Inset 7.136**);

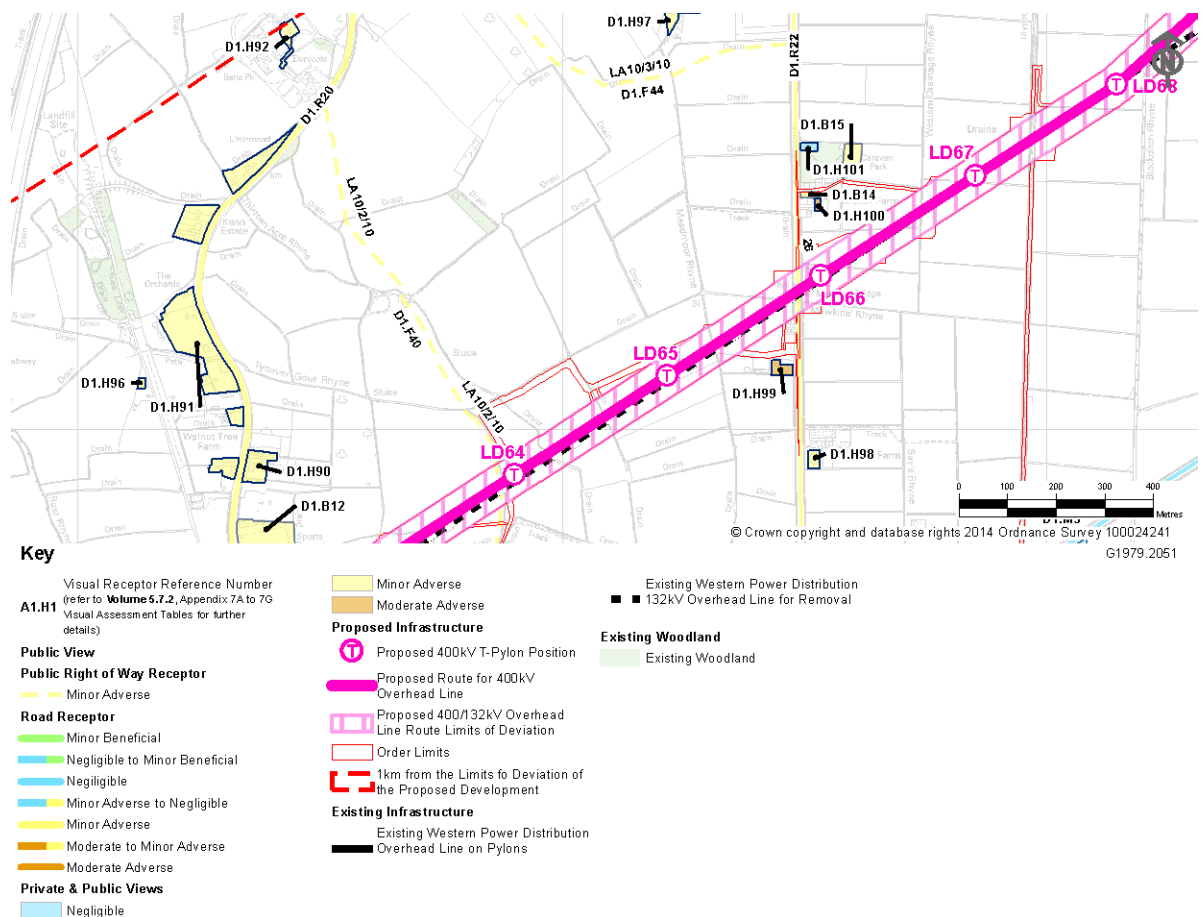
- receptor D1.H80: property and horticultural nursery on Lampley Road (**Inset 7.136**);
- receptor D1.H88: Hope Farm on Kenn Road (**Inset 7.136**);
- receptor D1.H89: Oaklands Farm on Kenn Road (**Inset 7.136**);



Inset 7.136 (of **Volume 5.7.3, Figure 7.30.11**): Significance of Visual Effects on Receptors D1.H71, D1.H74, D1.H77, D1.H78, D1.H80, D1.H88 and D1.H89 in Yatton and North End during Operation

- receptor D1.H99: Rose Bungalow on Kennmoor Road (**Inset 7.137**);
- receptor D1.H100: Manor Farm and offices on Kenmoor Road (**Inset 7.137**);





**Inset 7.137 (of Figure 7.30.12):** Significance of Visual Effects on Receptors D1.H99 and D1.H100 on Kennmoor Road during Operation



**Photograph 7.69:** (Viewpoint VPD9) Existing view from NCNR 26 on Kennmoor Road adjacent to receptor D1.H100 Manor Farm, looking northeast along the F Route and the route of the proposed 400kV overhead line





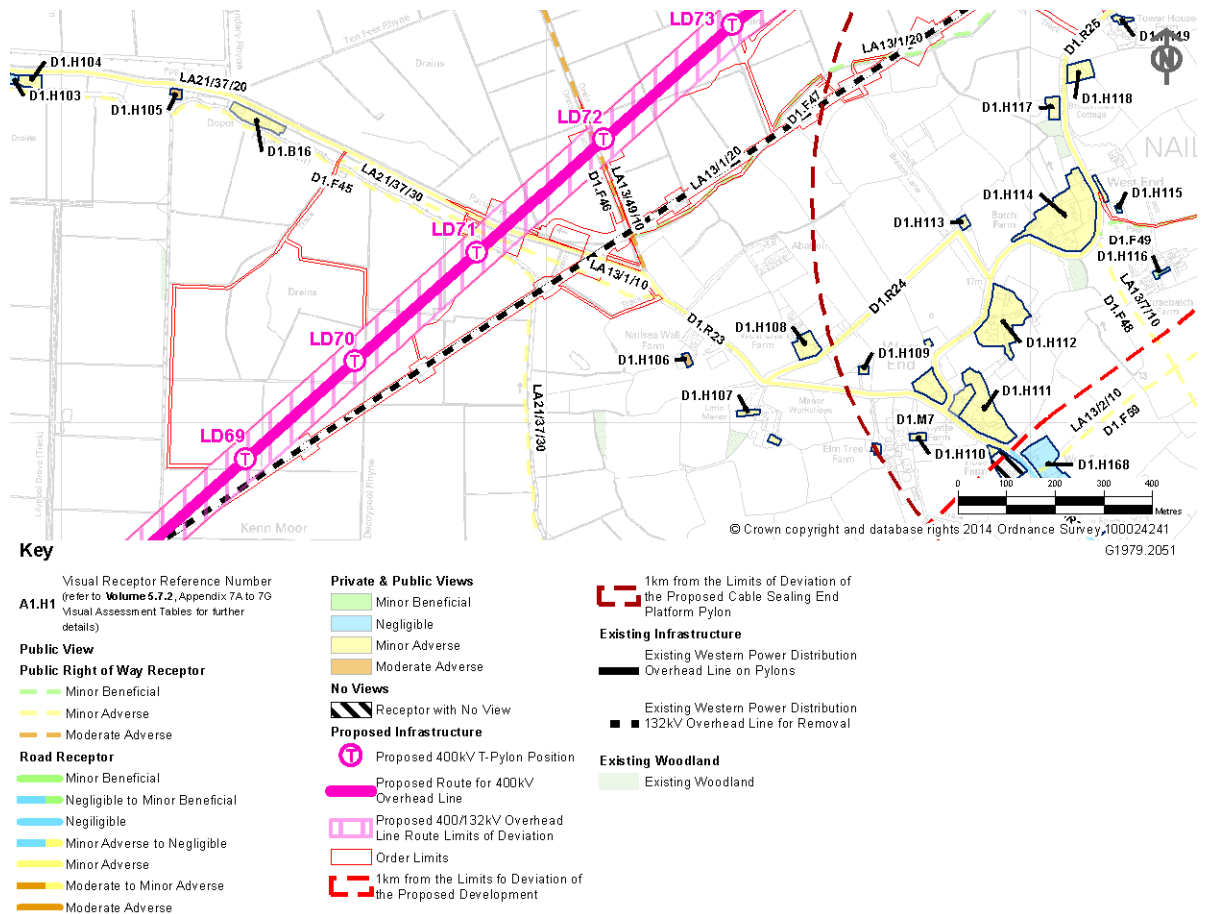
Verified Photomontage 7.34 (Viewpoint VPD9): Anticipated view from NCNR 26 on Kennmoor Road adjacent to receptor D1.H100 Manor Farm, looking northeast towards the 400kV overhead line during operation (image for illustration purposes only, for correct perspective viewing see **Volume 5.18.2, Figure 18.2.67**)



Photograph 7.70 (Viewpoint VPD21): Existing view from NCNR 26 on Kennmoor Road towards receptor D1.H99 Rose Bungalow, looking southwest along the F Route and the route of the proposed 400kV overhead line



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**)



**Inset 7.138 (of Volume 5.7.3, Figure 7.30.12): Significance of Visual Effects on Receptors D1.H105 and D1.H106 on Nailsea Wall and Nailsea Wall Lane during Operation**

- receptor D1.H105: single property along Nailsea Wall near the existing pumping station (**Inset 7.138**);
- receptor D1.H106: Nailsea Wall Farm on Nailsea Wall Lane in West End (**Inset 7.138**);
- receptor D1.H150: Tickenham Court House on Church Lane, Tickenham (**Inset 7.139**);
- receptor D1.H155: properties on the northwest edge of Nailsea on Parish Brook Road (**Inset 7.139**); and
- receptor D1.H159: Little Duck Lodge bungalow on Church Lane, Tickenham (**Inset 7.139**).

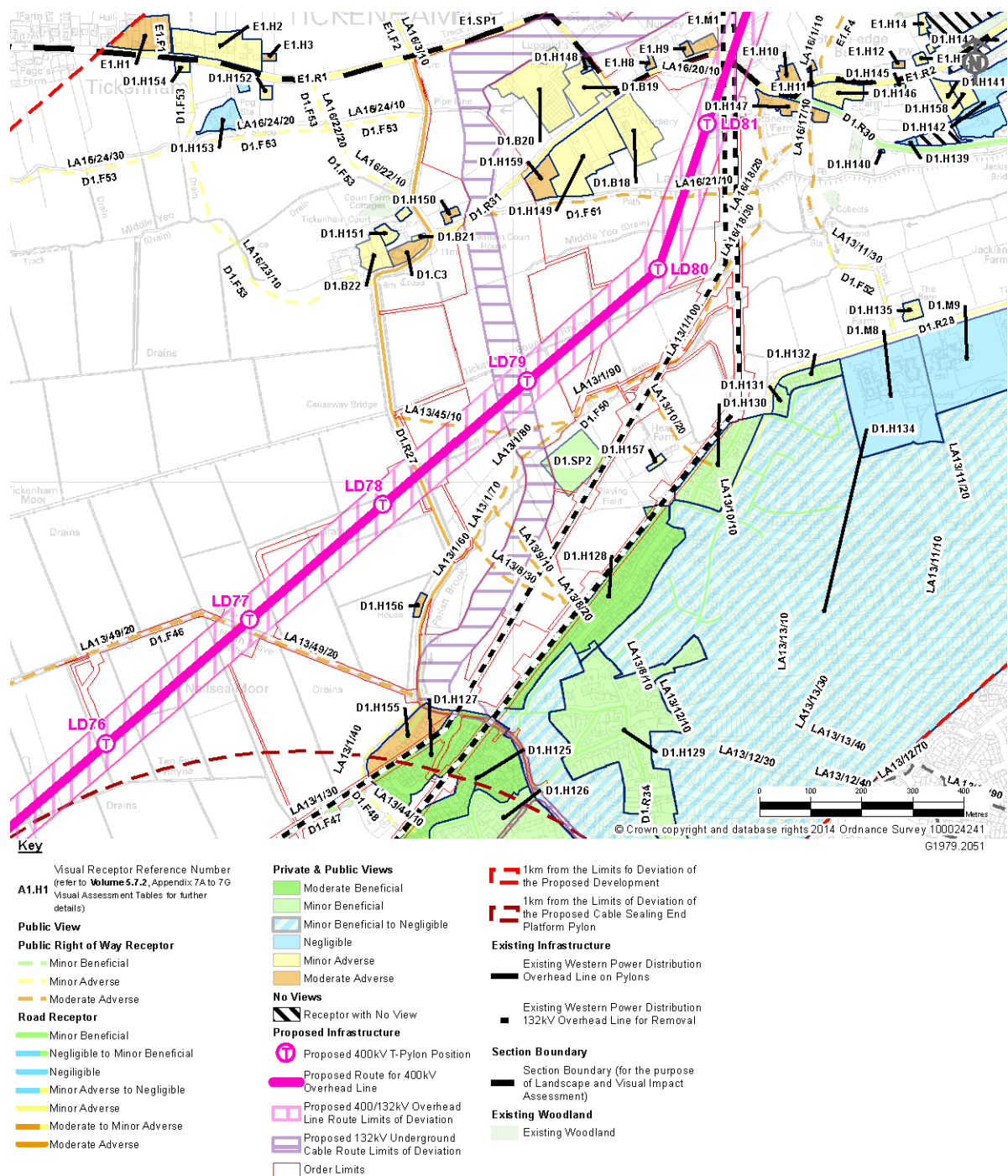


Photograph 7.71 (Viewpoint VPD17): Existing view south from PRow LA16/21 along Land Yeo near receptor D1.H159 Little Duck Lodge bungalow on Church Lane, looking across Nailsea Moor towards the F Route and W Route



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**)





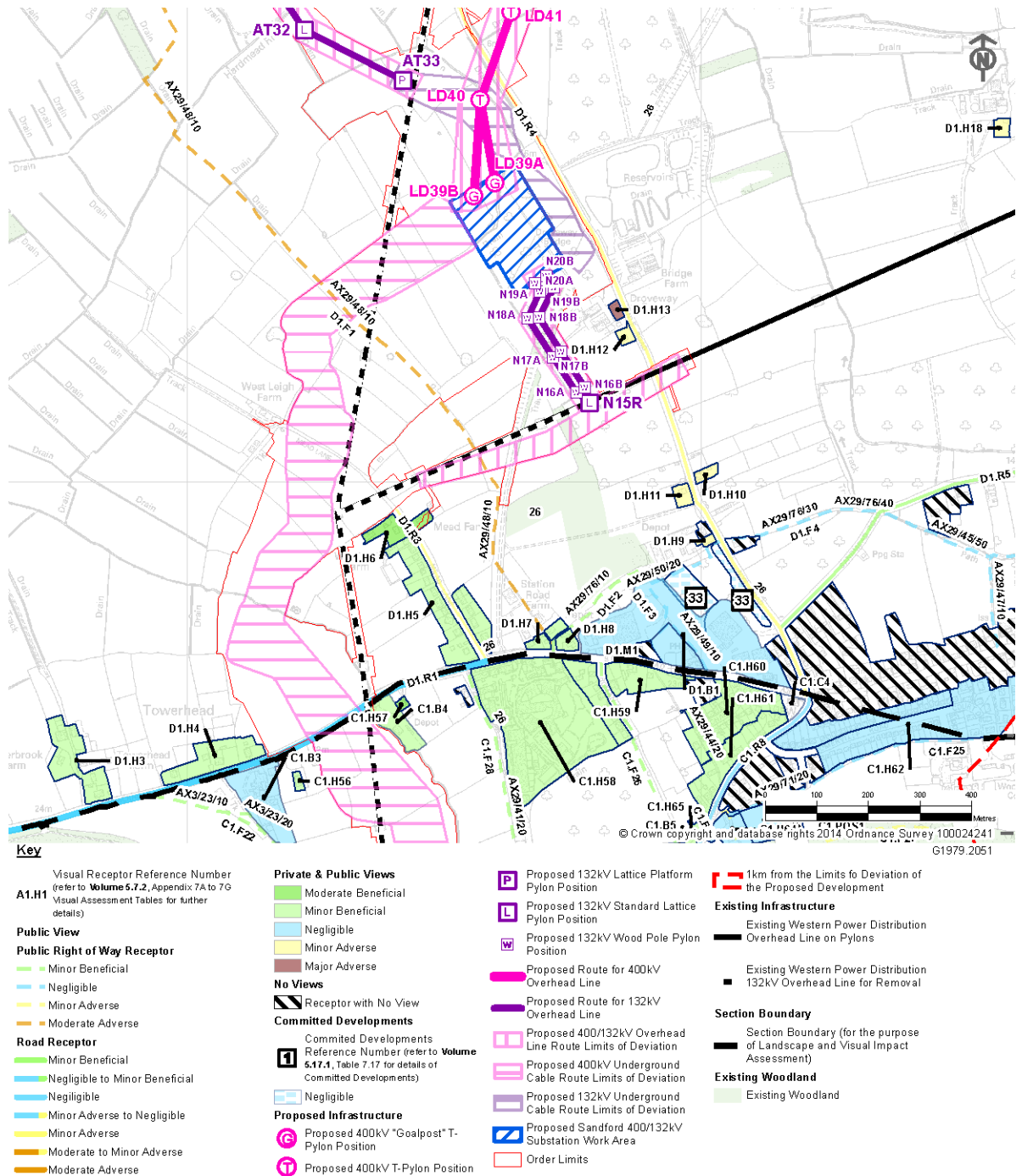
Inset 7.139 (of Volume 5.7.3, Figure 7.30.14): Significance of Visual Effects on Receptors D1.H126 to D1.H132, D1.H134 and D1.H155 on the northwest edge of Nailsea and D1.H150 and D1.H159 on Church Lane during Operation



Photograph 7.72 (Receptor D1.H155): Existing view from PRow LA13/1 adjacent to properties on Parish Brook Road on the edge of Nailsea, looking west across Nailsea Moor along the F Route and the route of the proposed 400kV overhead line

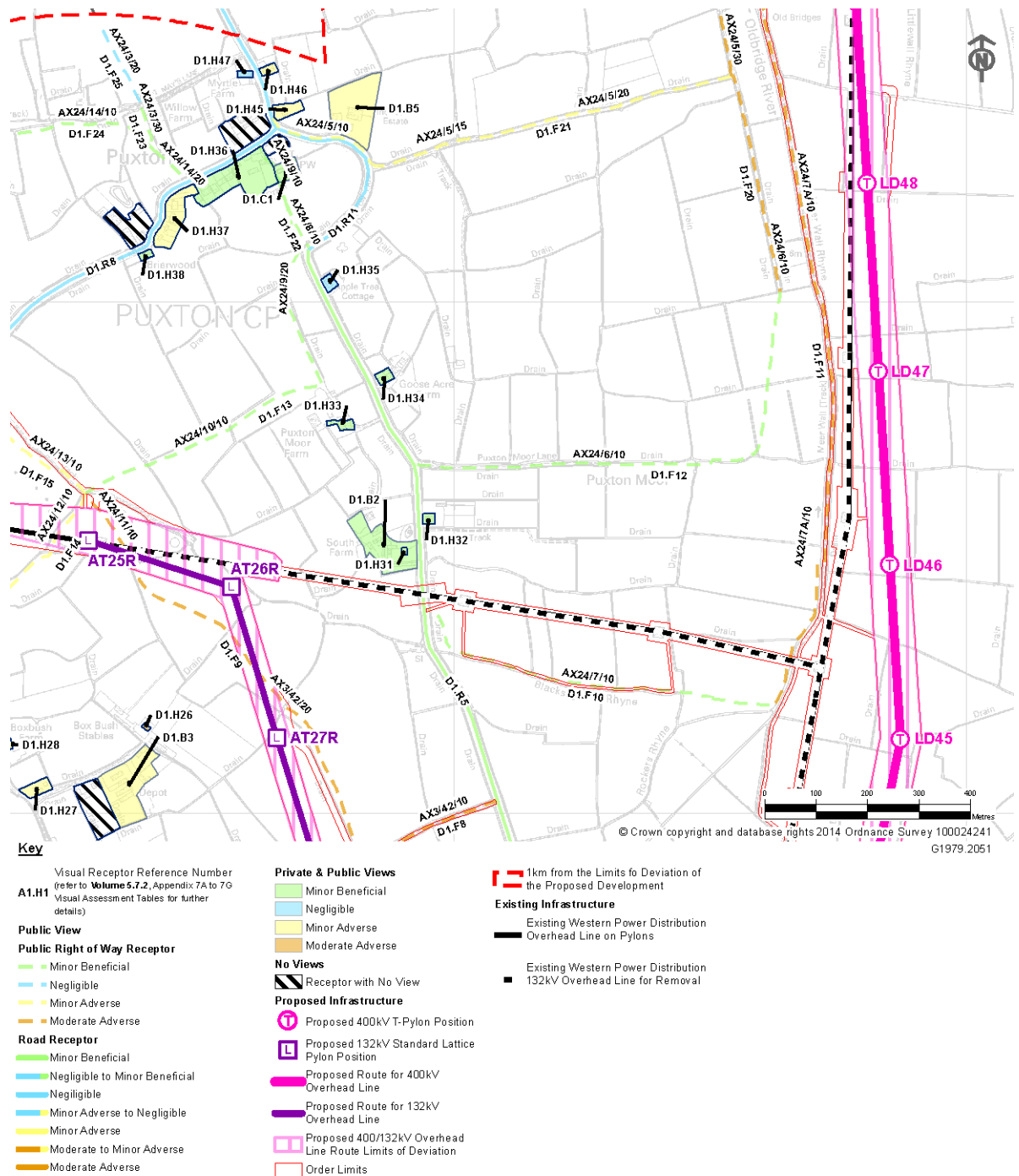
- 7.5.273 Other private receptors would experience effects on views ranging from **minor adverse to negligible** significance. Effects of **minor adverse** significance are anticipated where there is a distant view of the Proposed Development; a high degree of filtering; or where only glimpses would be available of the top of 400kV pylons. **Negligible** significance of effects would occur where the Proposed Development would be heavily filtered and would be barely perceptible in the view.
- 7.5.274 There would be a moderate or low beneficial magnitude of effect resulting in a **moderate beneficial** or **minor beneficial** significance of effect on views from a number of private receptors where the F Route, a section of the AT Route, W Route or N Route would be removed. From some private receptors the proposed 400kV overhead line would be introduced into views but would be further away and less visible. Receptors that would experience a **moderate beneficial** significance of effect are illustrated at **Inset 7.140 to Inset 7.141** and are listed below:
- receptor D1.H6: Mead Farm and two storey property at the northern end of Mead Lane (**Inset 7.140**);



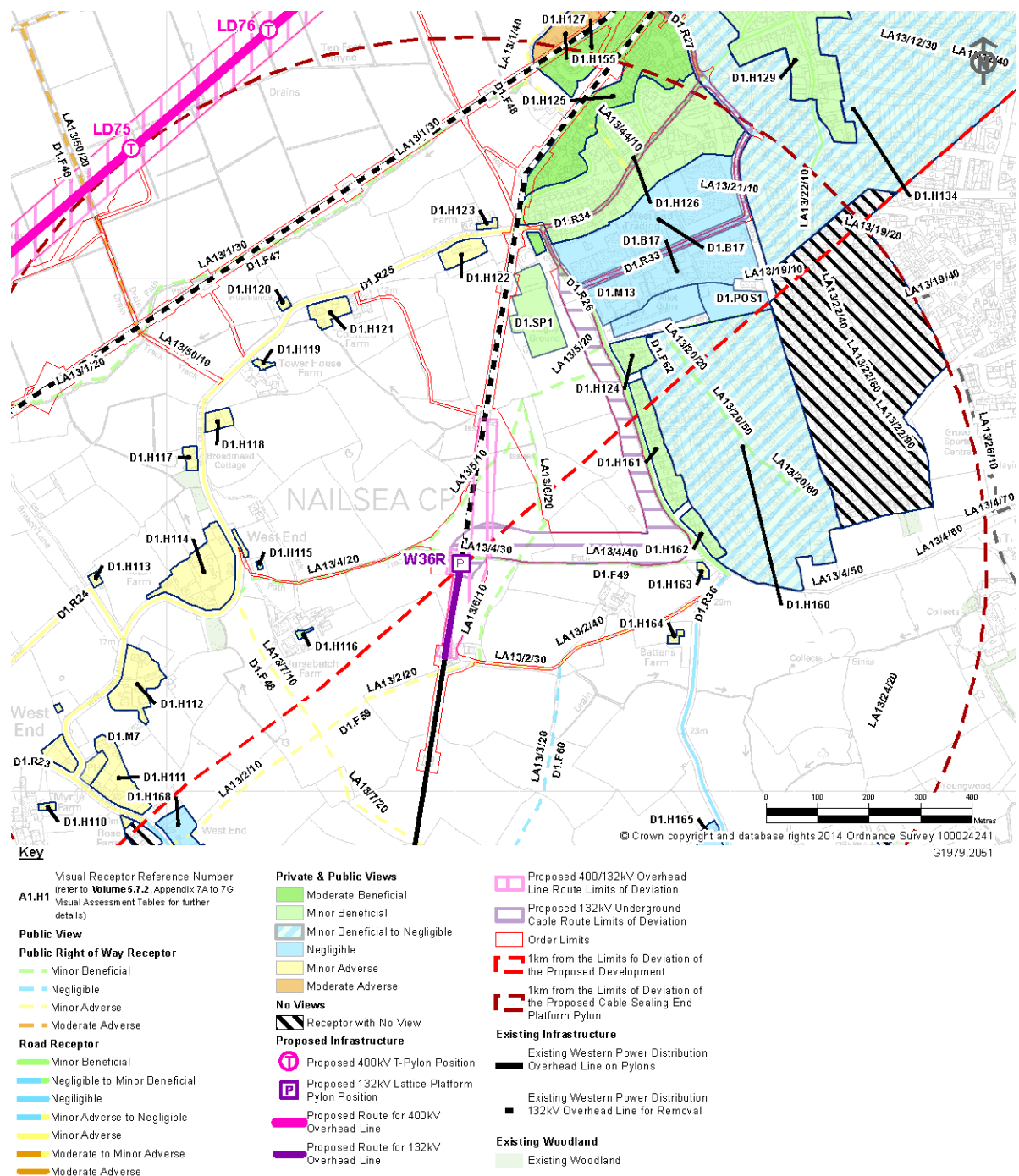


**Inset 7.140 (of Volume 5.7.3, Figure 7.30.9): Significance of Visual Effects on Receptors D1.H3, D1.H4, D1.H5 and D1.H6 on Towerhead Road and Mead Lane north of Sandford during Operation**

- receptor D1.H125: properties on the northwest edge of Nailsea on the corner of North Street and Engine Lane, Leighwood Drive, Barnwood Court, North Lane, Fir Leaze, Brunel Road and Hanham Way (**Inset 7.142**);
- receptor D1.H127: properties on Rhyne View (**Inset 7.142**); and
- receptor D1.H128: properties on Causeway View on the northwest settlement edge of Nailsea (**Inset 7.139**).



Inset 7.141 (of Volume 5.7.3, Figure 7.30.10): Significance of Visual Effects on Receptors D1.H31, D1.H32, D1.H33, D1.H34, D1.H36, D1.H38, D1.H41 and D1.H42 on Puxton Lane and in Puxton during Operation



Inset 7.142 (of Volume 5.7.3, Figure 7.30.13): Significance of Visual Effects on Receptor D1.H115 and D1.H116 on West End Lane, D1.H124 to D1.H127 and D1.H161 to D1.H162 in Nailsea during Operation

7.5.275 Receptors that would experience a **minor beneficial** significance of effect are illustrated at **Insets 7.139 to Inset 7.142** and are listed below:

- receptor D1.H3: Catwithy Cottage, 7 Towerhead Farm and Towerbrook Farm on Towerhead Road (**Inset 7.140**);
- receptor D1.H4: properties on Towerhead Road on the eastern edge of Towerhead (**Inset 7.140**);

- receptor D1.H5: residential properties on Mead Lane north of Sandford (**Inset 7.140**);
- receptor D1.H7 and D1.H8: residential properties facing Station Road in Sandford (**Inset 7.140**);
- receptor D1.H31: South Farm adjacent to a caravan park on Puxton Lane south of Puxton (**Inset 7.141**);
- receptor D1.H32: South Farm bungalow on Puxton Lane south of Puxton (**Inset 7.141**);
- receptor D1.H33: Puxton Moor Farm on Puxton Lane south of Puxton (**Inset 7.141**);
- receptor D1.H34: Goose Acre Farm on Puxton Lane south of Puxton (**Inset 7.141**);
- receptor D1.H36 and D1.H38: bungalows and two storey properties along the southern edge of Puxton (**Inset 7.141**);
- receptor D1.H41 and D1.H42: residential property at Grange Farm, Homestead Cottage and a bungalow on Maysgreen Lane (**Inset 7.141**);
- receptor D1.H115: Greenhill bungalow on West End Lane in West End (**Inset 7.142**);
- receptor D1.H116: Nursebatch Farm in West End (**Inset 7.142**);
- receptor D1.H124: properties 50-58 Engine Lane on the west edge of Nailsea (**Inset 7.142**);
- receptor D1.H126: properties on the northwest edge of Nailsea on North Street, Hanham Way, Chantry Close, Fir Leaze and North Lane (**Inset 7.139 and 7.142**);
- receptor D1.H129: properties in Nailsea within the Conservation Area including Union Street, North Street and Kingshill (**Inset 7.139**);
- receptor D1.H130, D1.H131 and D1.H132: properties on Godwin Drive and Pound Lane on the northwest edge of Nailsea (**Inset 7.139**);
- receptor D1.H134: properties on rising ground within the settlement of Nailsea around Fosse Way, Kingshill, Fosse Lane (**Inset 7.139**);
- receptor D1.H161: properties 20-48 Engine Lane on the west edge of Nailsea (**Inset 7.142**); and
- receptor D1.H162: properties 2-18 Engine Lane on the west edge of Nailsea (**Inset 7.142**).

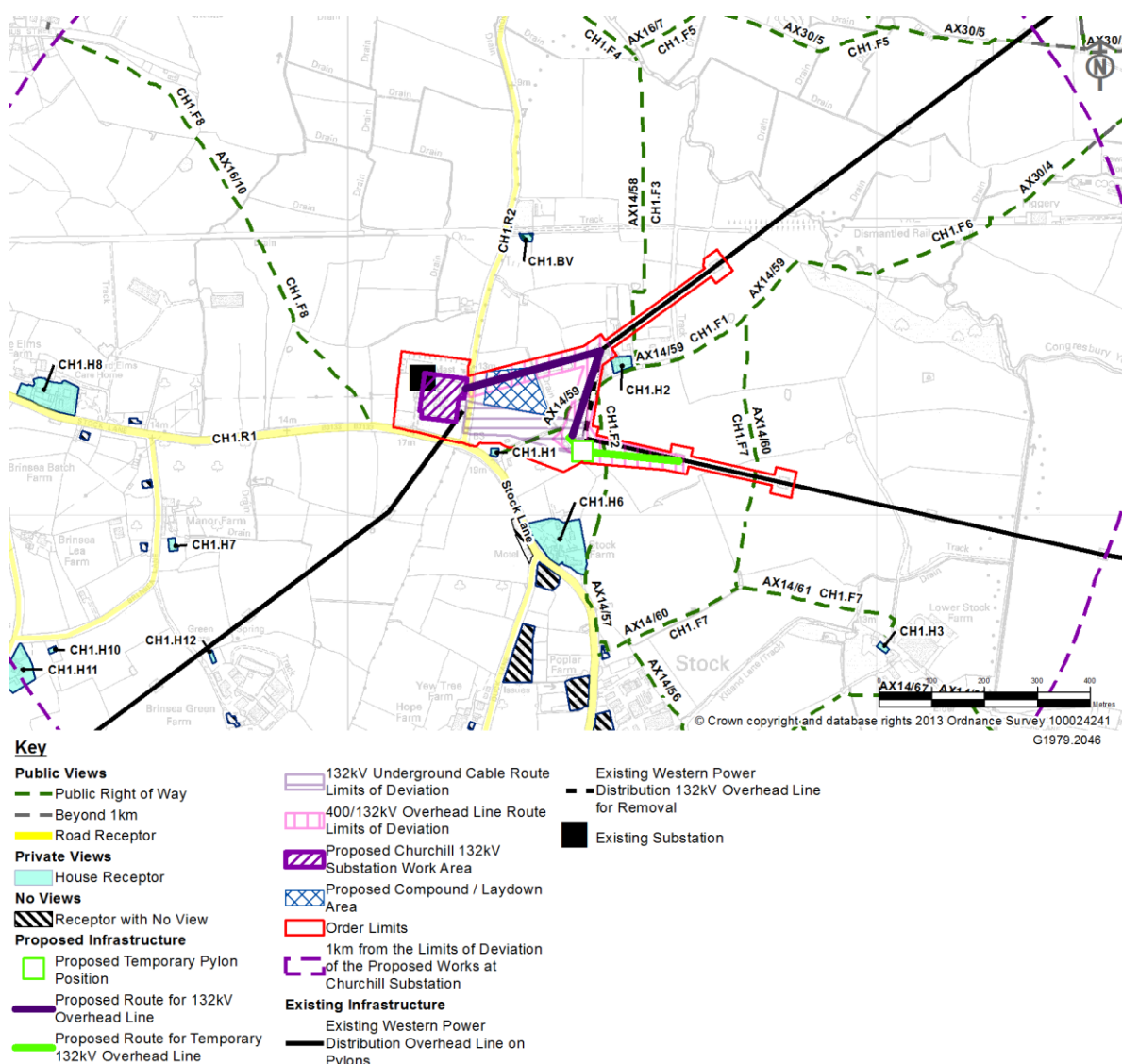
*Views within 1km of the LoD for the Proposed Works at Churchill Substation*

*Public Views within 1km*

7.5.276 **Volume 5.7.3, Figure 7.2.14** shows visual receptors within 1km of the proposed works at Churchill Substation.



- 7.5.277 A single circuit overhead line on 132kV pylons between the existing W Route and Churchill Substation, and a short section of single circuit 132kV underground cables connecting to the Y Route between a new terminal sealing end platform pylon and Churchill Substation in Section D would have a negligible effect on views from PRoW surrounding the substation and closest to the proposed works.
- 7.5.278 A negligible magnitude of effect is anticipated in views from the footpath network around Churchill Substation where the new conductors connecting the W Route to the substation would be a barely perceptible element as views currently contain pylons and conductors visible above trees and the terminal pylon on the Y Route. Receptors using PRoWs would experience a **negligible** significance of effect on views. This would include receptors using PRoWs closest to the proposed works and those that pass close to the terminal sealing end platform pylon on the Y Route including receptors CH1.F6 PRoW AX14/59, CH1.F2 PRoW AX14/57, CH1.F8 PRoW AX16/10 and CH1.F3 PRoW AX14/58 illustrated at **Inset 7.108**.



Inset 7.143 (of Volume 5.7.3, Figure 7.2.15): Significance of Visual Effects on Receptors within 1km of the Proposed Works at Churchill Substation during Operation





Photograph 7.73 (Receptor CH1.F8): Existing view southeast from PRoW AX16/10, looking towards Churchill Substation

*Private Views within 1km*

- 7.5.279 **Volume 5.7.3, Figure 7.2.10** shows visual receptors within 1km of the proposed works at Churchill Substation.
- 7.5.280 Visual effects of negligible magnitude and **negligible** significance are anticipated from properties identified around Churchill Substation including receptor CH1.H2 Stoneycroft House, and receptor CH1.H1 adjacent to Stock Lane and PRoW AX14/59, where the new conductors connecting into the substation using existing pylons would be a barely perceptible element of a view which includes existing 132kV overhead lines. The proposed terminal sealing end platform pylon on the Y Route would replace oblique southerly views of an existing pylon and would also be a barely perceptible change. Properties are illustrated at **Inset 7.143**.



Photograph 7.74 (Receptor CH1.H1): Existing view northeast from a field entrance adjacent to the property on Stock Lane, looking towards the Y Route

- 7.5.281 The majority of residential properties within 1km of the proposed works at Churchill Substation would have no views towards proposed works, or works would be barely perceptible due to intervening hedgerow and tree screening or would be seen beyond closer pylons and conductors.



Photograph 7.75 (Receptor CH1.H4): Existing view south from PRow AX16/7 near Iwood Manor, looking towards Churchill Substation and pylons above trees

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

- 7.5.282 Operation effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figure 7.31.3**. During operation in the short and medium-term the effects on representative visual receptors between 1 and 3km of the 400kV overhead line, Sandford Substation, AT Route connection and the W Route underground cables; and between 1 and 3km of the removal of the F Route, AT Route and W Route typically 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. Typically views of the Proposed Development would only be visible above trees, built form and landform, across the Levels and Moors and on Tickenham Ridge with the top of pylons in the view. In places a minor beneficial magnitude of effect on views would be experienced resulting in a **minor beneficial** significance of effect where the existing overhead lines would be removed from views.
- 7.5.283 Long distance views are available from the elevated landforms of the Mendip Hills to the south (Section C), Cadbury Hill and Cleeve Ridge to the east and Tickenham Ridge (Section E) to the north across the Levels and Moors of Section D. Receptors on these elevated landforms would experience effects on views of no greater than **minor adverse** significance where a 400kV overhead line would be more visible above trees than the F Route for a greater distance across Section D due to its greater height.



Photograph 7.76 (Representative Viewpoint D2.31): Existing view from public footpath off Claverham Drove near Kennmoor Gate, looking north across Kenn Moor towards the F Route, backgrounded by Tickenham Ridge



Photograph 7.77 (Representative Viewpoint D2.46): Existing view from PRoW between King Road at Churchill Green and Honey Hall Lane, looking northwest towards the N Route with F Route in the distance above trees



Photograph 7.78 (Viewpoint VPD12): Existing view from PRoW along Land Yeo off Clevedon Road (representative viewpoint D2.20) south of properties in Tickenham, looking southeast across Nailsea Moor towards the F Route visible above trees



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**)





Photograph 7.79 (Representative Viewpoint D2.32): Existing view from public footpath between Claverham Court and High Street on the northern settlement edge of Claverham, looking northwest towards Nailsea Moor in the distance



Photograph 7.80 (Representative Viewpoint D2.37): Existing view from public footpath and open space on the top of Cadbury Hill, looking southwest across the Levels towards the Mendip Hills

#### Views beyond 3km of the LoD for the Proposed Development

- 7.5.284 During operation effects on views from beyond 3km away are illustrated at **Volume 5.7.3, Figure 7.31.3** and are focused on representative viewpoints from PRoW and settlements, often on elevated land, with distant views towards the Proposed Development.
- 7.5.285 A **minor adverse to negligible** significance of effect would be experienced by receptors beyond 3km from the proposed new 400kV overhead line, 400kV underground cables and Sandford Substation. Some viewpoints identified beyond 3km would experience no change in the view during operation.
- 7.5.286 Effects on views of **minor adverse** significance are anticipated for receptors at vantage points where there are panoramic views across the moors and the 400kV overhead line would be visible extending across the moors.
- 7.5.287 Effects on views of **negligible** significance are anticipated where the 400kV overhead line would be barely perceptible in views due to distance and filtering by intervening vegetation.

#### ***Decommissioning Effects***

- 7.5.288 During decommissioning of the proposed 400kV overhead line, AT Route connection, N Route wood poles, Sandford Substation, CSEPP and 400kV and 132kV underground cables in Section D temporary adverse visual effects would be

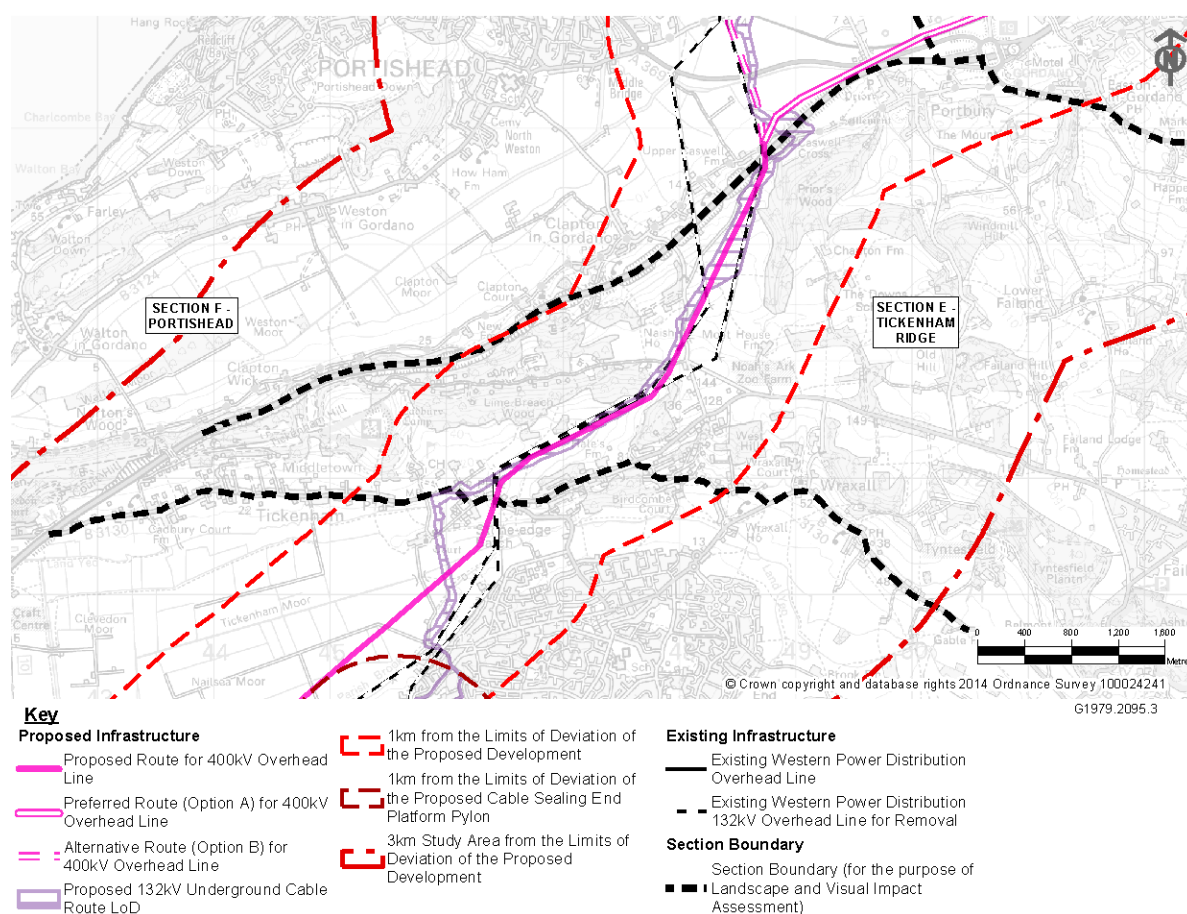


experienced for a short duration. Visual effects would be of a similar significance of effect to those identified for the construction phase and would be experienced in the short-term. For the majority of receptors a **minor adverse** or **negligible** significance of effect would be experienced. Effects of **moderate adverse** significance would be experienced by some receptors close to the works.

- 7.5.289 The main effect of decommissioning would be operations to remove Sandford Substation. Effects on views would be experienced by receptors in the south near the substation and would be no greater than effects during the construction phase.
- 7.5.290 Following decommissioning of the Proposed Development in Section D, some views in particular views from receptors closest to the proposed 400kV overhead line, AT Route connection and Sandford Substation 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 E: Tickenham Ridge: Assessment of Visual Effects

- 7.5.291 The following text provides an overview of the anticipated significance of visual effects predicted for Section E 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 E 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.
- 7.5.292 Visual effects anticipated in views from all receptors identified within Section E are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7E**.



Inset 7.144: Location Plan illustrating the Geographical Extent of Section E within the 3km Study Area

- 7.5.293 Long distance routes in Section E comprise the Gordano Round and associated link walks; NCR 410 and 334; and published footpath routes the Nailsea Round and Loop Walks 3 and 4 run within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and these receptors are of high and medium sensitivity. The M5 motorway also runs within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line in Section E 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

- 7.5.294 The temporary nature of construction effects typically are of relatively short duration. Construction activities associated with the proposed 400kV overhead line, 132kV underground cables route and removal of the F Route and W Route in Section E would be short-term with visual receptors experiencing temporary adverse effects. Public and private visual receptors would experience either a moderate or low adverse magnitude of effect in views with a high or partial alteration to the existing view and a moderate or small proportion of the view affected for the short-term. This would result in short-term effects of **moderate adverse** or **minor adverse** significance of effect on views during construction operations in most receptor views.
- 7.5.295 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:
- Stone-edge Batch;
  - on the southern slopes of Tickenham Ridge;
  - at the junction of Cadbury Camp Lane, Cuckoo Lane and Whitehouse Lane;
  - on Naish Hill off Whitehouse Lane;
  - on the northern slopes of Tickenham Ridge between Caswell Hill and Prior's Wood; and
  - on Caswell Hill.
- 7.5.296 On the preferred route (Option A) in Section F visual effects of the greatest significance would also be experienced by visual receptors on the north and east edge of Portbury in Section E, closest to construction operations.
- 7.5.297 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where the construction operations would be adjacent in close proximity and occupy a large extent of the view. Removal of the F Route and W Route would also be seen nearby across a large proportion of the view.
- 7.5.298 Receptors include users of PRoWs (part of the Gordano Round LDR) on Naish Hill and Caswell Hill, a PRoW part of Nailsea Round Loop Walk 4 on the southern slopes of Tickenham Ridge, and PRoWs through Mogg's Wood and on Cadbury Camp Lane. Receptors using these routes would pass close to 132kV underground cable works and under overhead line works with conductors installed above them. The F Route and W Route would be removed and visible near to receptors where they pass over the PRoW. A PRoW part of the Gordano Round on Caswell Hill would be temporarily closed and diverted where it would pass through work areas for the 132kV underground cables. Receptors using the Gordano Round LDR would also pass close to HDD works at Whitehouse Lane.
- 7.5.299 Receptors in properties and a pub in Stone-edge Batch on Clevedon Road, Tickenham Hill and Old Lane; two properties on Cadbury Camp Lane; and Caswell Cross Cottages on Caswell Hill would be close to 132kV underground cable works

and 400kV overhead line works including the construction haul road and temporary scaffolding. Receptors in properties on Old Lane, Cadbury Camp Lane and at Caswell Cross Cottages would have construction compounds and HDD works near.

- 7.5.300 The magnitude of effect on views of receptors near Portbury would depend on the route of the new 400kV overhead line through Section F. The proposed 400kV overhead line on the preferred route (Option A) through Section F would have a low adverse magnitude of effect on views from receptors of high sensitivity, resulting in a **minor adverse** significance of effect on views. Receptors would have a moderate or low proportion of the view affected for the short-term with at-height working to assemble 400kV pylons visible beyond the M5 motorway, and to the southwest erection and removal of overhead lines and construction of 132kV underground cables through farmland would be visible on the slopes of Tickenham Ridge and along a small section of Caswell Lane and Caswell Hill. Temporary scaffolding would be visible over the M5 motorway and The Portbury Hundred with HDD works and a construction compound near to Caswell Cross.
- 7.5.301 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have a low adverse or negligible magnitude of effect on views from receptors near Portbury as it would be further west with construction operations visible in the distance above trees and on the slopes of Tickenham Ridge. Receptors would experience a **minor adverse** significance of effect on views where pylon erection and removal, temporary scaffolding and HDD works would be in the distance.
- 7.5.302 The Gordano Round LDR, Nailsea Round Loop Walk 4, NCR 410 and 334 run within 1km of the proposed 400kV overhead line in Section E and are listed above where they pass along PRoW and roads. High sensitivity views experienced by walkers and cyclists on a short section of these routes on the southern slopes of Tickenham Ridge, Naish Hill, Caswell Hill, Caswell Lane and Station Road would experience a temporary adverse visual effect of **moderate adverse** significance, resulting from construction operations for the Proposed Development being visible in the short-term. These adverse effects would be experienced in views from a short section of these long distance routes. The overall temporary significance of effect of the construction of the Proposed Development in views (where these public routes runs within 3km of the LoD for the proposed 400kV overhead line) would be **minor adverse** or **negligible** and this is assessed in the latter part of section 7.5 of this chapter.

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

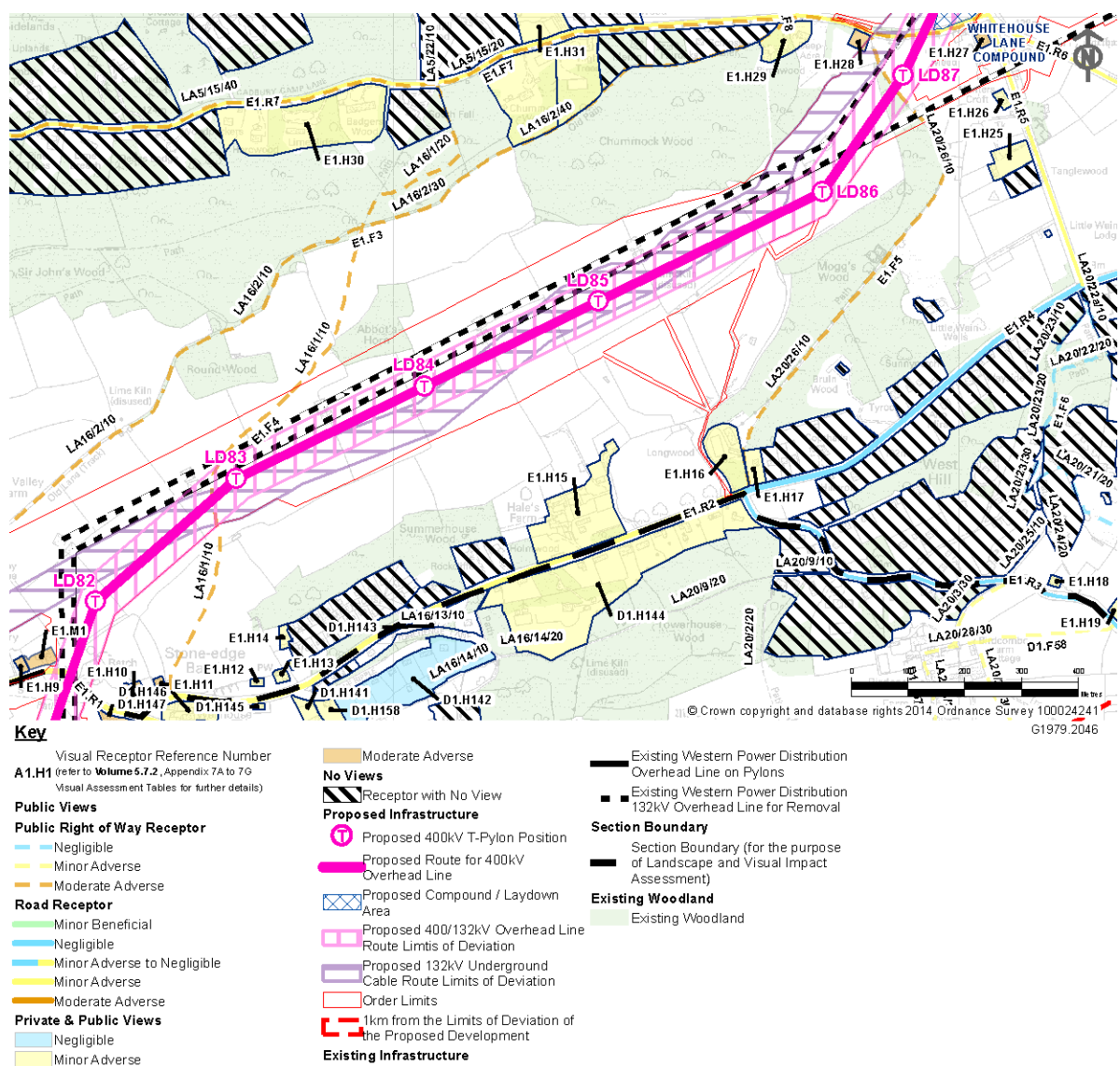
##### Public Views within 1km

- 7.5.303 Construction of the proposed 400kV overhead line and 132kV underground cables in Section E would have the greatest adverse magnitude of effect on public views from five PRoW which pass near to work areas. Receptors would include people using PRoW on the southern slopes of Tickenham Ridge and PRoW that form part of the Gordano Round LDR. The magnitude of effect would be moderate adverse on receptors of high sensitivity with views of construction operations including work areas, at-height works relating to pylon erection and removal with cranes visible for short periods, and most notably the 132kV underground cables construction. Three PRoW would pass close to HDD works and one PRoW would pass under temporary scaffolding.

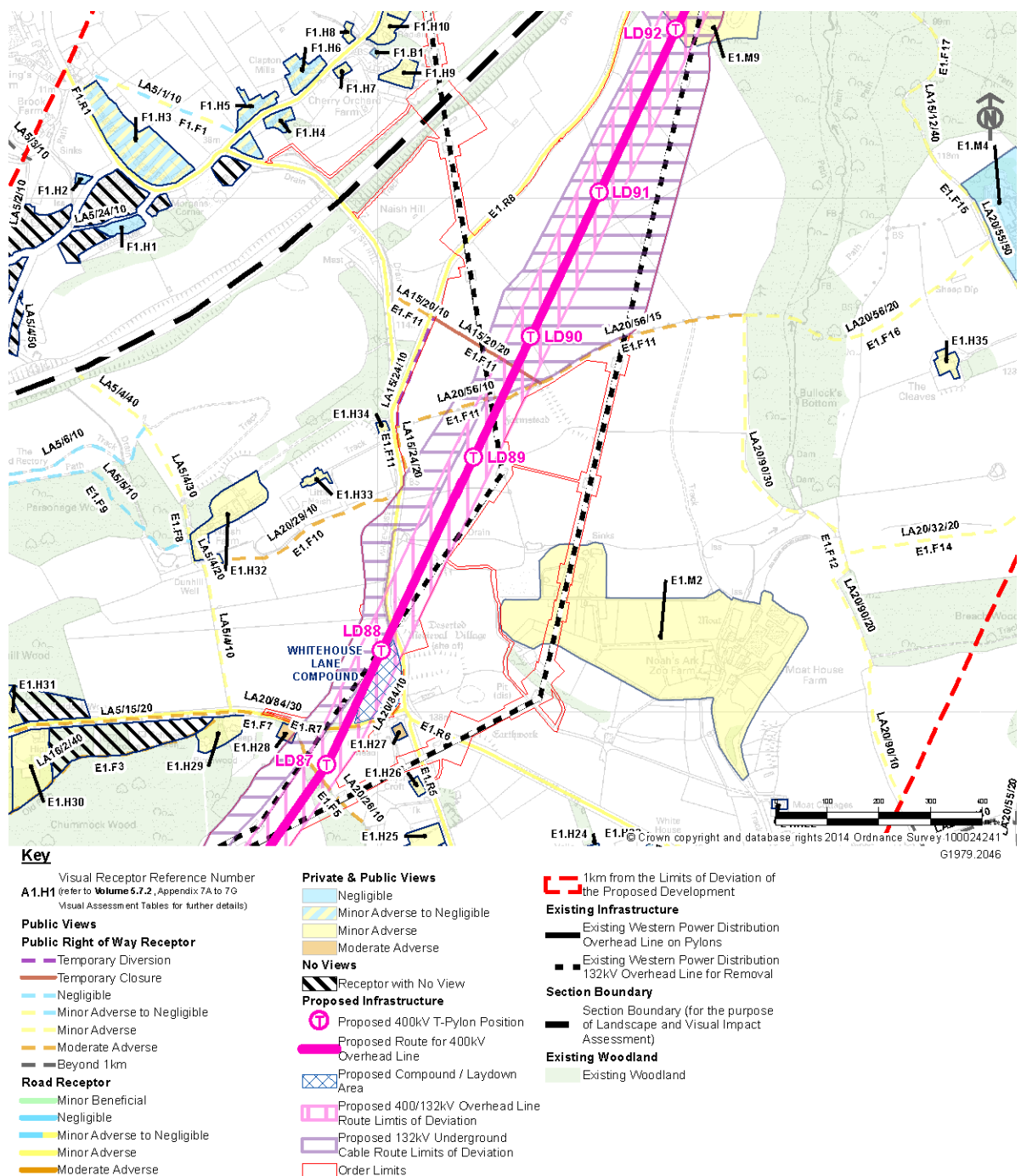


7.5.304 Receptors would experience the greatest **moderate adverse** significance of effect on views where construction operations would be seen in close proximity with a large proportion of the view affected for the short-term. Receptors are illustrated at **Inset 7.145** to **Inset 7.147** and are listed below:

- receptor E1.F3: PRoW LA16/2 between Old Lane in Stone-edge Batch and Cadbury Camp Lane (**Inset 7.147**);
- receptor E1.F4: PRoW LA16/1 part of the Nailsea Round Loop Walk 4 published route between Tickenham Hill in Stone-edge Batch and Cadbury Camp Lane (**Inset 7.145**);
- receptor E1.F5: PRoW LA20/26 through Mogg's Wood between Tickenham Hill and Cadbury Camp Lane (**Inset 7.145**);
- receptor E1.F7: PRoW LA20/84 along the eastern end of Cadbury Camp Lane (**Inset 7.145**);
- receptor E1.F10: PRoW LA20/29 part of the Gordano Round Long Distance Route between Naish Farm and Whitehouse Lane on Naish Hill (**Inset 7.146**);
- receptor E1.F11: PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round Long Distance Route between Whitehouse Lane and Prior's Wood (**Inset 7.146**).



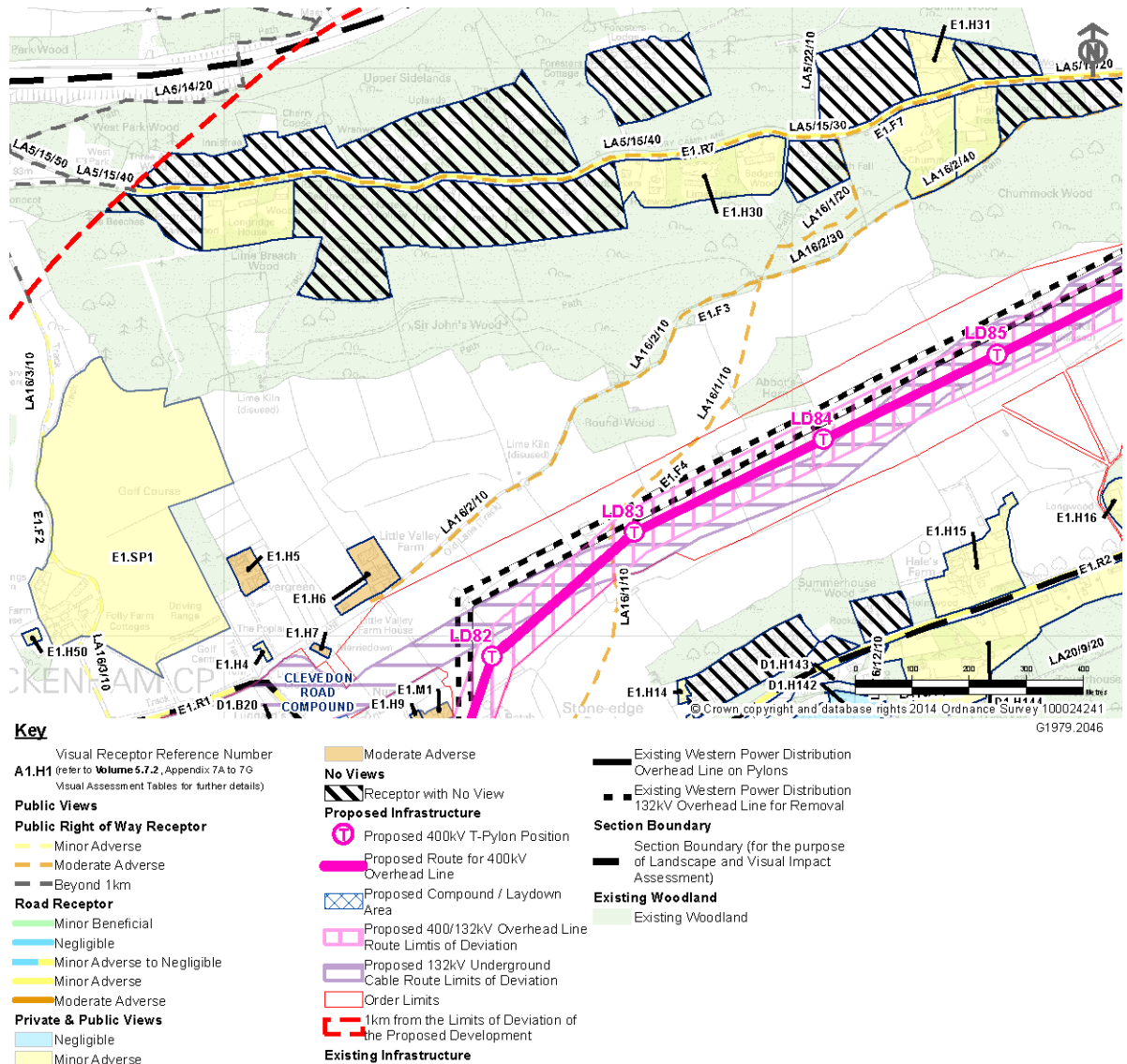
Inset 7.145 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors E1.F4 and E1.F5 between Tickenham Hill and Cadbury Camp Lane and Receptor E1.F7 on Cadbury Camp Lane during Construction



Inset 7.146 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors E1.F10 and E1.F11 part of the Gordano Round LDR on Caswell Hill during Construction

7.5.305 Receptors would pass near to the construction areas on Tickenham Ridge and some would also have views to construction operations either to the south across the moors in Section D (receptor E1.F4 LA16/1) or to the north towards Portishead in Section F (receptor E1.F7 LA20/84, receptor E1.F11 LA20/56 and LA15/20). Receptor E1.F11 PRoW LA20/56 would also include a construction access route across the PRoW. Receptors have expansive views from the ridge and presently

have views along both the F Route and W Route. Clustering of construction operations would be prominent in close proximity in receptor views and introduced across a large proportion of the view. PRow LA15/20 part of the Gordano Round LDR on Caswell Hill would be temporarily closed where it would pass through work areas for the 132kV underground cables route. The PRow would be temporarily diverted adjacent to Whitehouse Lane during construction operations.



Inset 7.147 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors E1.F3 on Old Lane and through Sir John's Wood and Receptor E1.M1 in Stone-edge Batch during Construction

7.5.306 The greatest adverse magnitude of effect on views from other public facilities during construction would be from receptor E1.M1 the Star Inn Public House on Clevedon Road in Stone-edge Batch illustrated at Inset 7.147. Receptors close to the work areas for the Proposed Development would have close views of construction activity across a large proportion of the view resulting in a **moderate adverse** significance of effect on views with a moderate adverse magnitude of effect on views towards construction operations. Views would include removal of



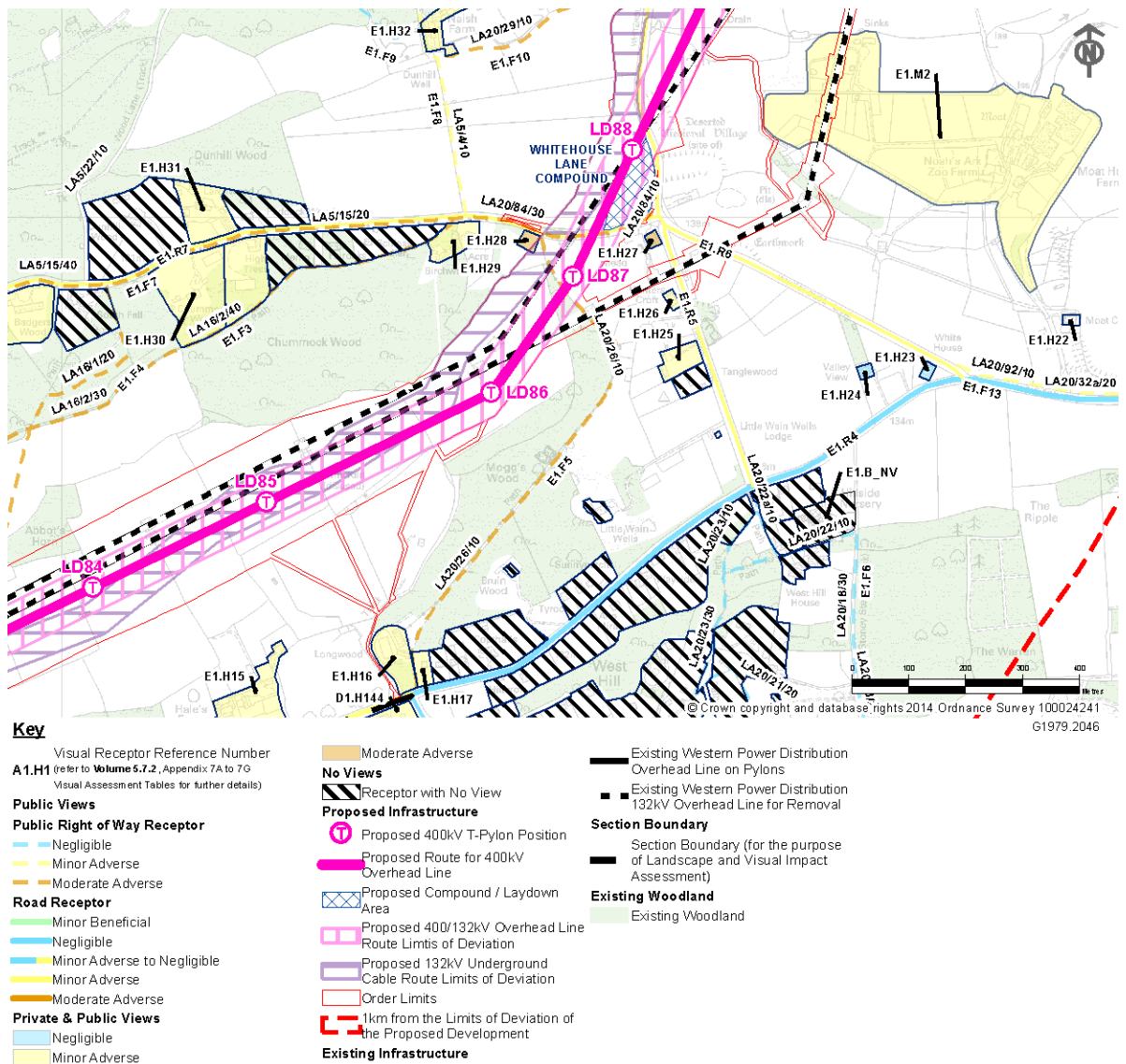
the F Route and W Route, assembly of the proposed 400kV overhead line and in places installation of the 132kV underground cables route visible in expansive views east on elevated land at Tickenham Ridge and south in Section D.

- 7.5.307 Most other public receptors would experience effects on views ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are anticipated where there is a distant view of construction operations; a high degree of filtering; or where the majority of the route would only experience glimpses of at-height working to remove 132kV pylons and erect the 400kV pylons and 132kV underground cables. Effects of **negligible** significance would occur where construction operations are heavily filtered and would be barely perceptible in the view.

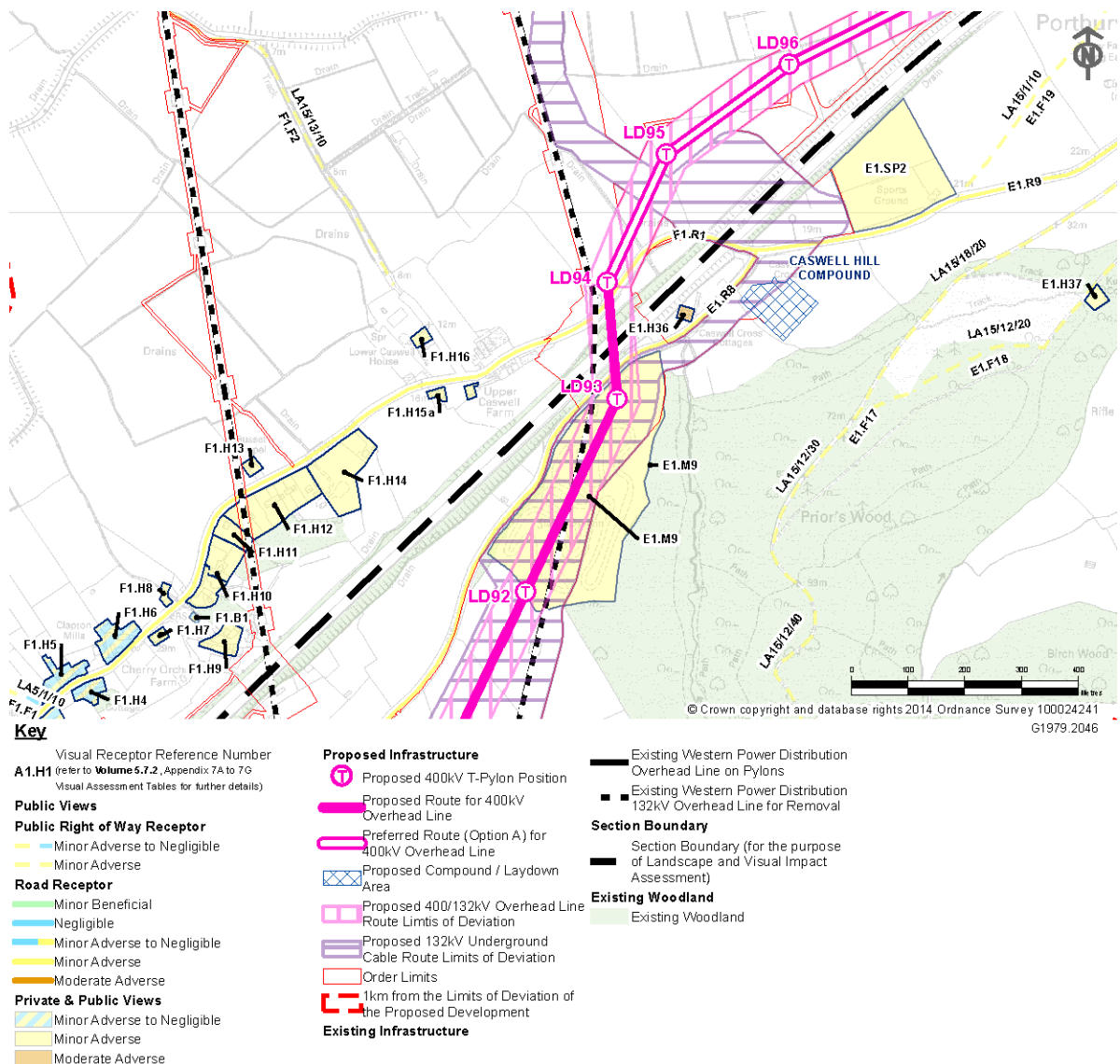
Private Views within 1km

- 7.5.308 The greatest adverse magnitude of effect on private views arising from construction would be from two properties on Cadbury Camp Lane and a property on Caswell Hill, closest to the construction area for the removal of the F Route and W Route and construction of the proposed 400kV overhead line and 132kV underground cables route. Receptors would have construction operations in close proximity across a large extent of the view including pylon construction, 132kV underground cables works and pylon removal. HDD works would be visible along with temporary scaffolding at Cadbury Camp Lane and the M5 motorway and the construction haul road. Construction compounds would also be near to properties. Receptors of high sensitivity would experience a moderate adverse magnitude of effect on views of a clustering of construction activity resulting in a **moderate adverse** significance of effect. This would occur at the following properties illustrated at **Inset 7.148** to **Inset 7.149** and listed below:

- E1.H27: Cuckoos Mead on Cadbury Camp Lane (**Inset 7.148**);
- E1.H28: Spindle Wood on Cadbury Camp Lane (**Inset 7.148**); and
- E1.H36: Caswell Cross Cottages on Caswell Hill (**Inset 7.149**).



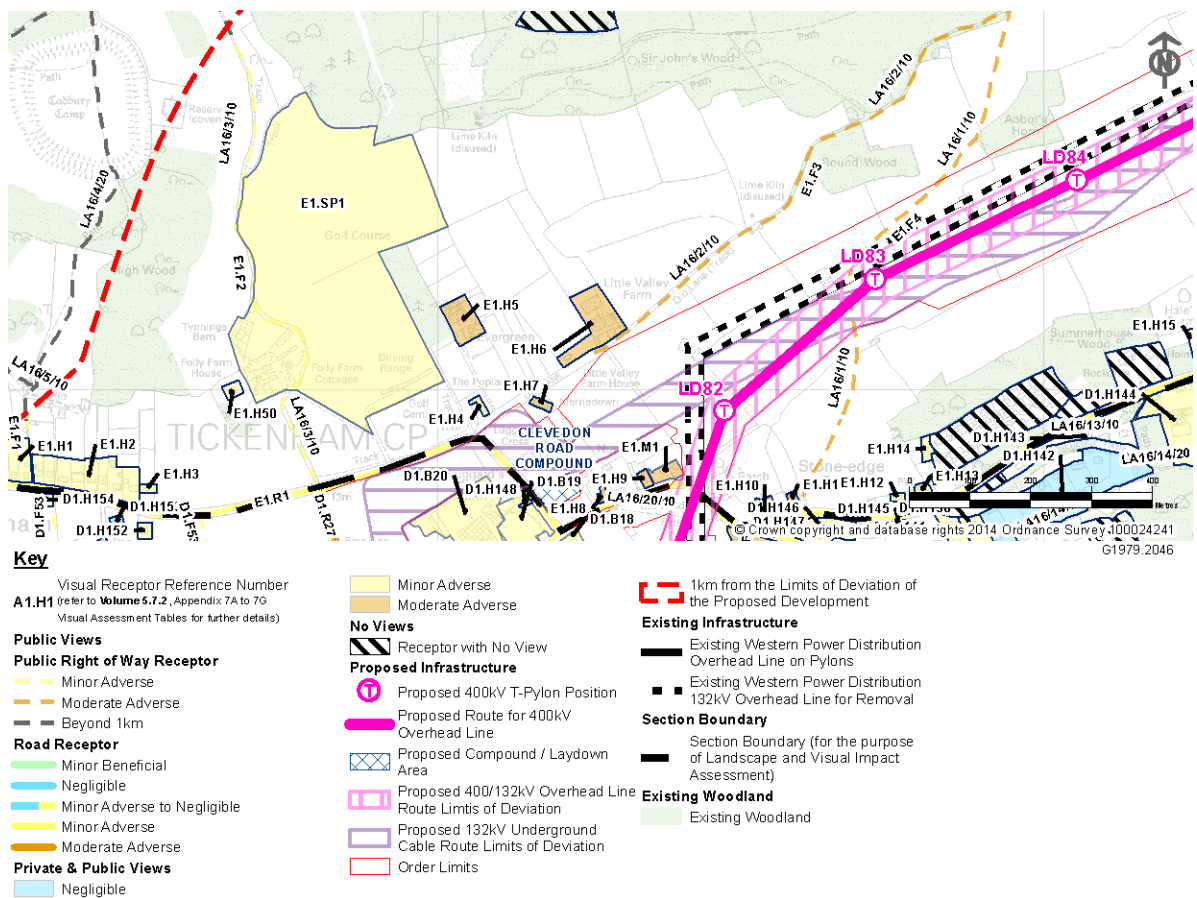
Inset 7.148 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors E1.H27 and E1.H28 on Cadbury Camp Lane during Construction



Inset 7.149 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptor E1.H36 Caswell Cross Cottages on Caswell Hill during Construction

7.5.309 Other visual effects of moderate adverse magnitude arising from construction would be experienced by receptors at properties closest to construction work areas for construction of the proposed 400kV overhead line and 132kV underground cables, and removal of the F Route and W Route. Properties closest to the proposed 400kV overhead line and 132kV underground cables route and removal of the F Route and W Route would experience a moderate adverse magnitude of effect on views resulting in visual effects of **moderate adverse** significance. Receptors would have views of construction work areas in close proximity with a large proportion of the view affected for the short-term. Views would include construction of the proposed 400kV overhead line and 132kV underground cables route with HDD works, cranes and temporary scaffolding over roads. Receptors to the south of Tickenham Ridge would also have similar views south across Nailsea Moor in Section D, although the underground cables route would be less notable. Receptors are illustrated at **Inset 7.150** and listed below:

- E1.H5: Evergreen on Old Lane in Stone-edge Batch;
- E1.H6: Little Valley Farm House on Old Lane in Stone-edge Batch;
- E1.H7: Merridown House on Old Lane leading off from Clevedon Road;
- E1.H8: Numbers 12 and 14 near the Star Inn PH on Clevedon Road in Stone-edge Batch;
- E1.H9: property adjacent to the Star Inn PH on Clevedon Road in Stone-edge Batch;
- E1.H10: Batch Farm and The Gables on Tickenham Hill in Stone-edge Batch; and
- E1.H11: The Elms on Tickenham Hill in Stone-edge Batch.



Inset 7.150 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors E1.H5 to E1.H11 in Stone-edge Batch during construction

7.5.310 The magnitude of effect on views of private receptors in Portbury would depend on the route of the proposed 400kV overhead line through Section F. The proposed 400kV overhead line on the preferred route (Option A) through Section F would have a low adverse magnitude of effect on views from receptors at properties in Portbury on the north, east and west settlement edge and on elevated land on High Street. This would result in a **minor adverse** significance of effect on views where construction operations would be visible above trees to the north parallel to the M5 motorway and to the southwest on the slopes of Tickenham Ridge. Views would



include at height working to assemble 400kV pylons, visible beyond the M5 motorway, and to the southwest erection and removal of overhead lines and construction of the 132kV underground cables route through farmland on the slopes of Tickenham Ridge and along a small section of Caswell Lane and Caswell Hill.

- 7.5.311 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have no greater than minor adverse or negligible magnitude of effect on views from private receptors at properties in Portbury. This would result in a significance of effect no greater than **minor adverse** on views where construction operations would be visible in the distance to the east above trees across Clapton Moor and to the southwest on the slopes of Tickenham Ridge.
- 7.5.312 Other private receptors would experience effects on views ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are anticipated where there is a distant view of construction operations; a high degree of filtering; or where only glimpses would be available of at-height works to remove the 132kV pylons and erect the 400kV pylons. **Negligible** significance of effects would occur where construction operations are heavily filtered and would be barely perceptible in the view.

#### Views between 1 and 3km of the LoD for the Proposed Overhead Line

- 7.5.313 Construction effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated on **Volume 5.7.3, Figure 7.29.4 and 7.29.5** for the preferred route (Option A) and the alternative route (Option B). During construction the magnitude of effect on representative visual receptors between 1 and 3km from the proposed 400kV overhead line and 132kV underground cables route would range between minor adverse and negligible. This includes effects on receptors from removal of the F Route and W Route.
- 7.5.314 A significance of effect ranging between **minor adverse** and **negligible** would be experienced by visual receptors during construction due to the distance of the viewer, the small proportion of the view affected, backgrounding and the general degree of screening and filtering by intervening hedgerows and trees.
- 7.5.315 On the southern slopes of Tickenham Ridge to the west of the Proposed Development views are typically screened by mature trees and landform of the ridge, with occasional views south available across Section D. During construction a **minor adverse** significance of effect would be experienced in receptor views from parts of Cadbury Camp (receptor E2.1) and Nailsea Round Loop Walk 4. On embankments to the edges of Cadbury Camp and on Loop Walk 4 south of Cadbury Camp expansive views are available south across the Moors in Section D. Removal of the F Route and W Route across Nailsea Moor and Kenn Moor and construction of a new 400kV overhead line would be visible. Pylons would form part of views for a short period above trees. From raised embankments on the east of the Camp receptors also would have views down to Tickenham Ridge with construction works visible in places relating to F Route and W Route removal, installation of W Route underground cables and construction of a new 400kV overhead line. Views would extend along the valley near Stone-edge Batch where

cranes and at-height works would be visible for a short period. Within Cadbury Camp views are screened by raised embankments to the edges of the site.

- 7.5.316 A **negligible** significance of effect would be experienced typically during construction operations in receptor views on the northern slopes of Tickenham Ridge where views towards construction of the Proposed Development are distant and screened in many places by landform and trees.

Views beyond 3km of the LoD for the Proposed Overhead Line

- 7.5.317 Construction effects on views from beyond 3km away are illustrated at **Volume 5.7.3, Figure 7.29.5**, and focused on representative viewpoints from footpaths and settlements on elevated land, with distant views towards the Proposed Development.
- 7.5.318 Typically views from beyond 3km away in Section E are limited due to landform and tree screening. Receptors that would have views during construction would experience a minor adverse or negligible magnitude of effect from construction of the proposed 400kV overhead line, 132kV underground cables route and removal of the F Route and W Route. This would result in a significance of visual effect ranging between **minor adverse** and **negligible**.

## Operational Effects

### Overview

- 7.5.319 During operation of the Proposed Development in Section E public and private visual receptors would experience a moderate or low adverse magnitude of effect in views for the short and medium-term. For the majority of visual receptors the F Route and W Route would be removed and replaced with the proposed 400kV overhead line supported by T-pylons, which would be more visible on the ridge landform above trees and hedgerows due to the greater height of the pylons and the solid structure of the T-pylon. This would result in a moderate or low alteration to the existing view where a moderate or low proportion of the view would be affected. The proposed 400kV overhead line in Section E generally would have a **moderate adverse** or **minor adverse** significance of effect on views.
- 7.5.320 The proposed 400kV overhead line passing over Tickenham Ridge would be visible particularly where it crosses the top of the ridge where there is limited backgrounding. This would be visible to receptors in Section E and in distant views from the south in Section D and the north in Sections F and G.
- 7.5.321 Visual effects of the greatest adverse significance would be experienced by visual receptors closest to the Proposed Development during operation and within 1km of the LoD at:
- Stone-edge Batch
  - on the southern slopes of Tickenham Ridge;
  - at the junction of Cadbury Camp Lane, Cuckoo Lane and Whitehouse Lane;
  - on Naish Hill off Whitehouse Lane;
  - on the northern slopes of Tickenham Ridge between Caswell Hill and Prior's Wood; and
  - on Caswell Hill at Caswell Cross.
- 7.5.322 On the preferred route (Option A) in Section F visual effects of the greatest significance would also be experienced by visual receptors on the north, east and west edge of Portbury in Section E, closest to the proposed 400kV overhead line.
- 7.5.323 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect where the proposed 400kV overhead line would be seen in the short and medium-term with a moderate proportion of the view affected. The F Route and W Route would be removed from views.
- 7.5.324 Receptors include users of PRoWs (part of the Gordano Round LDR) on Naish Hill and Caswell Hill, a PRoW part of Nailsea Round Loop Walk 4 on the southern slopes of Tickenham Ridge, and PRoWs through Sir John's Wood, Mogg's Wood and near Cadbury Camp Lane. Receptors using these routes would pass close to the proposed 400kV overhead line and some would pass under conductors.
- 7.5.325 Receptors on the eastern edge of Tickenham and in properties and a pub in Stone-edge Batch on Clevedon Road, Tickenham Hill and Old Lane; properties on Cadbury Camp Lane; Naish Hill off Whitehouse Lane; and Caswell Cross Cottages on Caswell Hill would be close to the proposed 400kV overhead line.

- 7.5.326 The magnitude of effect on views of receptors near Portbury would depend on the route of the proposed 400kV overhead line through Section F. The proposed 400kV overhead line on the preferred route (Option A) through Section F would have a moderate adverse magnitude of effect on views from receptors of high sensitivity including PRowS and properties. This would result in a **moderate adverse** significance of effect on views. Receptors would have a moderate proportion of the view affected for the short and medium-term with the proposed 400kV overhead line visible beyond the M5 motorway, and to the southwest on the slopes of Tickenham Ridge.
- 7.5.327 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have a low adverse or negligible magnitude of effect on views from receptors near Portbury as it would be further west visible in the distance above trees and on the slopes of Tickenham Ridge. Receptors would experience a **minor adverse** significance of effect on views where the proposed 400kV overhead line would be in the distance.
- 7.5.328 The Gordano Round LDR, Nailsea Round Loop Walk 4, NCR 410 and 334 run within 1km of the proposed 400kV overhead line in Section E and are listed above where they pass along PRow and roads. High sensitivity views experienced by walkers and cyclists on a short section of these routes on the southern slopes of Tickenham Ridge, Naish Hill, Caswell Hill, Caswell Lane and Station Road would experience an adverse visual effect of **moderate adverse** significance, resulting from the Proposed Development being visible in the short and medium-term. These adverse effects would be experienced in views from a short distance along these long distance routes. The overall temporary significance of effect of the construction of the Proposed Development in views (where these public routes runs within 3km of the LoD for the proposed 400kV overhead line) would be **minor adverse** or **negligible** and this is assessed in the latter part of section 7.5 of this chapter.

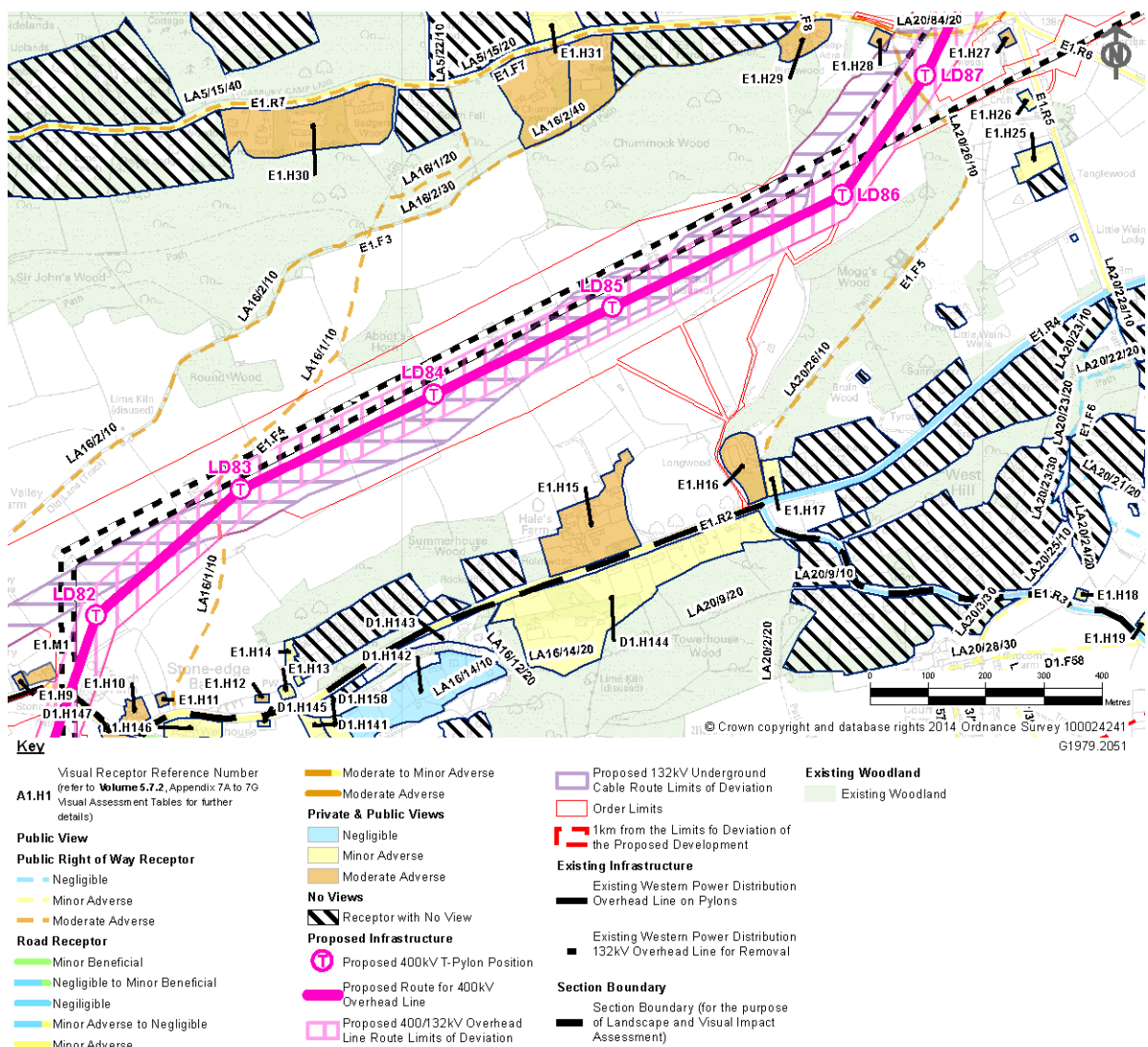
#### Views within 1km of the LoD for the Proposed Overhead Line

##### Public Views within 1km

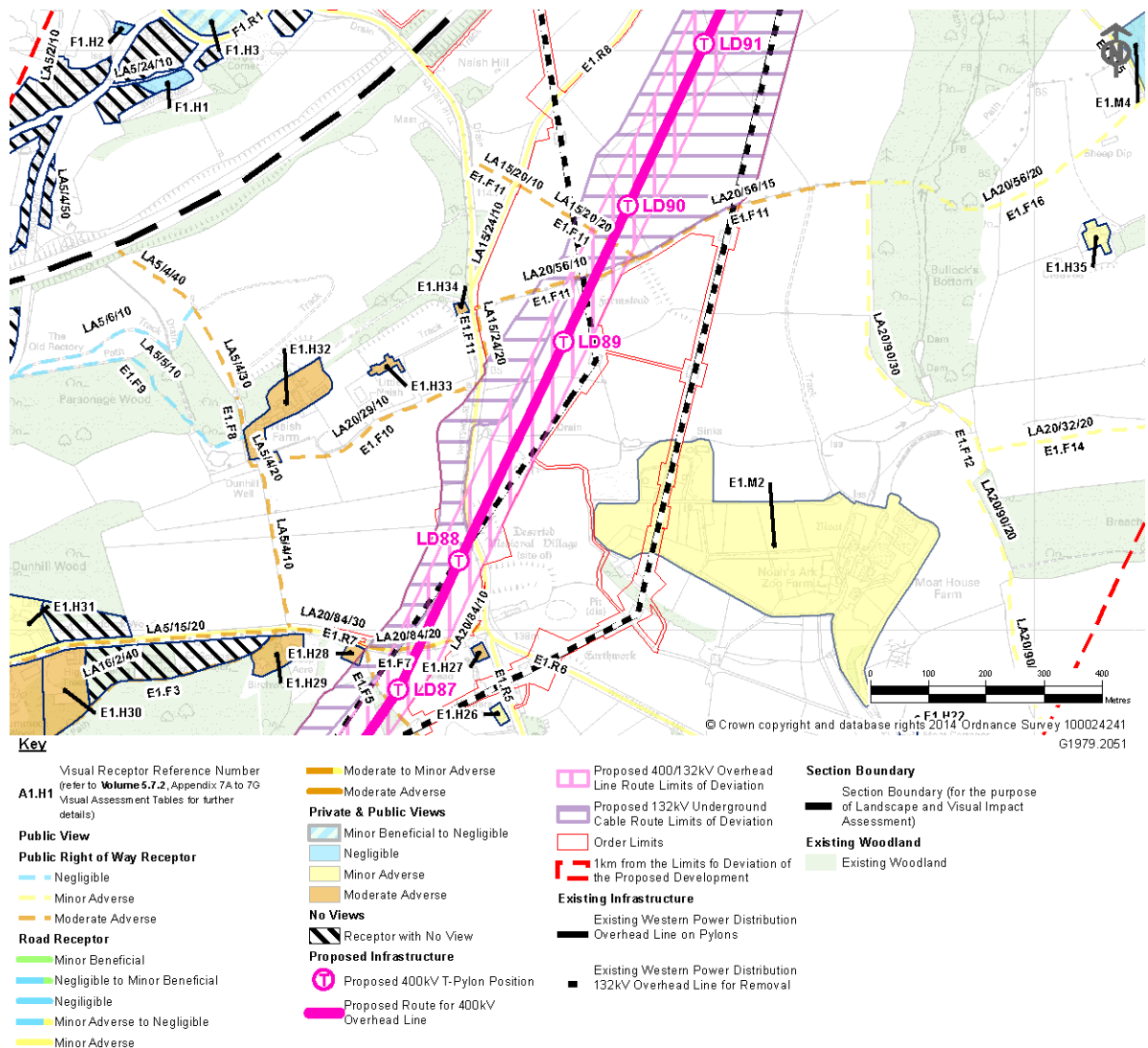
- 7.5.329 Operation of the proposed 400kV overhead line and 132kV underground cables in Section E would have the greatest adverse magnitude of effect on public views from five PRow which run immediately adjacent and would pass under the proposed 400kV overhead line. For the majority of each PRow a moderate adverse magnitude of effect on receptor views would be experienced where they pass across open fields with views towards the proposed 400kV overhead line, with a low adverse magnitude of effect on PRow where they pass through mature woodland and views are heavily filtered. Overall this would result in a **moderate adverse** significance of effect on views from PRow users for the majority of each route.
- 7.5.330 These PRowS would pass under the proposed 400kV overhead line for a short distance along the footpath and receptor views would have pylons introduced across a moderate proportion of the view. PRow users presently have near distance views of the F Route and W Route, which would be removed and replaced with near distance views of the proposed 400kV overhead line. Receptors are illustrated at **Inset 7.151 to Inset 7.155** and listed below:



- receptor E1.F4: PRoW LA16/1 part of the Nailsea Round Loop Walk 4 published route between Tickenham Hill in Stone-edge Batch and Cadbury Camp Lane (**Inset 7.151**);
- receptor E1.F5: PRoW LA20/26 through Mogg's Wood between Tickenham Hill and Cadbury Camp Lane (**Inset 7.151**);
- receptor E1.F7: PRoW LA20/84 along the eastern end of Cadbury Camp Lane (**Inset 7.151**); and
- receptor E1.F11: PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round Long Distance Route between Whitehouse Lane and Prior's Wood (**Inset 7.152**).



**Inset 7.151 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors E1.F4 and E1.F5 between Tickenham Hill and Cadbury Camp Lane and Receptor E1.F7 on Cadbury Camp Lane during Operation**



Inset 7.152 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors E1.F10 and E1.F11 part of the Gordano Round LDR on Caswell Hill during Operation



Photograph 7.81 (Viewpoint VPE1): Existing view southwest from receptor E1.F4 PRoW LA16/1 along Tickenham Ridge towards the F Route and W Route and the route of the proposed 400kV overhead line and 132kV underground cables



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**)



Photograph 7.82 (Viewpoint VPE9): Existing view northeast from receptor E1.F4 PRoW LA16/1 along Tickenham Ridge looking towards the F Route and W Route



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**)





Photograph 7.83 (Viewpoint VPE2): Existing view from receptor E1.F11 PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round long distance route between Whitehouse Lane and Prior's Wood looking northeast towards the F Route, W Route and the route of the proposed 400kV overhead line on Caswell Hill and in the distance in Section F

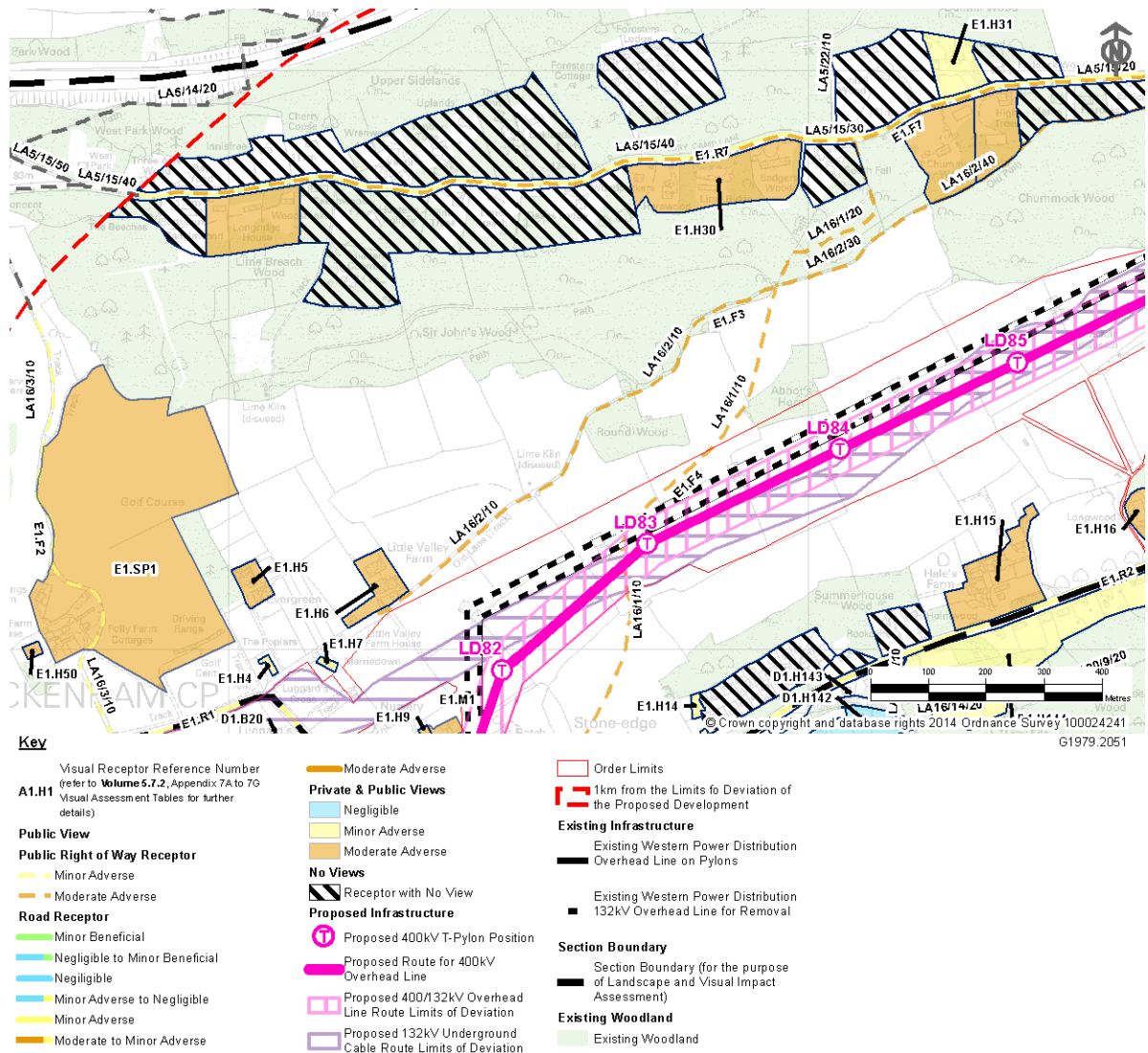


Verified Photomontage 7.40 (Viewpoint VPE2): Anticipated view from receptor E1.F11 PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round long distance route looking towards the proposed 400kV overhead line supported by T- pylons on Tickenham Ridge with the F Route, W Route and the G Route removed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

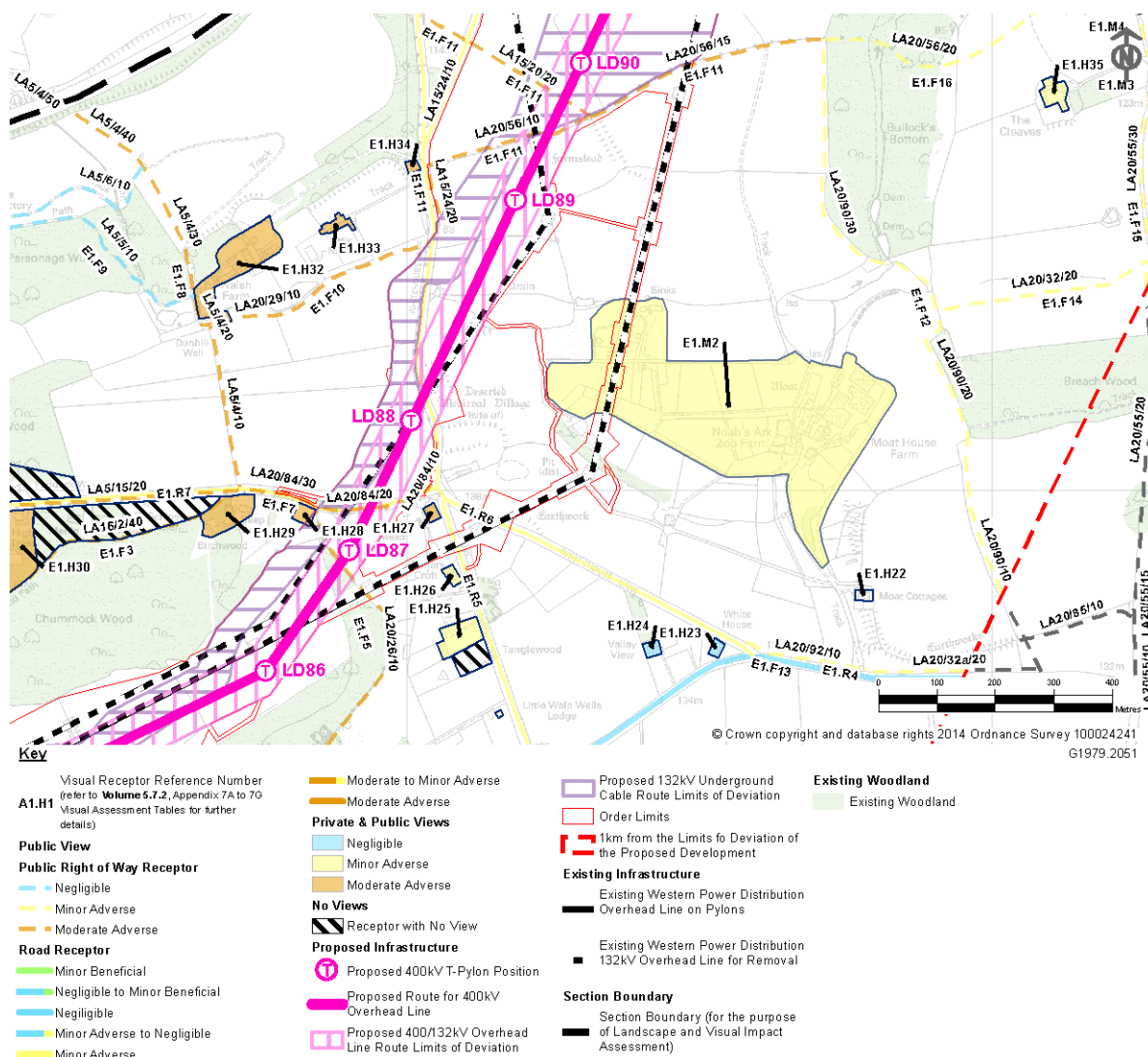
- 7.5.331 Some receptors would also have views towards the proposed 400kV overhead line either to the south across the moors in Section D (receptor E1.F4 LA16/1) or to the north towards Portishead in Section F (receptor E1.F7 LA20/84 and receptor E1.F11 LA20/56 and LA15/20).
- 7.5.332 Given the distance of PRoW from the proposed 400kV overhead line and the extent of 400kV overhead line anticipated to be visible a **moderate adverse** significance of effect on completion would also be experienced by receptors using PRoW on the southern slopes of Tickenham Ridge and PRoW that form part of the Gordano Round long distance route. This is because the magnitude of effect would be moderate adverse on receptors of high sensitivity. Receptors would experience views of the proposed 400kV overhead line that would replace views of the F Route and W Route removed. Views would extend across undulating farmland and along the route of the proposed 400kV overhead line on the ridge, with some distant views south to the Proposed Development in Section D and north to Section F. Receptors are illustrated at **Inset 7.153 to Inset 7.128** and listed below:
- receptor E1.F3: PRoW LA16/2 between Old Lane in Stone-edge Batch and Cadbury Camp Lane (**Inset 7.153**);



- receptor E1.F8: PRoW LA5/4 on Naish Hill between Cadbury Camp Lane and Naish Farm (**Inset 7.154**); and
- receptor E1.F10: PRoW LA20/29 part of the Gordano Round Long Distance Route between Naish Farm and Whitehouse Lane on Naish Hill (**Inset 7.154**).



Inset 7.153 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptor E1.F3 between Old Lane and Cadbury Camp Lane during Operation



Inset 7.154 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors within 1km of the Proposed Development during Operation



Photograph 7.84 (Receptor E1.F8): Existing view from receptor E1.F8 PRoW LA5/4 near Dunhill Well and Naish Farm, looking east across undulating fields towards the F Route and the W Route and the route of the proposed 400kV overhead line

7.5.333 The magnitude of effect on views of receptors using PRoW and rural country roads near Portbury would depend on the route of the new 400kV overhead line through Section F. On completion the proposed 400kV overhead line on the preferred route (Option A) through Section F would have a moderate adverse magnitude of effect

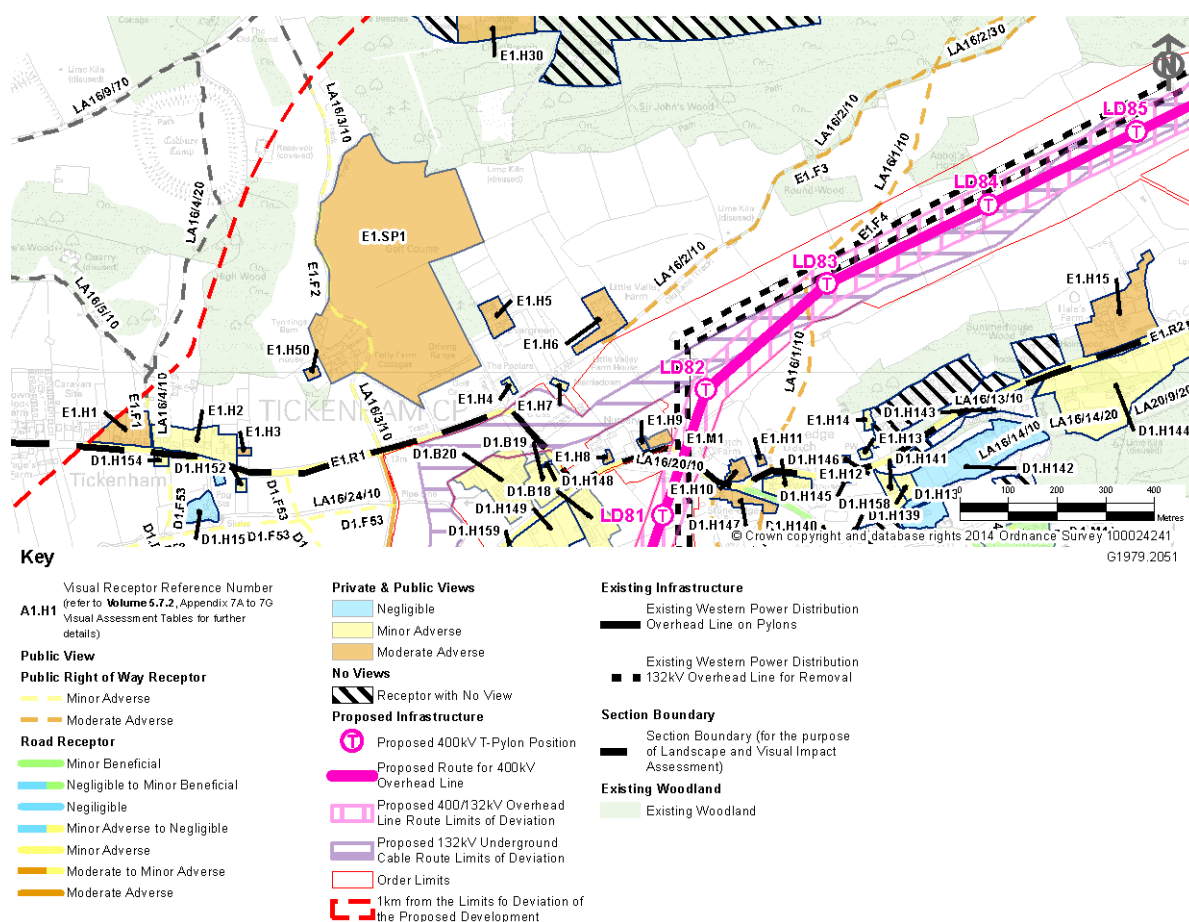
on views from some receptors of high and medium sensitivity, resulting in a **moderate adverse** significance of effect on views. The proposed 400kV overhead line pylons would be visible beyond the M5 motorway, and to the southwest on the slopes of Tickenham Ridge at Caswell Hill. Receptors are illustrated at **Inset 7.155** and listed below:

- receptor E1.F19: PRoW LA15/1 and LA15/2 west of Portbury between the M5 and Caswell Lane;
- receptor E1.F21: PRoW LA15/3 through Portbury on Priory Road, Station Road and the narrow bridge over the M5 motorway;
- receptor E1.F22: PRoW LA15/3 east of Portbury between Station Road and Church Lane; and
- receptor E1.F23: PRoW LA15/4 and LA15/5 east of Portbury between Church Lane and High Street.

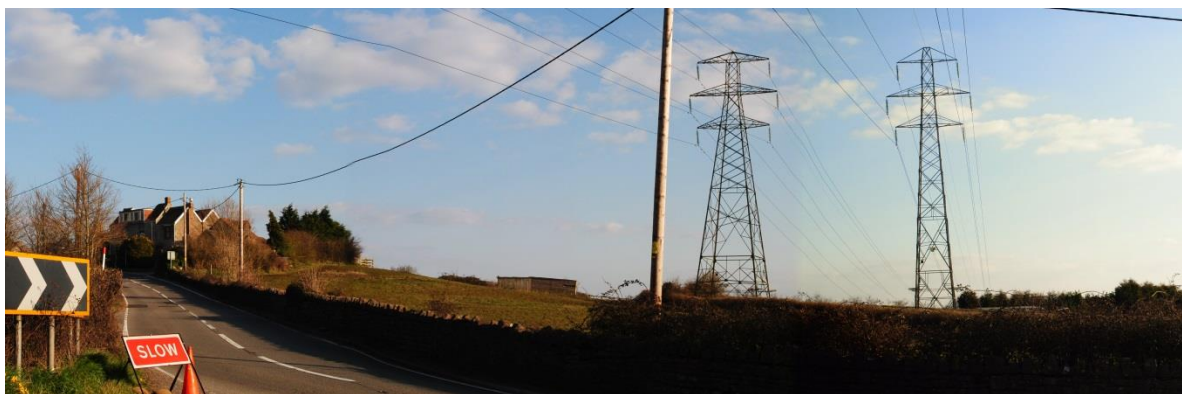




- E1.SP1: Tickenham Golf Club and golf course on Clevedon Road (**Inset 7.155**);
- E1.POS1: playing field along the northeast edge of Portbury, south of the M5 (**Inset 7.156**);
- E1.M1: The Star Inn Public House on Clevedon Road in Stone-edge Batch (**Inset 7.155**);
- E1.M7: allotments on Station Road next to narrow bridge leading over the M5 motorway (**Inset 7.156**); and
- receptor E1:R9: Caswell Lane (**Inset 7.155**).



Inset 7.156 (of **Volume 5.7.3, Figure 7.30.16**): Significance of Visual Effects on Receptors E1.SP1 and E1.M1 in Stone-edge Batch during Operation



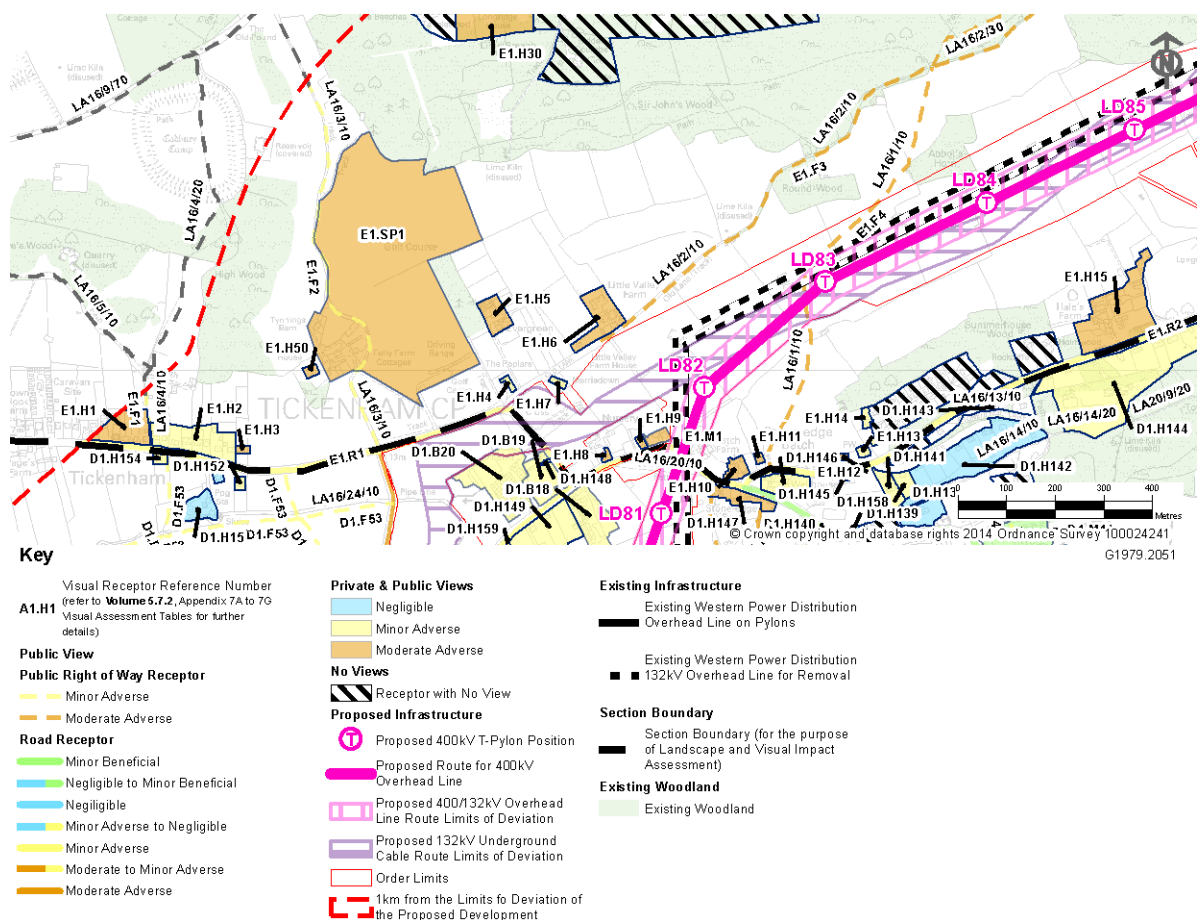
Photograph 7.85 (Receptor E1.M1): Existing view south from Clevedon Road adjacent to receptor E1.M1 the Star Inn public house towards the F Route and W Route

- 7.5.336 On completion a **minor adverse** significance of effect on views typically would be experienced by road users. This is because the magnitude of effect would be low where receptors of low or moderate importance would have fleeting views of the proposed 400kV overhead line that typically would be screened by landform, built form and trees. This would increase to a moderate adverse magnitude of effect on views for short distances of some roads where the proposed 400kV overhead line would cross over or be close to roads with views along the overhead line. Receptors would experience a **moderate adverse** significance of effect for a short distance on Clevedon Road, Tickenham Hill and Whitehouse Lane.
- 7.5.337 Other public receptors would experience effects on views ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are anticipated where there would be a distant view of the proposed 400kV overhead line; a high degree of filtering; or where the majority of the route would only experience glimpses of the 400kV overhead line. Effects of **negligible** significance would occur where views towards the proposed 400kV overhead line would be heavily filtered and would be barely perceptible in the view.

#### Private Views within 1km

- 7.5.338 The greatest adverse magnitude of effect on private views during operation would be from properties closest to the proposed 400kV overhead line. Receptors presently have the F Route and W Route close in views and would have these removed and replaced with the proposed 400kV overhead line in close proximity across a moderate extent of the view. Receptors of high sensitivity would experience a moderate adverse magnitude of effect on views resulting in a **moderate adverse** significance of effect with long views of the proposed 400kV overhead line up Tickenham Ridge. Receptors to the south of Tickenham Ridge would also have similar views south across Nailsea Moor in Section D. This would occur at the following properties illustrated at **Inset 7.157** to **Inset 7.159** and listed below:
- E1.H5: Evergreen on Old Lane in Stone-edge Batch (**Inset 7.157**);
  - E1.H6: Little Valley Farm House on Old Lane in Stone-edge Batch (**Inset 7.157**);

- E1.H8: Numbers 12 and 14 near the Star Inn PH on Clevedon Road in Stone-edge Batch (**Inset 7.157**);
- E1.H9: property adjacent to the Star Inn PH on Clevedon Road in Stone-edge Batch (**Inset 7.157**);
- E1.H10: Batch Farm and The Gables on Tickenham Hill in Stone-edge Batch (**Inset 7.157**);
- E1.H11: The Elms on Tickenham Hill in Stone-edge Batch (**Inset 7.157**);
- E1.H12: Panorama on Tickenham Hill in Stone-edge Batch (**Inset 7.157**);
- E1.H27: Cuckoos Mead on Cadbury Camp Lane (**Inset 7.158**);
- E1.H28: Spindle Wood on Cadbury Camp Lane (**Inset 7.158**); and
- E1.H36: Caswell Cross Cottages on Caswell Hill (**Inset 7.24**).



**Inset 7.157 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors E1.H5, E1.H6 and E1.H8 to E1.H12 in Stone-edge Batch during Operation**





Photograph 7.86 (Receptor E1.H10): Existing view from Clevedon Road near to Batch Farm looking north towards the F Route and the W Route and the route of the proposed 400kV overhead line

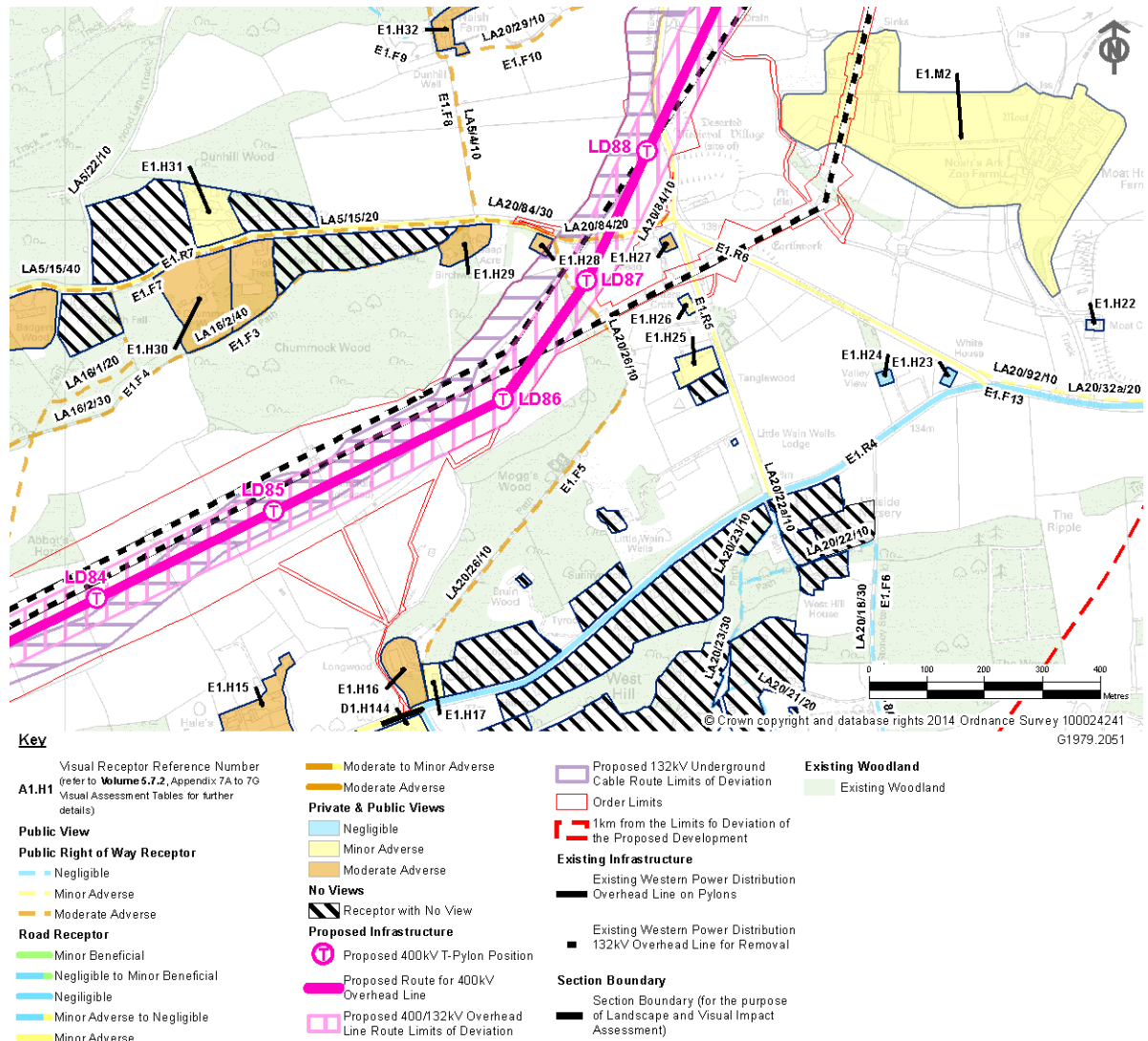


Photograph 7.87 (Receptor E1.H6): Existing view south from Little Valley Farm House on Old Lane in Stone-edge Batch towards the F Route and the W Route and the route of the proposed 400kV overhead line

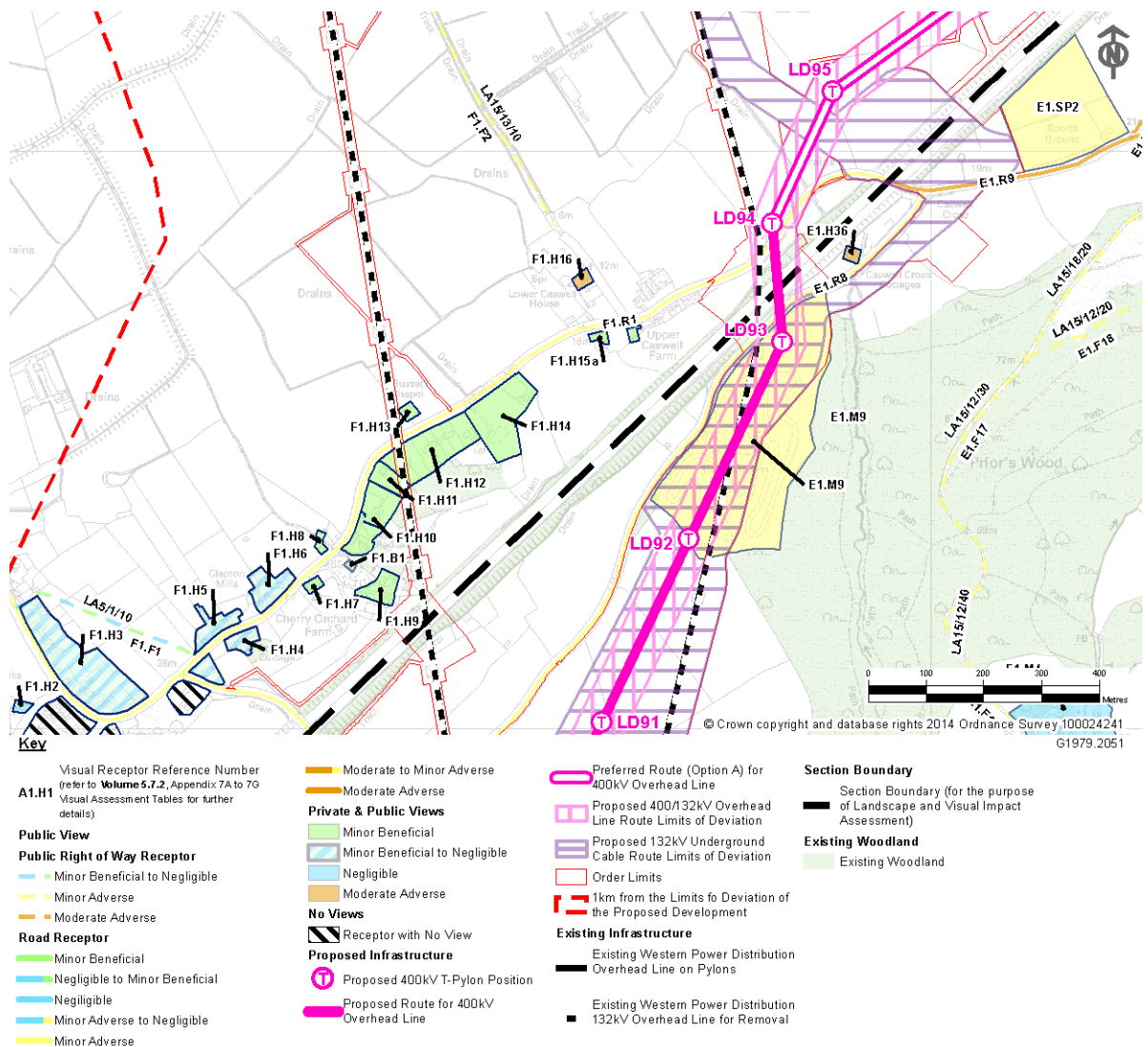


Photograph 7.88 (Receptor E1.H11): Existing view northwest from Batch Farm on Tickenham Hill in Stone-edge Batch towards the F Route and the W Route and the route of the proposed 400kV overhead line





Inset 7.158 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors E1.H27 and E1.H28 on Cadbury Camp Lane during Operation



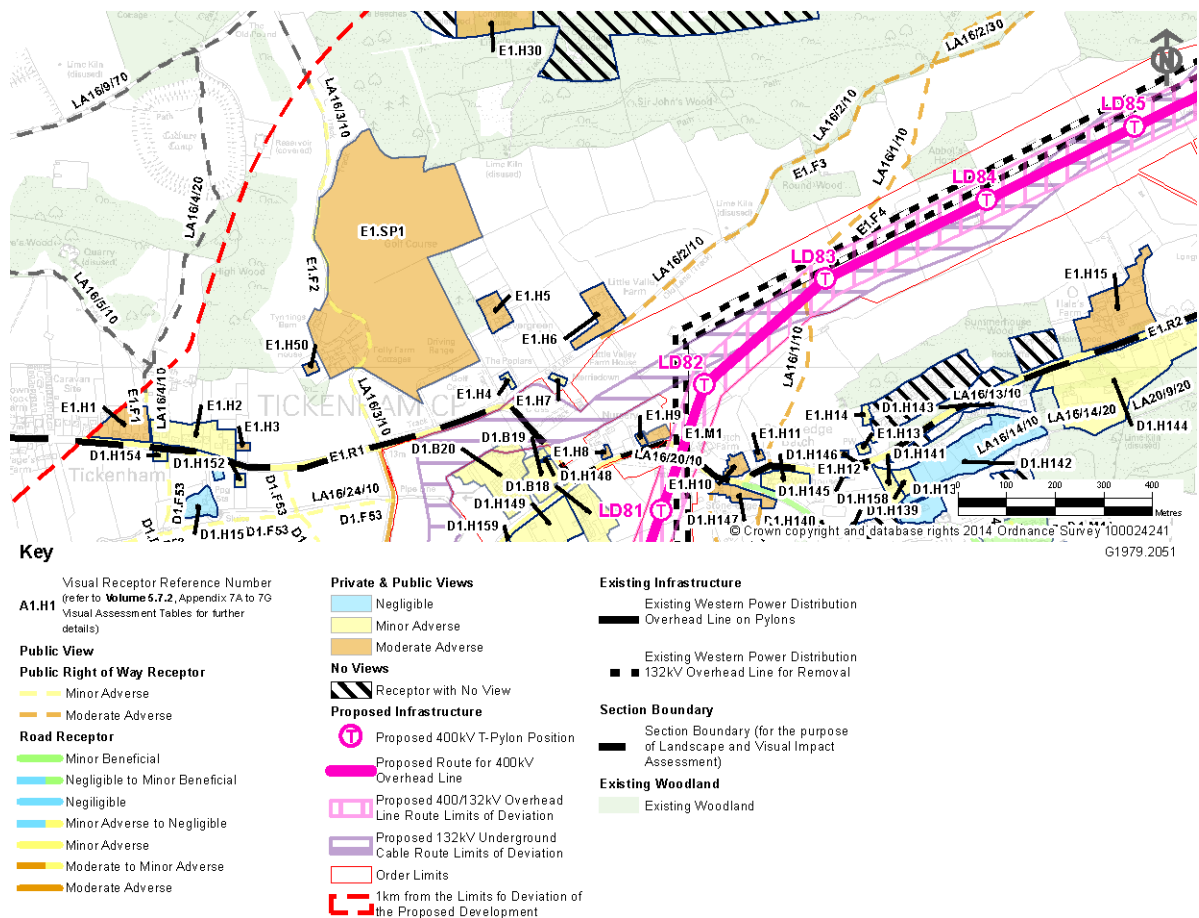
Inset 7.159 (of Volume 5.7.3, Figure 7.30.17): Significance of Visual Effects on Receptor E1.H36 Caswell Cross Cottages on Caswell Hill during Operation

7.5.339 A moderate adverse magnitude of effect on views would also be experienced by receptors at properties with glimpsed or filtered views towards the proposed 400kV overhead line during operation. Receptors of high sensitivity at properties would experience a **moderate adverse** significance of effect on views. Receptors are illustrated at **Inset 7.160** to **Inset 7.161** and listed below:

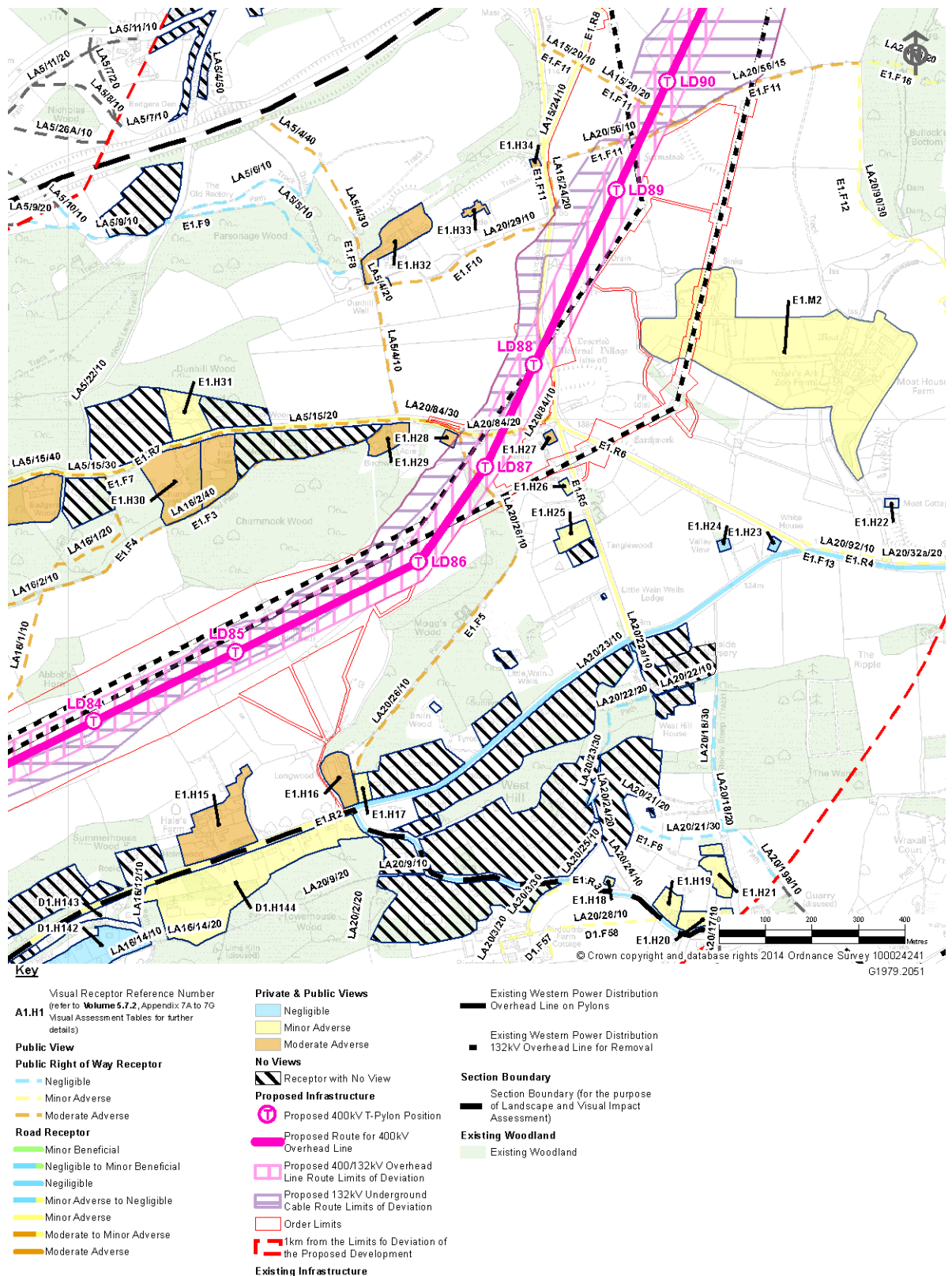
- E1.H1: properties on Clevedon Road on the eastern edge of Tickenham (**Inset 7.160**);
- E1.H3: 239 Woodcot on Clevedon Road on the eastern edge of Tickenham (**Inset 7.160**);
- E1.H15: Hale's Farm on Tickenham Hill (**Inset 7.161**);
- E1.H16: Long Wood on Tickenham Hill (**Inset 7.161**);
- E1.H29: Deep Acre and Birchwood on Cadbury Camp Lane (**Inset 7.161**);
- E1.H30: properties on Cadbury Camp Lane with views south including High Trees, Chumock Wood, Badger's Wood, Lime Ridge, Harewood,

Woodpeckers, Woodsmoke, Longridge House and Tanglewood (**Inset 7.160** and **Inset 7.126**);

- E1.H32: properties at Naish Farm off Whitehouse Lane (**Inset 7.161**);
- E1.H33: Little Naish off Whitehouse Lane (**Inset 7.161**);
- E1.H34: single storey cottage on Whitehouse Lane near Little Naish (**Inset 7.161**); and
- receptor E1.H50: Private property within Folly Farm Cottages adjacent to Tickenham Golf Course (**Inset 7.160**).



**Inset 7.160 (of Volume 5.7.3, Figure 7.30.16):** Significance of Visual Effects on Receptors E1.H1, E1.H3 and E1.H30 in Tickenham and on Cadbury Camp Lane during Operation



Inset 7.161 (of Volume 5.7.3, Figure 7.30.16): Significance of Visual Effects on Receptors E1.H15, E1.H16, E1.H29, E1.H30 and E1.H32 to E1.H34 on Tickenham Hill, Cadbury Camp Lane and Naish Hill off Whitehouse Lane during Operation

7.5.340 The magnitude of effect on views of private receptors in Portbury would depend on the route of the proposed 400kV overhead line through Section F. The proposed



400kV overhead line on the preferred route (Option A) through Section F would have a moderate adverse magnitude of effect on views from receptors at properties in Portbury on the north, east and west settlement edge and on elevated land on High Street. This would result in a **moderate adverse** significance of effect on views where the proposed 400kV overhead line would be visible above trees to the north parallel to the M5 motorway and to the southwest on the slopes of Tickenham Ridge. Receptors are illustrated at **Inset 7.162** and listed below:

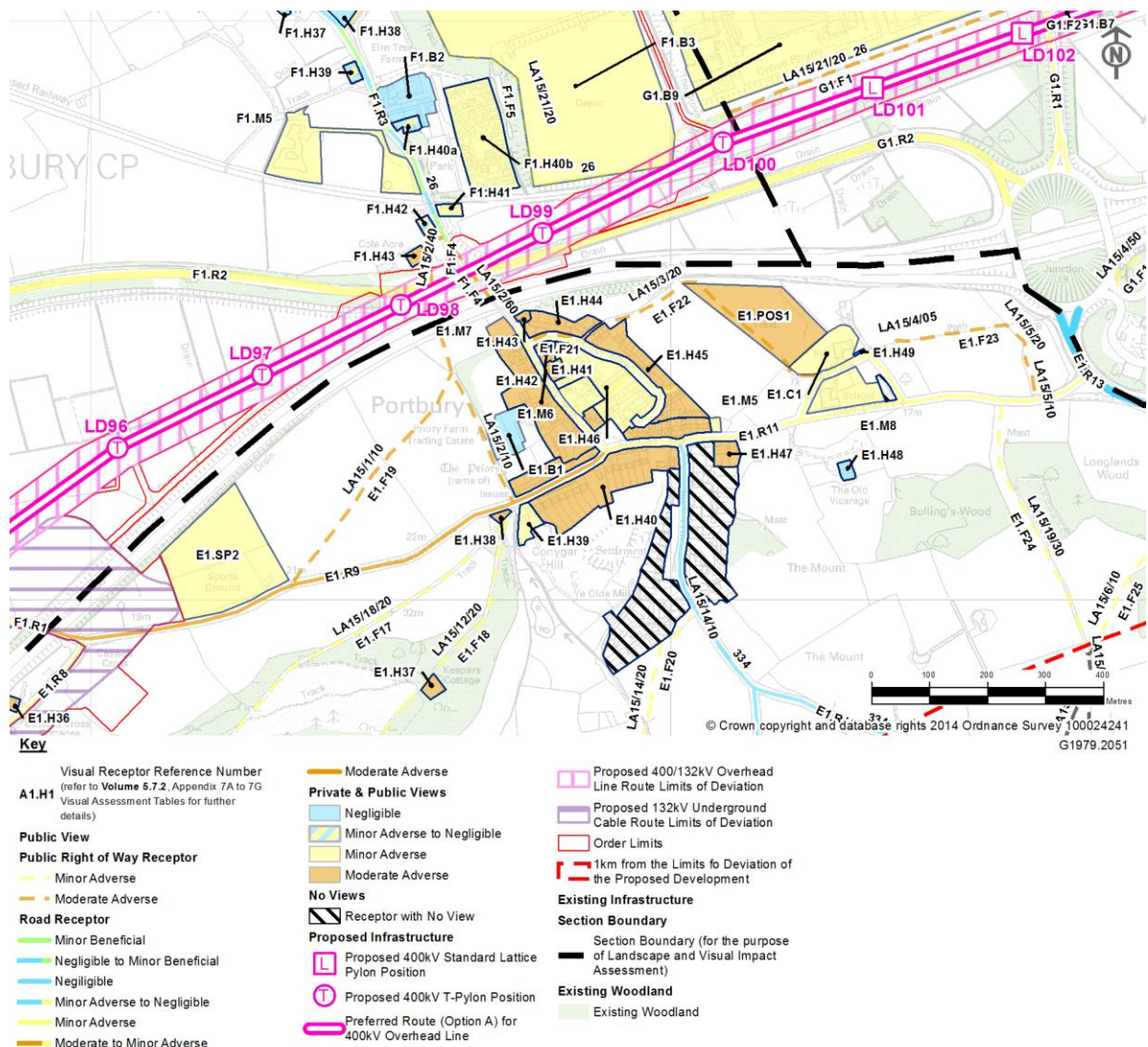
- receptor E1.H37: Keepers Cottage in Prior's Wood off Caswell Lane;
- receptor E1.H38: cottage on Caswell Lane on the western edge of Portbury;
- receptor E1.H40: properties on high ground on Caswell Lane and High Street on the southern edge of Portbury;
- receptor E1.H41: properties on Station Road in Portbury;
- receptor E1.H42: properties on the corner of Station Road and Priory Road in Portbury;
- receptor E1.H44: properties on Priory Road on the northern edge of Portbury adjacent to the M5 motorway;
- receptor E1.H45: properties on Priory Road on the eastern edge of Portbury; and
- receptor E1.H47: properties 20, 22 and 24 on High Street on the eastern edge of Portbury.



Photograph 7.89 (Viewpoint VPE7): Existing view northeast from adjacent to 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)



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**)



Inset 7.162 (of **Volume 5.7.3, Figure 7.30.17**): Significance of Visual Effects on Receptors E1.H37, E1.H38, E1.H40 to E1.H42, E1.H44, E1.H45 and E1.H47 in Portbury during Operation





Photograph 7.90 (Viewpoint VPE5): Existing view north from receptor E1.H42 properties on Priory Road in Portbury looking towards the M5 motorway bridge and the preferred route (Option A)



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**)



Photograph 7.91 (Viewpoint VPE10): Existing view from the narrow bridge over the M5 motorway north of Portbury looking southwest towards Tickenham Ridge



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**)

- 7.5.341 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have a magnitude of effect no greater than minor adverse on views from private receptors at properties in Portbury. This would result in a significance of effect no greater than **minor adverse** on views where the proposed 400kV overhead line would be visible in the distance to the east above trees across Clapton Moor and to the southwest on the slopes of Tickenham Ridge.
- 7.5.342 Other private receptors would experience effects on views ranging from **minor adverse** to **negligible** significance. Effects of **minor adverse** significance are anticipated where there would be a distant view of the proposed 400kV overhead line; a high degree of filtering; or where only glimpses would be available. **Negligible** significance of effects would occur where the proposed 400kV overhead line would be heavily filtered and would be barely perceptible in the view.

#### Views between 1 and 3km of the LoD for the Proposed Overhead Line

- 7.5.343 During operation effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figure 7.31.4 and 7.31.5**.
- 7.5.344 During operation the magnitude of effect on representative visual receptors between 1 and 3km of the proposed 400kV overhead line and 132kV underground cables would range between minor adverse and negligible. This includes effects on receptors from removal of the F Route and W Route.
- 7.5.345 A significance of effect ranging between **minor adverse** and **negligible** would be experienced by visual receptors during operation due to the distance of the viewer, backgrounding and the general degree of screening and filtering by intervening hedgerows and trees.
- 7.5.346 On the southern slopes of Tickenham Ridge to the west of the Proposed Development views are typically screened by mature trees and landform of the ridge, with occasional views south available across Section D. A **minor adverse** significance of effect would be experienced in receptor views from parts of Cadbury Camp (receptor E2.1) and Nailsea Round Loop Walk 4. On embankments to the edges of Cadbury Camp and on Nailsea Round Loop Walk 4 south of Cadbury Camp expansive views are available south across the Moors in Section D. The proposed 400kV overhead line would be visible above trees across Nailsea Moor and Kenn Moor and for a greater extent than the F Route and W Route to be removed that are presently barely perceptible. Views extend south to the Mendip Hills AONB in the distance with the Severn Estuary and Hinkley Point C also visible in the distance. From embankments to the east of the Camp receptors would also have views down to the proposed 400kV overhead line up Tickenham Ridge and located in the valley near Stone-edge Batch where the T-pylons would be taller and more visible above ridge backgrounding than the F Route and W Route pylons. Within Cadbury Camp views are screened by the embankments that surround the site.



### Views beyond 3km of the LoD for the Proposed Overhead Line

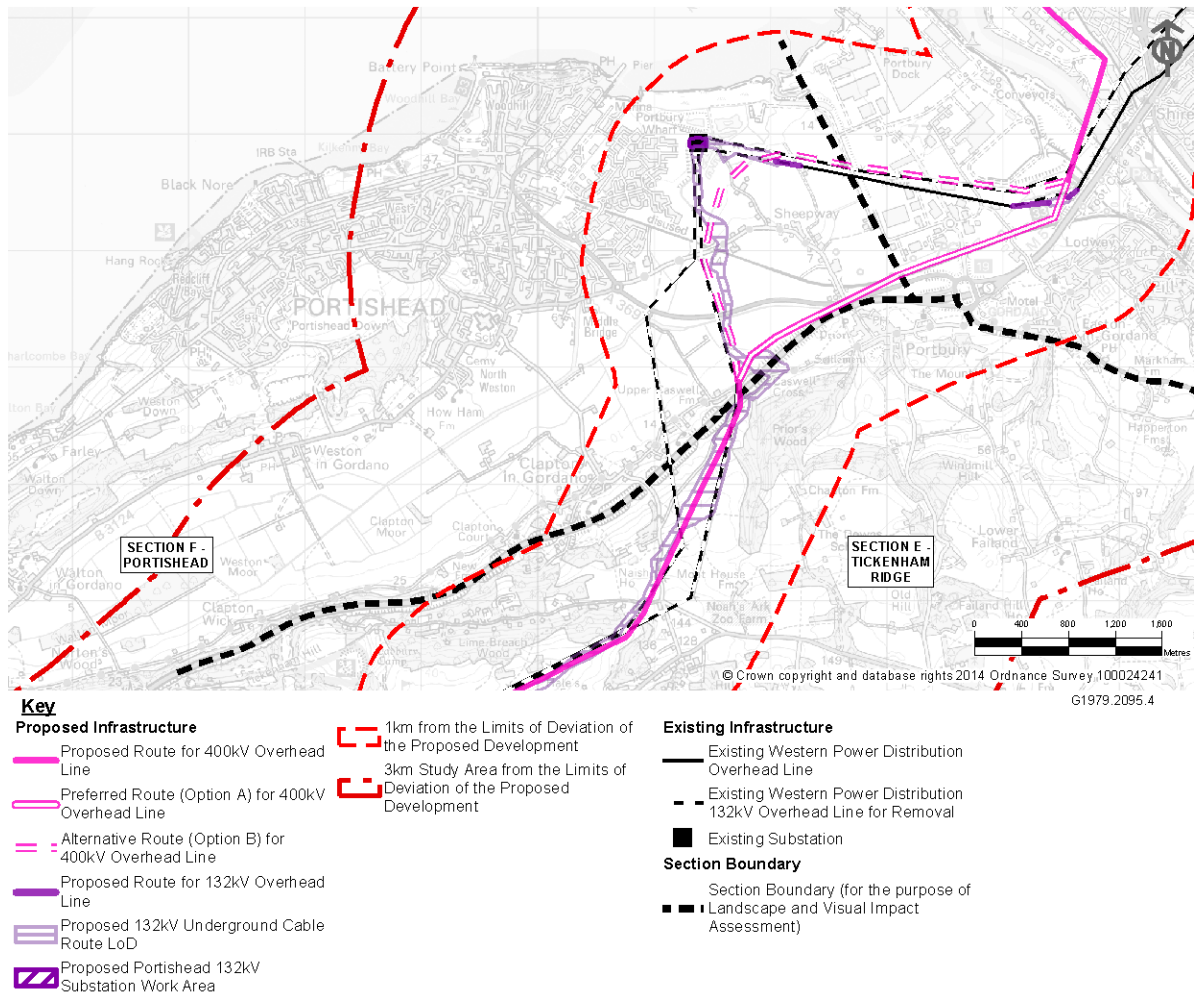
- 7.5.347 During operation effects on views from receptors beyond 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figure 7.31.4 and 7.31.5**.
- 7.5.348 A negligible significance of effect would be experienced by receptors beyond 3km from the proposed 400kV overhead line and 132kV underground cables. Some viewpoints identified beyond 3km would experience no change in the view during operation.

### ***Decommissioning Effects***

- 7.5.349 During decommissioning in Section E visual effects associated with the proposed 400kV overhead line would be of a similar significance of effect to those identified for the construction phase. The decommissioning of the 132kV underground cables would give rise to effects of similar significance to those of installation.
- 7.5.350 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.
- 7.5.351 Following decommissioning of the Proposed Development in Section E, some views in particular views from receptors closest to the proposed 400kV overhead line and within 1km, would experience a beneficial effect in the view. Beneficial effects typically would range from being of **moderate** or **minor beneficial** significance depending on the proportion of the view previously affected by the Proposed Development.

## **Section F: Portishead: Assessment of Visual Effects**

- 7.5.352 There are two potential options for the route of the proposed 400kV overhead line in Section F, referred to as the preferred route (Option A); and the alternative route (Option B). Effects on visual receptors are described for each of these in turn.
- 7.5.353 The following text provides an overview of the anticipated significance of visual effects predicted for each potential route option in Section F 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 on both the preferred route (Option A) and the alternative route (Option B) in Section F 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.
- 7.5.354 Visual effects anticipated in views from all receptors identified within Section F are presented in Visual Assessment Tables for the preferred route (Option A) and the alternative route (Option B) at **Volume 5.7.2, Appendix 7F**.
- 7.5.355 Long distance routes in Section F comprise the Gordano Round and associated link walks and NCR 410, 26 and 334 within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and these receptors are of high sensitivity. The M5 motorway also runs within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line in Section F and receptors are of medium sensitivity. These long distance footpaths, cycle routes 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**.



Inset 7.163: Location Plan illustrating the Geographical Extent of the 3km Study Area for the Preferred Route (Option A) and Alternative Route (Option B) within Section F

## Construction Effects

### Overview

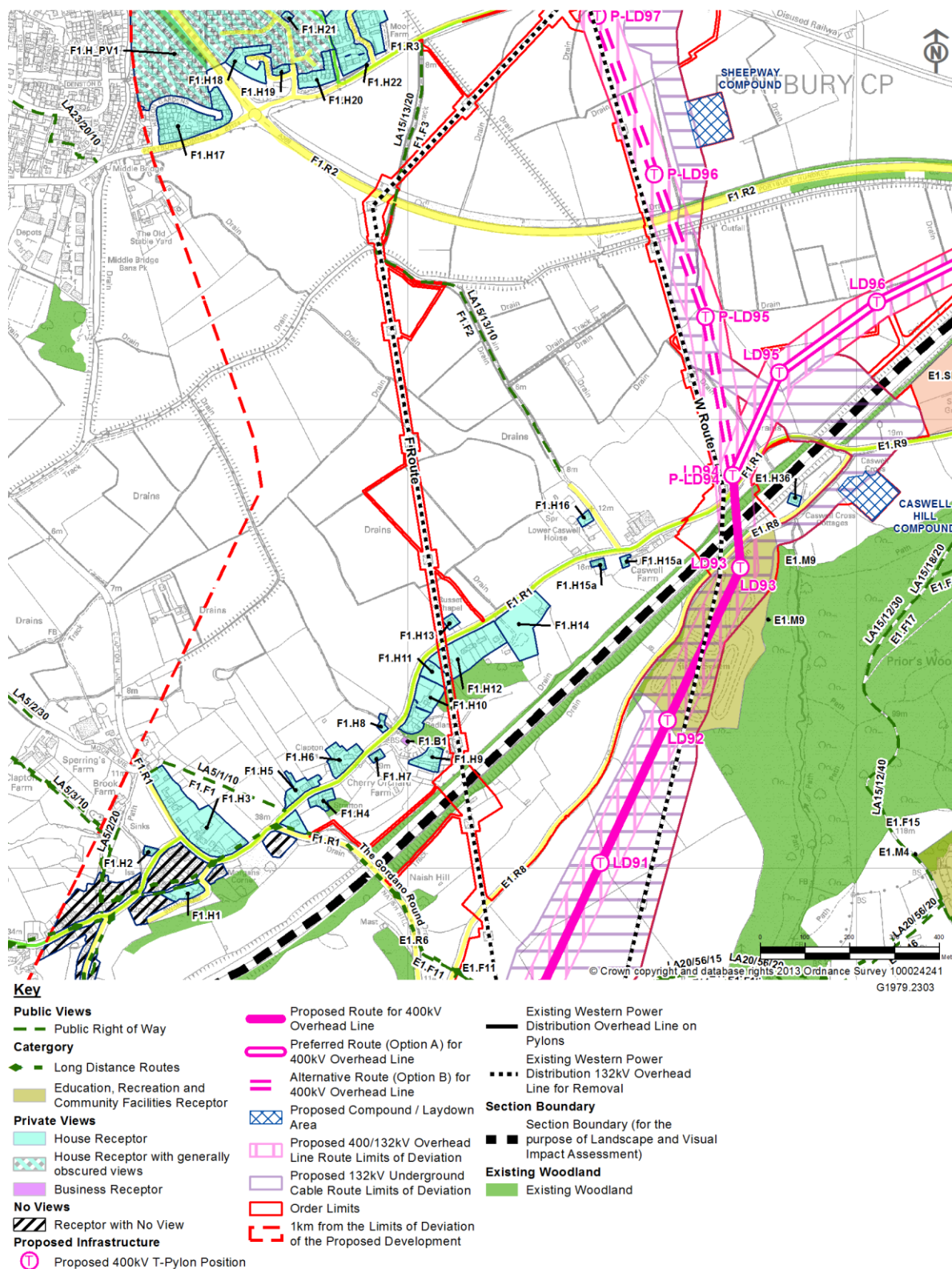
- 7.5.356 Construction effects typically are of relatively short duration. Construction activities associated with the proposed 400kV overhead line (on either the preferred route (Option A) or alternative route (Option B)), the installation of proposed 132kV underground cables replacing the W Route removed, and removal of the F Route and the W Route in Section F would be short-term with visual receptors experiencing temporary adverse effects. Temporary adverse visual effects would also be experienced in views where the new 400kV overhead line on alternative route (Option B) would run over the BW Route requiring the removal of four spans of the BW Route (and the installation of two spans of temporary overhead line) and the installation of new 132kV underground cables running to the southeast of Portishead Substation.
- 7.5.357 Construction work at Portishead Substation (including the removal of the F Route and the W Route connection at the substation, and the installation of 132kV underground cables into the substation by HDD or potentially via a 132kV cable

bridge), would also be seen in some public and private views, visible as part of either the preferred route (Option A) or the alternative route (Option B).

- 7.5.358 Additional work would be seen at Portishead Substation in the short-term during the construction of the new 400kV overhead line on alternative route (Option B), including the removal of the BW Route entering the substation and the installation of 132kV underground cables.
- 7.5.359 Construction of the proposed 400kV overhead line on the preferred route (Option A) would involve construction works over a greater area in Section F than for the proposed 400kV overhead line on the alternative route (Option B). The preferred route (Option A) would involve the proposed 400kV overhead line being constructed on an alignment different from the F Route and the W Route to be removed.
- 7.5.360 For each option the amount of work on the 132kV network would be very similar although the alternative route (Option B) would be constructed on the same or similar alignment to the W Route and would require works to the western section of the BW Route.
- 7.5.361 The proposed 400kV overhead line in Section F on either the preferred route (Option A) or alternative route (Option B) would have an adverse effect on views from public and private visual receptors. Some receptors would also have views of construction works on the higher ground of Tickenham Ridge in Section E, with some at-height working visible against the sky especially where it would occur on the highest point of the ridge with limited backgrounding.
- 7.5.362 Visual effects of the greatest significance would be experienced by visual receptors closest to the site of the proposed works including people:
- on the north-eastern end of Caswell Lane (adjacent to the proposed W Route removal, installation of 132kV underground cables, and construction of the proposed 400kV overhead line on either the preferred route (Option A) or the alternative route (Option B));
  - on the bridge over the M5 motorway and The Portbury Hundred, and adjacent to Station Road, The Portbury Hundred and the M5 (close to the construction of the proposed 400kV overhead line on the preferred route (Option A)); and
  - within Portbury Wharf Nature Reserve and on Sheepway south of the Nature Reserve (close to the 132kV removal and underground works as part of either route option and the construction of the proposed 400kV overhead line on the alternative route (Option B)).
- 7.5.363 Views from the north-eastern section of Caswell Lane (Receptor F1.R1) in Section F (beyond Upper Caswell Farm) would include construction of the proposed 400kV overhead line on the preferred route (Option A) or on alternative route (Option B), where the proposed 400kV overhead line would cross Caswell Lane to the east of the W Route to be removed, and would either turn northeast to run approximately parallel to the M5 (Option A) or would run north across Clapton Moor towards Portbury Wharf Nature Reserve (Option B). Works to construct the proposed 400kV overhead line on either route options would be visible from this part of Caswell Lane, along with works to remove the W Route and to install the proposed 132kV underground cables via open cut trenches (including along Caswell Lane running under the M5 motorway) or by HDD under the motorway.



- 7.5.364 Views from the north-eastern section of Caswell Lane referred to above, would experience a localised temporary **moderate adverse** magnitude and significance of effect during construction of the proposed 400kV overhead line on either the preferred route (Option A) or alternative route (Option B).
- 7.5.365 The removal of the F Route (as part of both route options would result in localised temporary visual effects of **minor adverse** significance, where construction works to dismantle and remove the F Route would be visible in the short-term in public views from a PRow south and north of The Portbury Hundred and in views from this road. Private views would also experience a **minor adverse** visual effect where the F Route passes over the gardens of property on Caswell Lane. See **Inset 7.164** below illustrating receptors in the vicinity of the F Route to be removed.

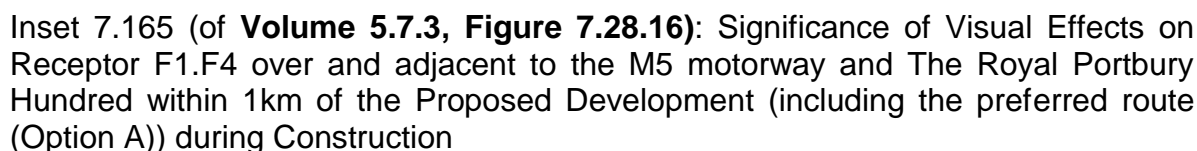


Inset 7.164 (of Volume 5.7.3, Figure 7.2.16): Visual Receptors F1.H9 to F1.H13 on Caswell Lane within 1km of the Proposed Development

### Public Views within 1km

7.5.366 Construction of the proposed 400kV overhead line on the preferred route (Option A) would have the greatest adverse magnitude of effect on public views from PRoW LA 15/2 (Receptor F1.F4) on the foot and cycle bridge over the M5 motorway and The Portbury Hundred, and from this PRoW at ground level to the east and south of the property boundary for Cole Acre.

7.5.367 A temporary **moderate adverse** significance of effect would be experienced in views from PRoW LA 15/2 (Receptor F1.F4) illustrated at **Inset 7.165** below.



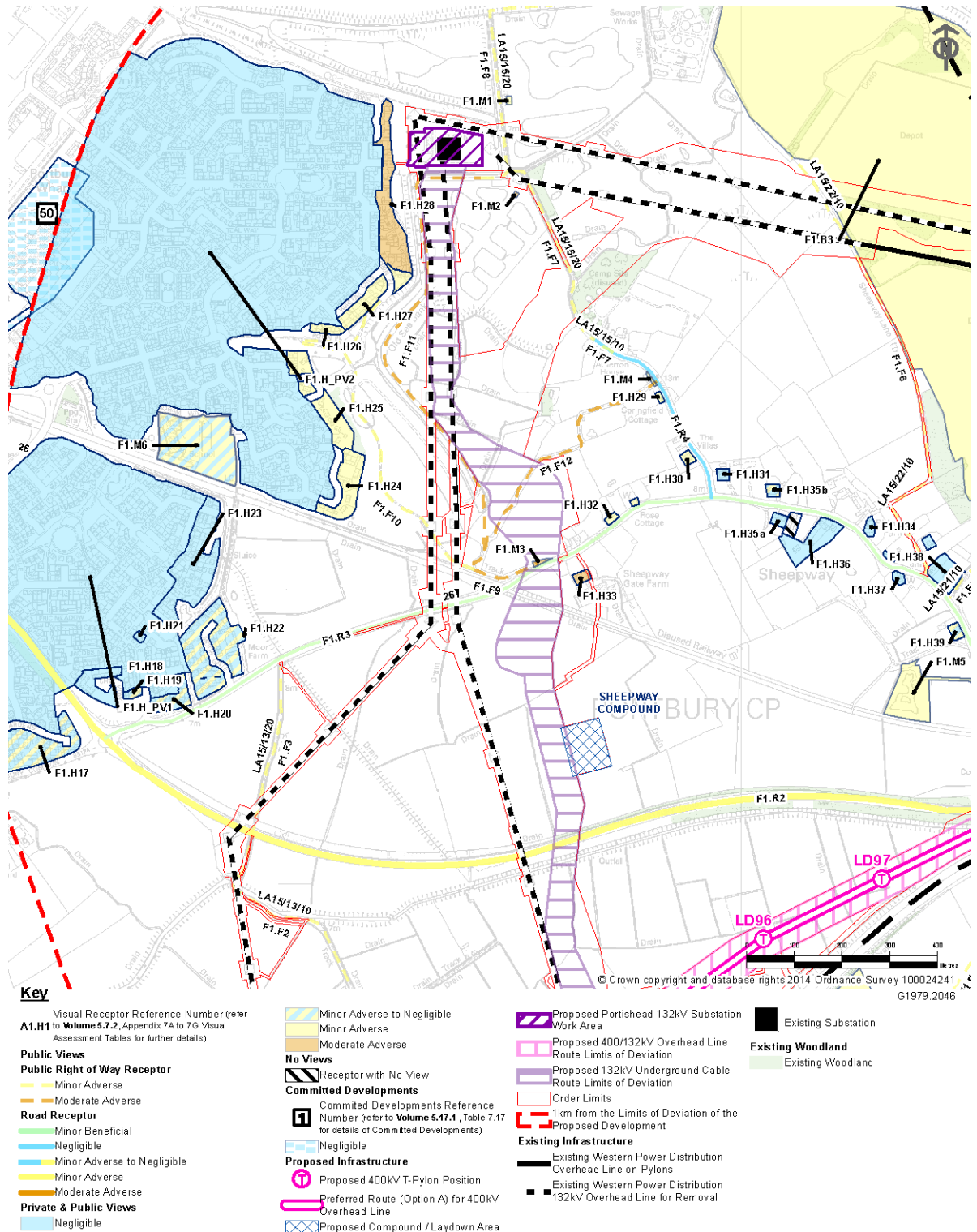
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magnitude of effect on public views experienced by people at the Nature Reserve car park on Sheepway, and on footpaths and at a bird hide within Portbury Wharf Nature Reserve. A temporary **moderate adverse** significance of effect would be experienced in views from the receptors listed below and illustrated at **Inset 7.166**:

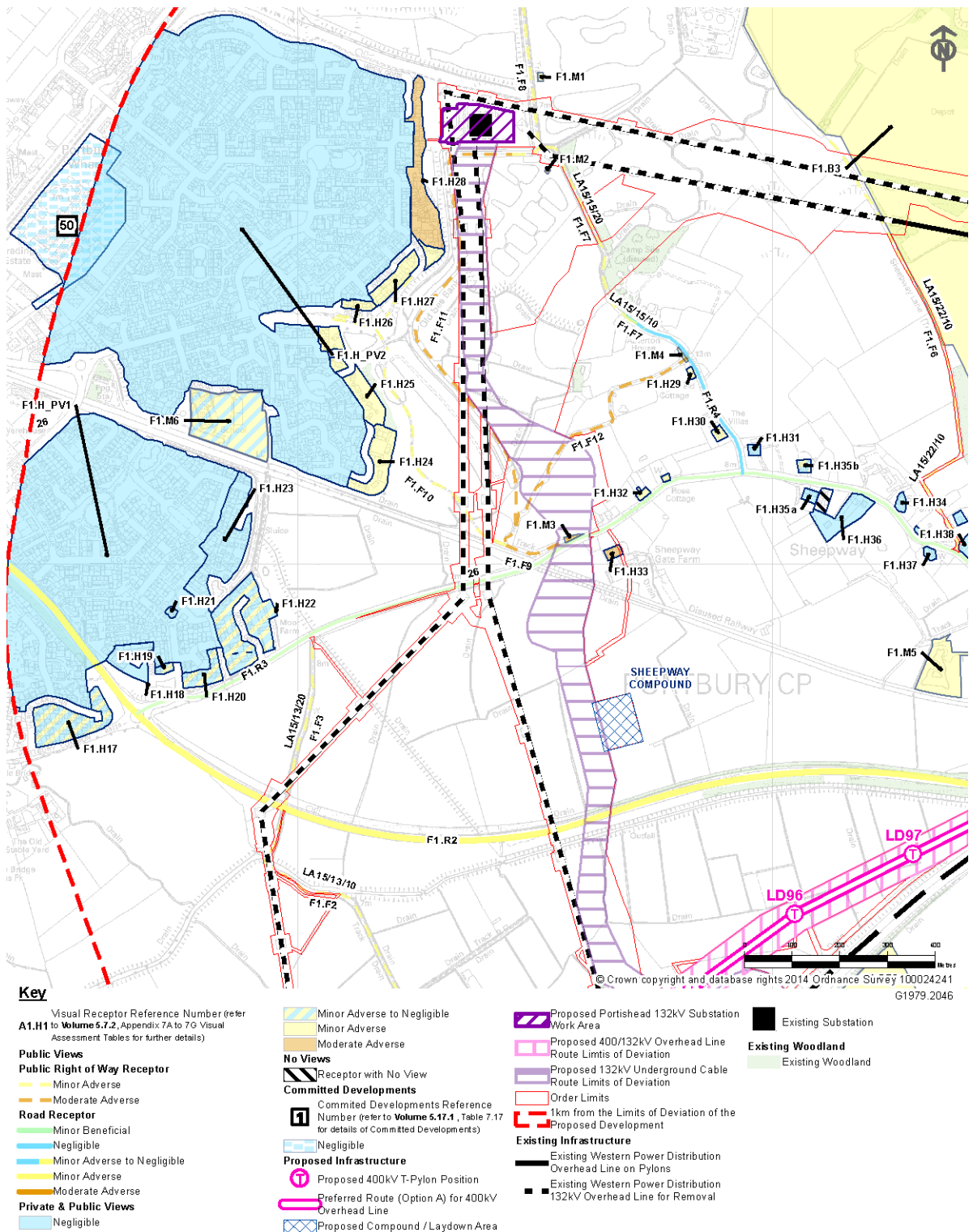
- receptor F1.M3: car park on Sheepway adjacent to Portbury Wharf Nature Reserve and at the start of Receptor F1.F9 below;
- receptor F1.F9, F1.F11 and F1.F12: footpaths within Portbury Wharf Nature Reserve; and
- receptor F1.M2: bird hide at the South Pools within Portbury Wharf Nature Reserve.

- 7.5.369 A localised **moderate adverse** effect would arise in views from the northern most part of PRow LA 15/15 (Receptor F1.F7, see Inset ) where westerly views would include the removal of the W Route and the F Route, and the installation of 132kV cables via HDD or cable bridge into Portishead Substation.
- 7.5.370 A localised **moderate adverse** effect would also be experienced in motorist, passenger, and cyclist views from the eastern end of The Portbury Hundred (Receptor F1.R2), and from Sheepway (Receptor F1.R3).
- 7.5.371 On The Portbury Hundred scaffolding and netting, and construction activity for the new 400kV overhead line on the preferred route (Option A) would cross this road and would be visible close in the direct and oblique view, and running parallel to this road visible in oblique views.
- 7.5.372 On Sheepway a localised **moderate adverse** significance of effect would arise in views where construction activity for the installation of proposed 132kV underground cables (by HDD or open cut trench) and required for the removal of the W Route and the F Route, (comprising scaffolding and netting adjacent and over Sheepway) would be visible close in the view.
- 7.5.373 Receptor F1.R2 The Portbury Hundred and Receptor F1.R3 Sheepway are identified on **Inset 7.167** below. These linear receptors would experience a minor adverse significance of effect overall.





Inset 7.166 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors F1.M3 and F1.F9, F1.F11 and F1.F12 and Receptor F1.M2 within Portbury Wharf Nature Reserve within 1km of the Proposed Development (including the preferred route (Option A)) during Construction



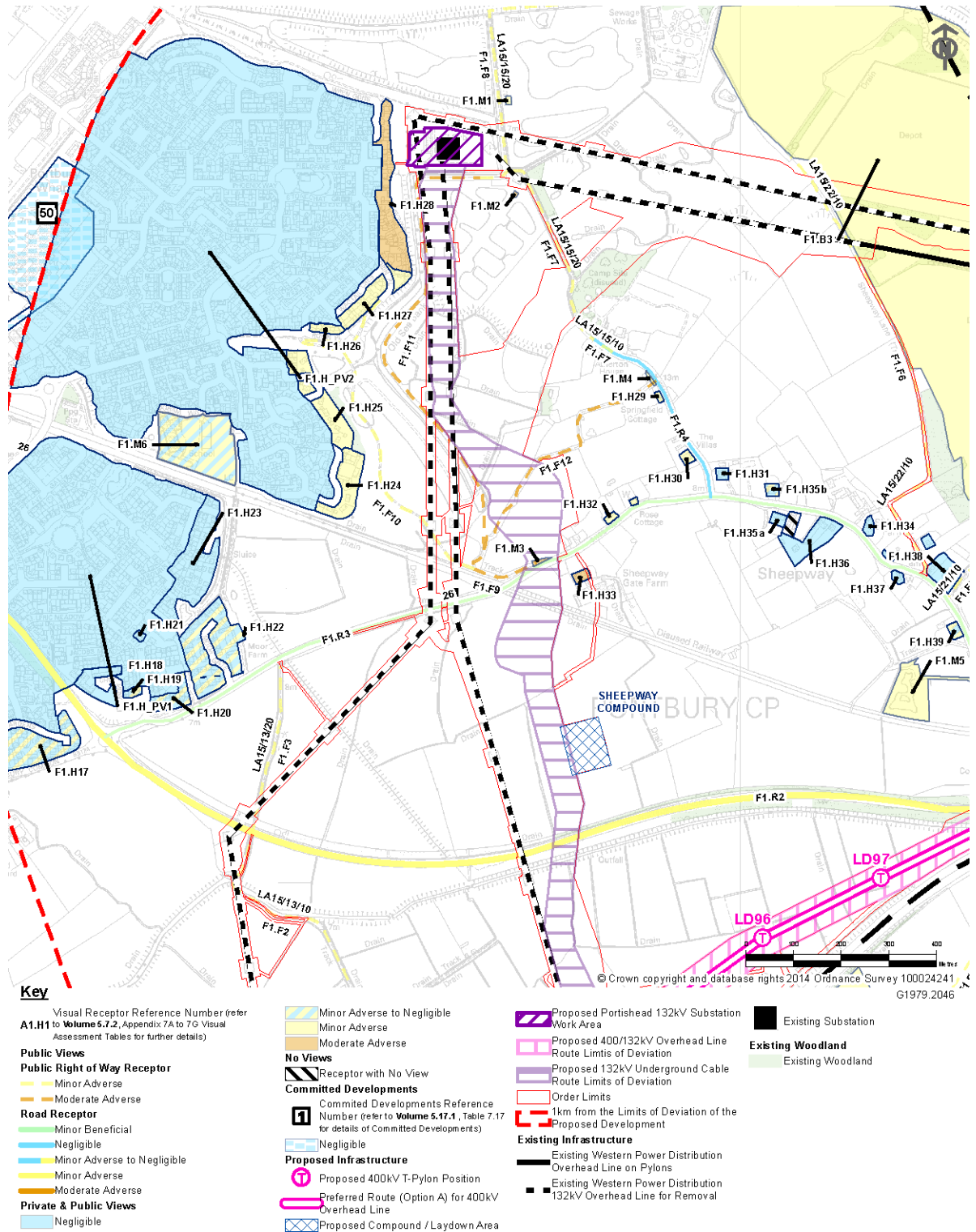
Inset 7.167 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptors F1.R2 and F1.R3 within 1km of the Proposed Development (including the preferred route (Option A)) during Construction

Private Views within 1km*Preferred Route (Option A)*

- 7.5.374 Residential properties on the southern end of Station Road have screening by trees to property boundaries and on the roadsides. Construction works for the proposed 400kV overhead line on the preferred route (Option A) would result in the eastern extent of a group of trees to the west of Station Road and along the southern boundary of Cole Acre (Receptor F1.H34) and a group of trees to the east of this road being felled and an additional extent potentially affected to accommodate the construction of this new 400kV overhead line on the preferred route (Option A). Refer to AIA at **Volume 5.21**.
- 7.5.375 Proposed tree removal and the potential for additional tree loss referred to above, would open up some views south from two properties on Station Road, listed below and illustrated at **Inset 7.168**.
- receptor F1.H43: 'Cole Acre' (also a Boarding Kennels and Cattery) on Station Road; and
  - receptor F1.H41: Old Station House on Station Road south of the disused railway.
- 7.5.376 'Cole Acre' (receptor F1.H43) would experience temporary adverse visual effects of **moderate adverse** significance during the construction of the proposed 400kV overhead line on the preferred route (Option A). The greatest adverse visual effects of **moderate adverse** significance would also be experienced in views during construction from the residential properties listed below and illustrated at **Inset 7.169**:
- receptor F1.H33: Shipway Gate Farm on the south side of Sheepway; and
  - receptor F1.H28: properties on the eastern of Portbury Wharf.
- 7.5.377 Shipway Gate Farm on Sheepway (Receptor F1.H33) would have westerly views of the proposed installation of 132kV underground cables by HDD or open cut trenches in the short-term. Construction activity relating to the proposed removal of the W Route and the F Route would be visible further west beyond the proposed 132kV underground cables. The disused railway and trees on the embankment of this railway would provide some low level screening of construction works beyond. Property views south and southwest would likely comprise construction activity for the removal of the W Route across farmland and removal of the W Route and the F Route on Tickenham Ridge.
- 7.5.378 Construction work anticipated to result in adverse effects in views from properties on the eastern edge of Portbury Wharf (Receptor F1.H28) would include the removal of the F Route and the W Route; the installation of 132kV underground cables (where not heavily filtered or screened by intervening hedgerow and trees); and proposed works at Portishead Substation. These residential properties would also have views east and northeast of the removal of the G Route to the north of the retained BW Route.





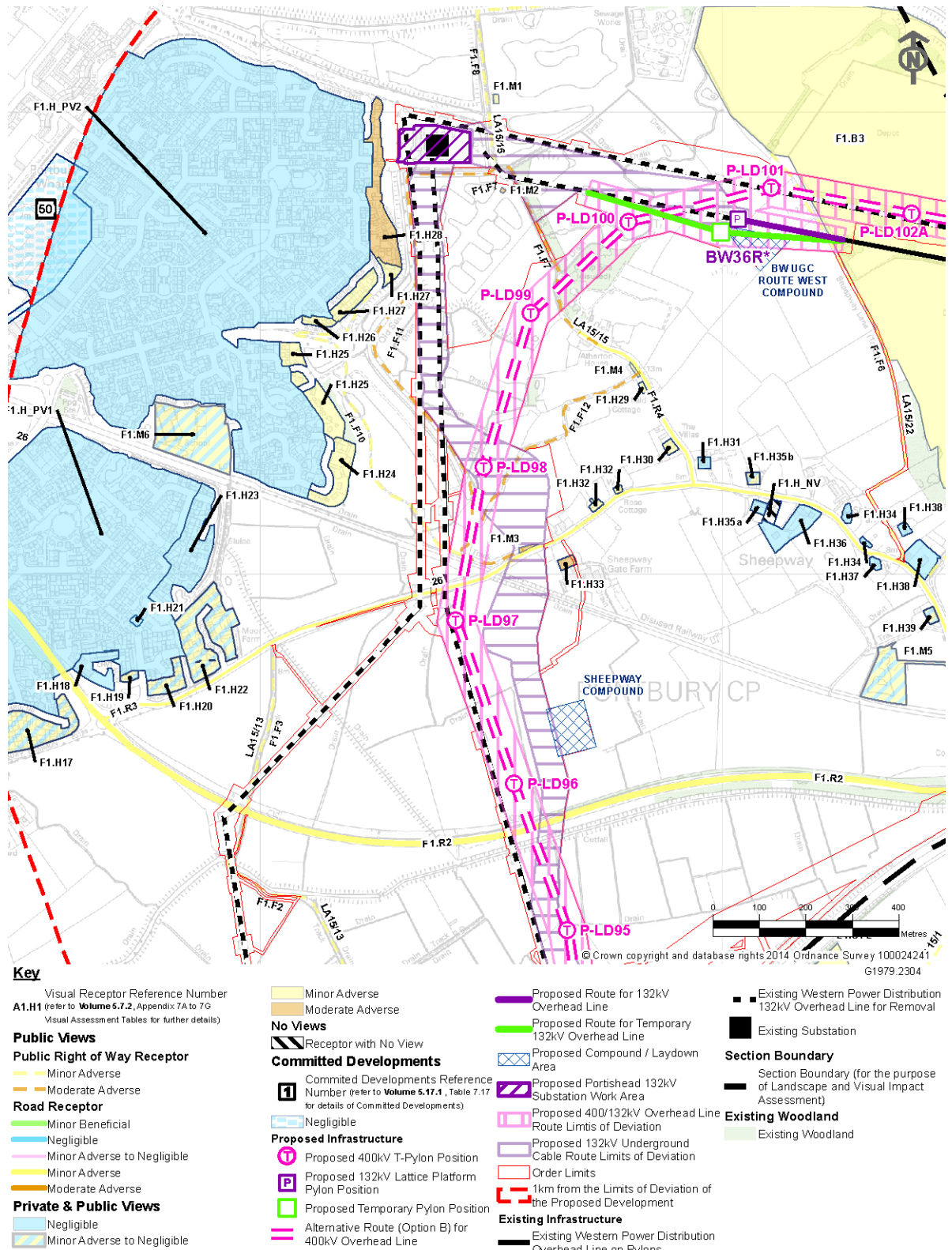


Inset 7.169 (of Volume 5.7.3, Figure 7.28.16): Significance of Visual Effects on Receptor F1.H33 Shipway Gate Farm and Receptor F1.H28 on the eastern edge of Portbury Wharf within 1km of the Proposed Development (including the preferred route (Option A)) during Construction

Public Views within 1km

*Alternative Route (Option B)*

- 7.5.379 Construction of the new 400kV overhead line on the alternative route (Option B) would have the greatest adverse effect on public views from Portbury Nature Reserve where views from a PRoW, from footpaths running through the Nature Reserve and from bird hides would include construction work to remove the W Route and the F Route, to install 132kV underground cables and to construct the proposed 400kV overhead line to the east of the existing alignment of the W Route which would be removed. Construction work visible in this area would also include the removal of the western part of BW Route, two spans of temporary overhead line, and the installation of 132kV underground cables where the proposed 400kV overhead line on the alternative route (Option B) would pass over the BW Route, and the removal of the G Route to the north of the BW Route.
- 7.5.380 The proposed 400kV overhead line on alternative route (Option B) would cross Portbury Nature Reserve northeast southwest passing over footpaths in the Nature Reserve and a PRoW with open views of construction work, resulting in visual effects of **moderate adverse** significance on the receptors listed below and illustrated at **Inset 7.170**:
- receptor F1.F7: PRoW LA 15/15 between Wharf Lane and Portishead Substation;
  - receptor F1.M3: car park on Sheepway adjacent to Portbury Wharf Nature Reserve and at the start of Receptor F1.F9 below;
  - receptor F1.F9, F1.F11 and F1.F12: footpaths within Portbury Wharf Nature Reserve; and
  - receptor F1.M2: bird hide at the South Pools in the Nature Reserve.



Inset 7.170 (of Volume 5.7.3, Figure 7.28.17): Significance of Visual Effects on Receptor F1.F7, Receptors F1.M3 and F1.F9, Receptors F1.F11 and F1.F12, and Receptor F1.M2 within 1km of the Proposed Development (including alternative route (Option B)) during Construction

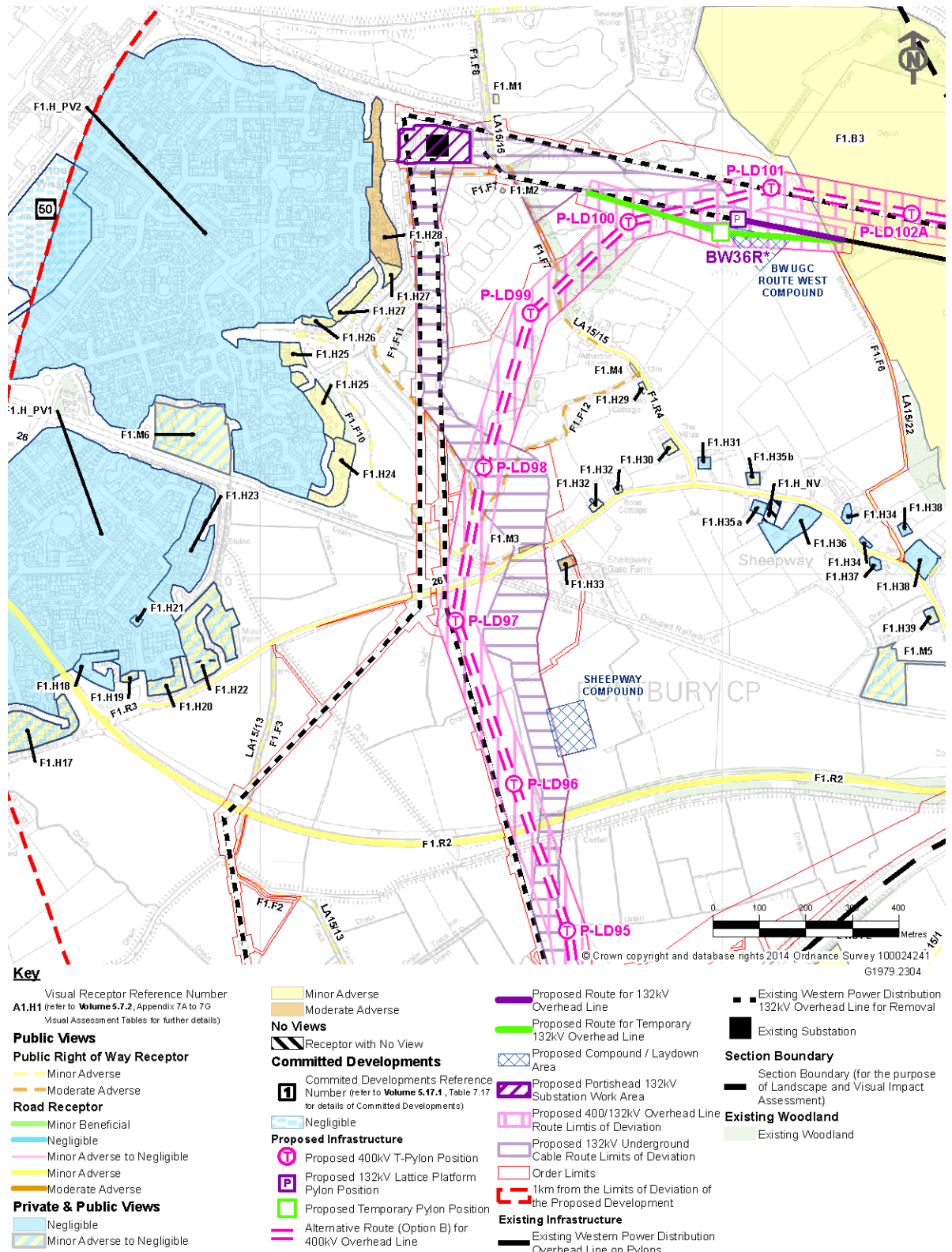
- 7.5.381 Adverse effects generally would occur where existing 132kV overhead lines would be removed, where 132kV underground cables would be removed or where the proposed 400kV overhead line on alternative route (Option B) would pass directly overhead and works would be required close to the path. Many stretches of footpaths have tall hedgerows and trees which limit some views. There would be some views over vegetation of at-height working including the use of cranes.

Private Views within 1km

*Alternative Route (Option B)*

- 7.5.382 Construction work for the proposed 400kV overhead line on the alternative route (Option B) (and for the installation of proposed 132kV underground cables) would be closer to a property on the western end of Sheepway than the removal of the W Route and the F Route. There would be views to each of these work activities from Shipway Gate Farm (receptor F1.H33) illustrated at **Inset 7.171** below. Views from this property would experience the greatest adverse visual effects of **moderate adverse** significance.
- 7.5.383 The new 400kV overhead line on the alternative route (Option B) would also introduce construction work into views from properties on the eastern edge of Portbury Wharf resulting in the greatest adverse visual effects of **moderate adverse** significance.
- 7.5.384 These residential receptors are identified below and are illustrated at **Inset 7.171** above.
- receptor F1.H28: residential properties on the eastern edge of Portbury Wharf where not screened by the mound west of Portishead Substation.
- 7.5.385 Construction works for the proposed 400kV overhead line would be east of the F Route and the W Route beyond the proposed installation of 132kV underground cables across Portbury Wharf Nature Reserve.





Inset 7.171 (of Volume 5.7.3, Figure 7.28.17): Significance of Visual Effects on Receptor F1.H33 on Sheepway and Receptor F1.H28 on the eastern edge of Portbury Wharf within 1km of the Proposed Development (including alternative route (Option B)) during Construction

Views between 1 and 3km of the LoD for the Proposed Overhead Line  
*Preferred Route (Option A) and Alternative Route (Option B)*

- 7.5.386 During construction effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figures 7.29.4 and 7.29.5**.
- 7.5.387 During construction the effects on representative visual receptors between 1 and 3km of the LoD for the proposed 400kV overhead line would range between **minor adverse** and **minor beneficial** significance.
- 7.5.388 Receptors between 1 and 3km away typically would experience temporary views of construction works above trees including at-height works and for a short period cranes removing the existing 132kV pylons and undertaking works to erect the 400kV pylons across Clapton Moor, on the preferred route (Option A), or on the alternative route (Option B) also extending across Portbury Wharf.
- 7.5.389 Construction operations for the proposed 400kV overhead line on the preferred route (Option A) would be visible further away to the east from receptors, parallel to the M5 motorway. Construction of the proposed 400kV overhead line on an alternative route (Option B) would be on a similar alignment to the W Route across Clapton Moor and Portbury Wharf. Many receptors from beyond 1km have views from elevated land on Portishead Ridge or from the Gordano Valley. Due to the distance from receptors and the general extent of screening and filtering by intervening hedgerows and trees, the significance of temporary construction effects on visual receptors beyond 1km of the LoD for the Proposed Development typically would be no greater than **minor adverse** in the short-term.
- 7.5.390 A **minor adverse** significance of effect would be experienced in views from receptors on the southern settlement edge of Portishead on the B3124. The F Route and the W Route would be removed from occasional views above and sometimes filtered by roadside trees and vegetation and at-height works and cranes would be visible. In some receptor views construction works would be visible on Tickenham Ridge (in Section E).
- 7.5.391 Receptors on level ground in Portishead near the marina would experience a **negligible** significance of effect on views during construction. Views would be screened by buildings with occasional glimpsed views to construction operations on Tickenham Ridge (in Section E).
- 7.5.392 Receptors on elevated land at Portishead, including Dry Hill, Wood Hill, East Wood and receptors using the Gordano Round long distance route, would experience open views east in places towards Portbury and Avonmouth Docks with views over property rooftops or at gaps between properties.
- 7.5.393 Construction operations to remove the F Route and the W Route and to construct the proposed 400kV overhead line on the preferred route (Option A) or the alternative route (Option B) would be visible above trees across Clapton Moor with at-height works and for a short duration cranes visible. Works to install 132kV underground cables are anticipated to be predominantly screened by intervening hedgerow and trees. Construction works for the proposed 400kV overhead line on the preferred route (Option A) would be further away in views parallel to the M5 motorway.

- 7.5.394 Receptors would have views south towards construction operations on Tickenham Ridge (Section E) including 132kV overhead line removal, underground cables installation and erecting 400kV pylons. At-height works and cranes removing the existing tall river crossing 132kV pylons on the G Route, and constructing new 400kV pylons would also be visible at the River Avon crossing in Section G.
- 7.5.395 Receptors to the west in the Gordano Valley typically would experience a **minor adverse** or **negligible** significance of effect on views during construction works. At-height works and, for a short period, cranes would be visible in distant views east along the valley and on Tickenham Ridge (in Section E) removing the F Route and the W Route and constructing the proposed 400kV overhead line. The proposed 400kV overhead line construction works would be visible above trees along the M5 motorway on the preferred route (Option A) and receptors would experience a **minor adverse** significance of effect on views due to the existing 132kV pylons being removed across Clapton Moor. On alternative route (Option B) receptors would have views of construction of the proposed 400kV overhead line above trees across Clapton Moor and would experience a **minor adverse** significance of effect. At-height construction works and cranes removing the existing pylons and erecting new 400kV pylons would be visible at the River Avon crossing (in Section G).

Views beyond 3km of the LoD for the Proposed Overhead Line

*Preferred Route (Option A) and Alternative Route (Option B)*

- 7.5.396 During construction effects on views from receptors beyond 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figures 7.29.4 and 7.29.5**.
- 7.5.397 Short-term construction effects on views from beyond 3km away focused on valued viewpoints from PRoWs and settlements, with distant views towards the Proposed Development.
- 7.5.398 Typically a temporary **minor adverse** or **negligible** significance of effect would be experienced by receptors beyond 3km of the LoD for the proposed 400kV overhead line on the preferred route (Option A) and on an alternative route (Option B).
- 7.5.399 A temporary **minor adverse** significance of effect would be experienced in views from receptors at Merlin Park public open space, play area and adjacent properties on elevated land. Receptors would have distant views from the top of the hill towards Tickenham Ridge (in Section E), partially obscured by elevated land and woodland at Weston Big Nature Reserve. Construction operations to remove the F Route and the W Route, to install 132kV underground cables and to erect the proposed 400kV overhead line on Tickenham Ridge would be visible.
- 7.5.400 Removal of the F Route and the W Route and construction of the proposed 400kV overhead line on either the preferred route (Option A) or on alternative route (Option B) north of the M5 motorway would be barely perceptible in a very small proportion of the distant, panoramic view looking down into the Gordano Valley, with backgrounding by Tickenham Ridge.
- 7.5.401 During construction the significance of effects on views from properties on the edge of Walton-in-Gordano to the southeast typically would be **negligible**. At-height working, including the use of construction cranes during the removal of the 132kV

pylons on the F Route and the W Route and the erection of the proposed 400kV pylons (in particular on alternative route (Option B)), would be barely perceptible due to distance and screening and filtering by field boundary hedgerows and trees.

## ***Operational Effects***

### Overview

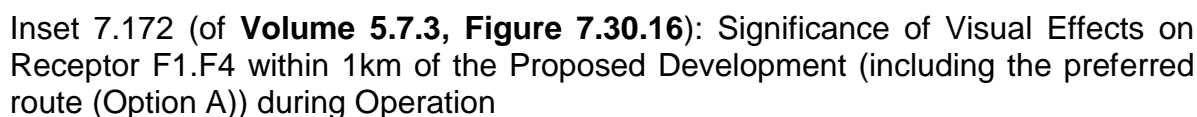
- 7.5.402 The new 400kV overhead line in Section F on either the preferred route (Option A) or on an alternative route (Option B) would have an adverse effect on public and private visual receptors in the local area. Receptors would also have views of the proposed 400kV overhead line on the higher ground of Tickenham Ridge in Section E, where the proposed 400kV overhead line would be particularly visible against the sky especially where it would run across the highest point of the ridge with limited backgrounding.
- 7.5.403 The greatest effects on views would be experienced by visual receptors close to the proposed 400kV overhead line (on either route Options) and would include users of PRow, cycleways, Portbury Wharf Nature Reserve and the nearest residential properties.
- 7.5.404 The preferred route (Option A) is approximately 1.7km long in Section F and diverts northeast away from the W Route to run approximately parallel to the M5 motorway. The LoD for Option A would be between 0m and 125m north of the M5. For some receptors on Station Road (and in Portbury in Section E) the proposed 400kV overhead line on the preferred route (Option A) would be introduced into views where no overhead lines are presently visible.
- 7.5.405 The alternative route (Option B) is approximately 2.9km long in Section F and follows the alignment of the W Route and the F Route more closely, running approximately parallel to the W Route across Clapton Moor towards Portbury Wharf Nature Reserve. The proposed 400kV overhead line on alternative route (Option B) would then divert northeast across Portbury Wharf Nature Reserve southeast of existing 132kV overhead lines before changing direction north of the BW Route and taking an alignment parallel to the retained BW Route and similar to the G Route which would be removed.
- 7.5.406 The F Route and the W Route would be removed from views as part of either the preferred route (Option A) or alternative route (Option B), and the proposed 400kV overhead line introduced into views towards either route option. The F Route and the W Route would also be removed from views where they cross Tickenham Ridge (in Section E) and would be replaced with the proposed 400kV overhead line. The G Route would be removed from views but the BW Route would remain in views. However, the proposed 400kV overhead line on alternative route (Option B) would remove three spans on the western section of the BW Route from receptor views particularly within the northern part of Section F.
- 7.5.407 From the settlement of Portishead on Portishead Ridge and in some views from the Gordano Valley, the proposed 400kV overhead line on Tickenham Ridge (in Section E) would be more visible than the F Route and the W Route. The proposed 400kV overhead line on preferred route (Option A) or alternative route (Option B) would be just perceptible north of the M5 motorway or where it crosses Clapton Moor.



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

*Preferred Route (Option A)*

- receptor F1.F4: PRoW LA 15/2 where the proposed 400kV overhead line would pass over this PRoW on the foot and cycle bridge over the M5 motorway and The Portbury Hundred and over this PRoW on lower ground.





Photograph 7.92 (Viewpoint VPE10): Existing view southwest from the bridge over the M5 motorway (PRoW LA 15/2 and NCR 334 Clifton Link) north of Portbury towards the W Route and the F Route on Tickenham Ridge

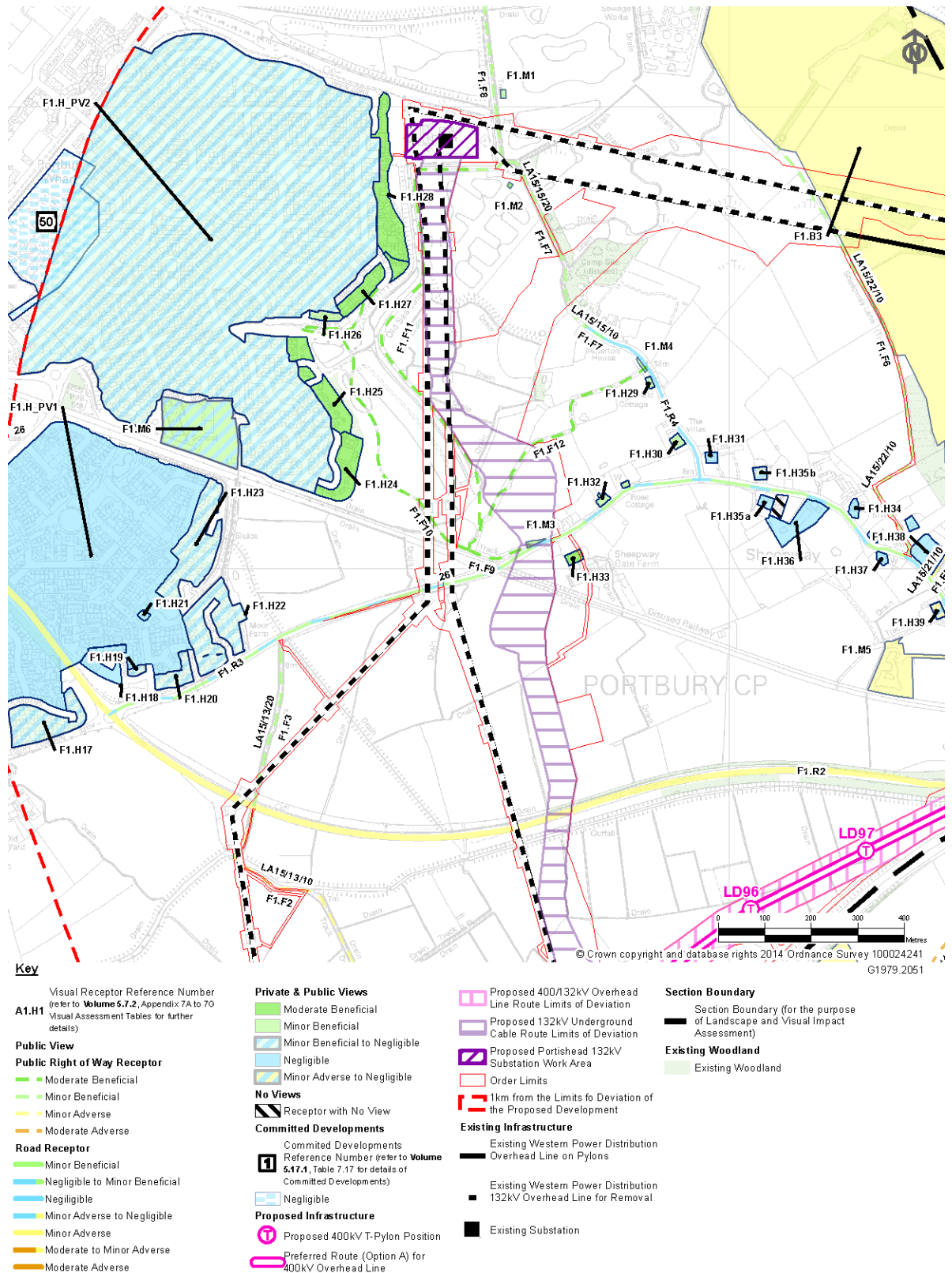


Verified Photomontage 7.44 (Viewpoint VPE10): Anticipated view southwest from PRoW LA 15/2 (Receptor F1.F4) of the proposed 400kV overhead line on the preferred route (Option A) supported by T-pylons during operation (including the removal of the W Route and the F Route) (image for illustration purposes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

7.5.410 The greatest beneficial effects on public views would be of **moderate beneficial** significance and would result from the removal of the F Route and the W Route running north towards Portishead Substation and the new 400kV overhead line on the preferred route (Option A), where views from PRoWs and bird hides in Portbury Nature Reserve would receive beneficial effects. These receptors are illustrated at **Inset 7.173** and include:

- receptors F1.F9 to F1.F12: footpaths within Portbury Wharf Nature Reserve; and
- receptor F1.M2: bird hide at the South Pools within Portbury Wharf Nature Reserve.

7.5.411 A localised **moderate beneficial** effect would also be experienced in views west from the northern most part of PRoW LA 15/15 (Receptor F1.F7, see **Inset 7.173** below) where views would benefit from the removal of the W Route and the F Route to the south and within Portishead Substation.



Inset 7.173 (of **Volume 5.7.3, Figure 7.30.16**): Significance of Visual Effects on Receptors F1.F9 to F1.F12 and on Receptor F1.M2 and F1.F7 in Portbury Wharf Nature Reserve within 1km of the Proposed Development (including the preferred route (Option A)) during Operation





Photograph 7.93 (Receptor F1.F9 and F1.M3): Existing view from a footpath within Portbury Wharf Nature Reserve near the parking area on Sheepway, looking southwest and northwest towards the W Route and the F Route



Photograph 7.94 (Receptor F1.F9 and F1.M3): Existing view from a footpath within Portbury Wharf Nature Reserve near the parking area on Sheepway, looking north and northeast across the Nature Reserve towards the W Route, the F Route and the BW Route between field boundary hedgerow and trees



Photograph 7.95 (Receptor F1.M2): Existing view from the Bird Hide (at the South Pools) within Portbury Wharf Nature Reserve looking northwest towards the BW Route, the G Route and the W Route running to and from Portishead Substation





Photograph 7.96 (Receptor F1.M2): Existing view from the Bird Hide (at the South Pools) within Portbury Wharf Nature Reserve looking south and southwest towards the W Route and the F Route across Portbury Wharf Nature Reserve and on Tickenham Ridge

- 7.5.412 Effects in public views of **minor beneficial** significance would be experienced in views from those receptors listed below:
- receptor F1.F1: PRoW LA 5/1 (also part of the Gordano Round LDR assessed in the latter part of this section);
  - receptor F1.F3: PRoW LA 15/13 between Sheepway and The Portbury Hundred;
  - receptor F1.F6 to F1.F8: PRoW LA15/22 on Sheepway Lane;
  - receptor F1.M1: Bird hide at the North Pools within Portbury Wharf Nature Reserve; and
  - receptors F1.M3 to F1.M4: visitor car park on Sheepway and on Wharf Lane adjacent to Portbury Wharf Nature Reserve.

#### Private Views within 1km

##### *Preferred Route (Option A)*

- 7.5.413 The greatest adverse effects on private views of **moderate adverse** significance would be from the properties listed below and illustrated at **Inset 7.174** below:
- receptor F1.H16: Lower Caswell House on Caswell Lane; and
  - receptor F1.H43: Cole Acre (also a Boarding Kennels and Cattery) on Station Road.





Photograph 7.97 (Receptor F1.R3): Existing view from Station Road (near receptor F1.H43) looking southeast towards the route of the proposed 400kV overhead line (Option A) running over The Portbury Hundred and the pedestrian and cycle bridge over the M5 motorway

7.5.414 The greatest beneficial effects on private views of **moderate beneficial** significance would be experienced in views from residential properties on the eastern edge of Portbury Wharf listed below and illustrated at **Inset 7.175**:

- receptors F1.H24 to F1.H25, and F1.H7 to F1.H28: properties on the eastern and south eastern edge of Portbury Wharf; and
- receptor F1.H33: Shipway Gate Farm on Sheepway, south of Portbury Wharf Nature Reserve.







- 7.5.415 The F Route and the W Route would be removed and there would also be benefit from removal of the G Route which runs to the west and north of Portishead Substation before retaining southeast parallel to the BW Route which would be retained.



Photograph 7.98 (Viewpoint VPF5): Existing view from made ground between Receptor F1.H28 new housing at Portbury Wharf and Portishead Substation looking south along the F and W Route across Portbury Wharf Nature Reserve and on Tickenham Ridge; and looking east across the southern edge of Portishead Substation and along the BW Route



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**)

- 7.5.416 Effects on private views of **minor beneficial** significance would be experienced in views from those receptors listed below:
- receptor F1.H7 to F1.H14: properties on Sheepway (close to the F Route removed);
  - receptor F1.H22: properties on the south eastern edge of Portishead;
  - receptor F1.H26: properties on the eastern edge of Portishead;
  - receptor F1.H29 to F1.H30: properties on the west side of Wharf Lane;
  - receptor F1.H32: Rose Cottage and adjacent property on Sheepway; and
  - receptor F1.H36: property on the south side of Sheepway.

### Public Views within 1km

#### *Alternative Route (Option B)*

7.5.417 The greatest adverse effect on public views of **moderate adverse** significance would be experienced in views from the receptors listed below and illustrated at **Inset 7.176**:

- receptors F1.F9 and F1.F12: footpaths in Portbury Wharf Nature Reserve; and
- receptors F1.M3: car park on Sheepway adjacent to Portbury Wharf Nature Reserve.

7.5.418 There would be localised adverse effects of **moderate adverse** significance in views from other footpaths (Receptors F1.F10 and F1.F11) within Portbury Wharf Nature Reserve but the significance of the overall effect on views from these footpaths would be **minor adverse** due to the removal of the F Route and the W Route in close views.

7.5.419 There would be a **minor beneficial** significance of effect in views from the following receptors; where the new 400kV overhead line on the alternative route (Option B) would not be visible or would be in a small proportion of the view that previously comprised the F Route and the W Route closer in the view.

- receptor F1.M2: bird hide at the South Pools within Portbury Wharf Nature Reserve;
- receptor F1.F1: PRoW LA 5/1 (part of the Gordano Round); and
- receptor F1.F3: PRoW LA 15/13 between The Portbury Hundred and Sheepway.

### Private Views within 1km

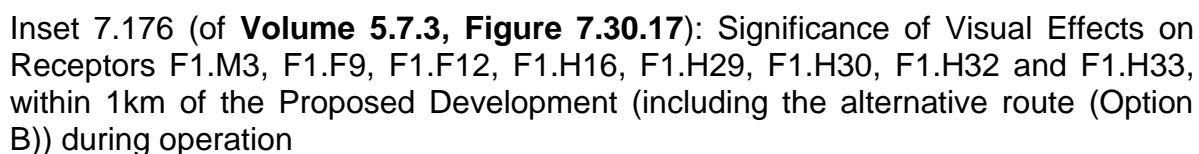
#### *Alternative Route (Option B)*

7.5.420 The greatest adverse effect of **moderate adverse** significance on private views would be experienced in views from the residential properties listed below and illustrated at **Inset 7.176**.

- receptor F1.H16: Lower Caswell House on Caswell Lane;
- receptor F1.H33: Shipway Gate Farm on Sheepway;
- receptor F1.H32: Rose Cottage and properties nearby on Sheepway;
- receptor F1.H29: Springfield Cottage on Wharf Lane; and
- receptor F1.H30: The Villas on Wharf Lane.

7.5.421 Effects on private views of **minor beneficial** significance would be experienced in views from those receptors identified below.

- receptor F1.H7 to F1.H14: properties on Sheepway (close to the F Route removed).





Views between 1 and 3km of the LoD for the Proposed Overhead Line

Preferred Route (Option A) and Alternative Route (Option B)

- 7.5.422 During operation effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figures 7.31.4 and 7.31.5**. During operation the effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line and 132kV underground cables would range between **minor adverse** and **negligible** significance. This includes effects on receptors from the removal of the F, G and W Routes.
- 7.5.423 The majority of views from representative viewpoints in Section F would include the proposed 400kV overhead line on the top and northern slopes of Tickenham Ridge in Section E and across the southern part of Section F across Clapton Moor. The effect of the proposed 400kV overhead line on the preferred route (Option A) or on an alternative route (Option B) would largely be similar in views from representative viewpoints assessed between 1 and 3km of the LoD for the Proposed Development.
- 7.5.424 Receptors between 1 and 3km from the LoD for the Proposed Development typically would experience views of the proposed 400kV overhead line above trees that would replace views of the F Route and the W Route across Clapton Moor and Portbury Wharf.
- 7.5.425 The proposed 400kV overhead line on the preferred route (Option A) would be visible further to the east from receptors, parallel to the M5 motorway, and typically there would be a **minor beneficial** effect on receptor views.
- 7.5.426 The proposed 400kV overhead line on the alternative route (Option B) would be on a similar alignment to the W Route across Clapton Moor and Portbury Wharf and typically would have a **minor adverse** effect on views. Many receptors from beyond 1km have views from elevated land on Portishead Ridge or from the Gordano Valley. Due to the distance from receptors and the general extent of screening and filtering by intervening hedgerows and trees, the significance of operational effects on visual receptors beyond 1km of the Proposed Development would range between **minor adverse** and **negligible**.
- 7.5.427 A **minor beneficial** significance of effect would be experienced in views from receptors on the southern settlement edge of Portishead on the B3124. The F Route and the W Route would be removed from occasional views above and sometimes filtered by roadside trees and vegetation. In some receptor views the proposed 400kV overhead line would be visible on Tickenham Ridge (in Section E).
- 7.5.428 Visual receptors on level ground in Portishead near the marina typically would experience a **negligible** significance of effect on views during operation. Views of the proposed 400kV overhead line generally would be screened by buildings with occasional glimpsed views to Tickenham Ridge (Section E) and the proposed 400kV overhead line.
- 7.5.429 Receptors on elevated land at Portishead, including Dry Hill, Wood Hill and receptors using the Gordano Round long distance route, would experience open views east in places towards Portbury and Avonmouth Docks with views over property rooftops or at gaps between properties. The proposed 400kV overhead



line would be visible above trees across Clapton Moor with a greater extent of pylon visible than the existing 132kV pylons. The F Route and W Route would be removed from views. The proposed 400kV overhead line on the preferred route (Option A) would be further away in views parallel to the M5 motorway and would have a **minor beneficial** effect on receptor views. Receptors would have views south towards Tickenham Ridge (in Section E) with the proposed 400kV overhead line visible on the ridge where it would be more visible than the F Route and the W Route removed. The proposed 400kV overhead line would also be visible at the River Avon crossing and would be lower than the existing 132kV pylons removed on the G Route.

- 7.5.430 Receptors using PRoW in East Wood on elevated land on Portishead Ridge have views screened generally due to dense trees but with some glimpsed filtered views in places towards Portbury Wharf, however it is anticipated that the proposed 400kV overhead line on the preferred route (Option A) or on the alternative route (Option B) would be barely perceptible or not visible due to tree screening. Distant channelled views are available from a number of seating viewing points towards Tickenham Ridge (Section E) and Portbury and Avonmouth Docks (Section G). The proposed 400kV overhead line would be visible on Tickenham Ridge to the south and crossing over the River Avon to the east. Receptors would experience a **minor adverse** significance of effect in views.
- 7.5.431 Receptors to the west in the Gordano Valley typically would experience a **minor adverse** or **negligible** significance of effect on views during operation. The proposed 400kV overhead line on the preferred route (Option A) or on an alternative route (Option B) would be perceptible in some distant views east along the valley and the proposed 400kV overhead line would be visible on Tickenham Ridge (in Section E) with the F Route and the W Route removed from views.
- 7.5.432 The proposed 400kV overhead line on the preferred route (Option A) would be visible in some views above trees along the M5 motorway and receptors would experience a **negligible** significance of effect on views.
- 7.5.433 Receptors would have views of the proposed 400kV overhead line on alternative route (Option B) across Clapton Moor and above trees and would experience a **minor adverse** significance of effect as pylons would be visible for a greater extent than the existing 132kV pylons to be removed. The proposed 400kV overhead line would be visible at the River Avon crossing (in Section G) but the new 400kV pylons would be shorter than those used on the existing river crossing 132kV pylons removed from the G Route.

#### Views beyond 3km of the LoD for the Proposed Overhead Line

##### *Preferred Route (Option A) and Alternative Route (Option B)*

- 7.5.434 Operational effects on views from beyond 3km away are illustrated at **Volume 5.7.3, Figures 7.31.4 and 7.31.5** and are focused on valued viewpoints from public open space on higher ground and from the edge of settlement in the Gordano Valley, with distant views towards the Proposed Development.
- 7.5.435 A **minor adverse** or **negligible** significance of effect would be experienced by receptors beyond 3km of the LoD for the proposed 400kV overhead line on the preferred route (Option A) and on the alternative route (Option B). Some

viewpoints identified beyond 3km would experience **no change** in the view during operation.

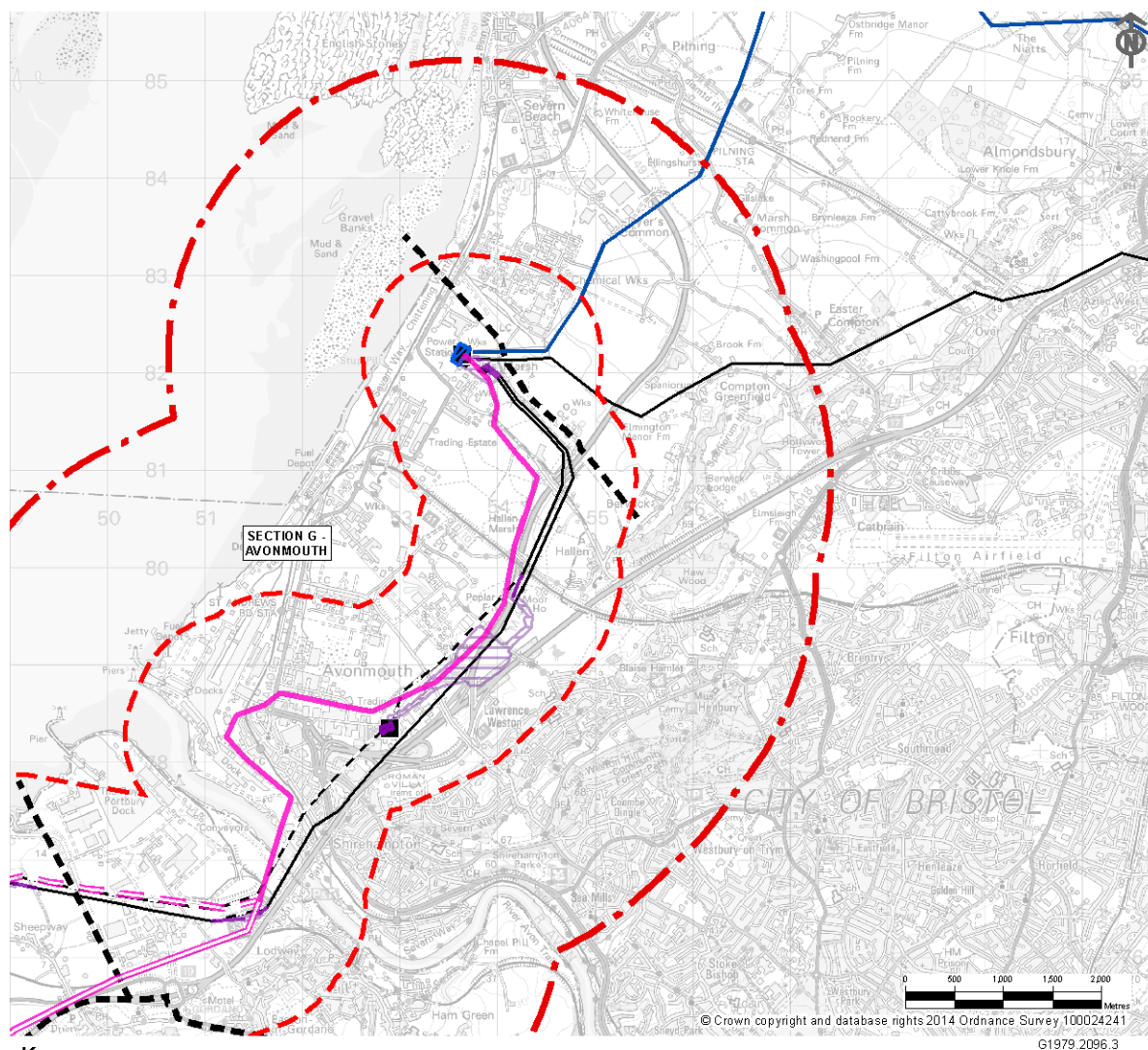
- 7.5.436 A **minor adverse** significance of effect would be experienced in views from receptors at Merlin Park public open space, play area and adjacent properties on elevated land. Receptors would have distant views from the top of the hill towards Tickenham Ridge (in Section E), partially obscured by elevated land and woodland at Weston Big Nature Reserve. The proposed 400kV overhead line would be visible on Tickenham Ridge and just perceptible north of the M5 motorway (proposed route (Option A) and across Clapton Moor (alternative route (Option B) and would replace views of the F Route and the W Route removed.
- 7.5.437 During operation the significance of effect on views from properties on the edge of Walton-in-Gordano to the southeast typically would be **negligible**. The proposed 400kV overhead line north of the M5 motorway and across Clapton Moor would be barely perceptible or not visible due to distance and screening by intervening hedgerow and trees.

#### ***Decommissioning Effects***

- 7.5.438 During decommissioning in Section F visual effects associated with the 400kV overhead line would be of a similar significance of effect to those identified for the construction phase. The decommissioning of the 132k underground cables would give rise to effects of similar significance to those of installation.
- 7.5.439 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.
- 7.5.440 Following decommissioning of the Proposed Development in Section F, some views in particular views from receptors closest to the proposed 400kV overhead line and within 1km, would experience a beneficial effect in the view. Beneficial effects typically would range from being of **moderate** or **minor beneficial** significance depending on the proportion of the view previously affected by the Proposed Development.

### **Section G: Avonmouth: Assessment of Visual Effects**

- 7.5.441 There are two potential options for the route of the proposed 400kV overhead line south of the River Avon in Section G, referred to as the preferred route (Option A); and the alternative route (Option B). Effects on visual receptors are described for each of these in turn. North of the River Avon there is only one option for the route of the proposed 400kV overhead line.
- 7.5.442 The following text provides an overview of the anticipated significance of visual effects predicted for each potential route option in Section G 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 on both the preferred route (Option A) and the alternative route (Option B) in Section G 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.
- 7.5.443 Visual effects anticipated in views from all receptors identified within Section G are presented in Visual Assessment Tables for the preferred route (Option A) and the alternative route (Option B) at **Volume 5.7.2, Appendix 7G**.
- 7.5.444 Long distance routes in Section G comprise the Severn Way, Summits of Somerset and Avon, River Avon Trail, Community Forest Path and Bristol City Triangular Walk; and NCR 26, 410, 41 and 4 within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line and these receptors are of high sensitivity. The M5 motorway also runs within 1km and between 1 and 3km of the LoD for the proposed 400kV overhead line in Section G and receptors are of medium sensitivity. These long distance footpaths, cycle routes 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**.



#### 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 Route for 132kV Underground Cable Route LoD
- 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 7.177: Location Plan illustrating the Geographical Extent of Section G within the 3km Study Area

## Construction Effects

### Overview

- 7.5.445 There are two potential options for the route of the proposed 400kV overhead line south of the River Avon in Section G, referred to as the preferred route (Option A); and the alternative route (Option B). Effects on visual receptors are described below for each of these in turn.



- 7.5.446 Construction effects typically are of relatively short duration. Construction activities associated with the Proposed Development on either of the proposed route alignments would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.
- 7.5.447 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 Development.
- 7.5.448 On the preferred route (Option A) south of the River Avon visual receptors would experience a **moderate adverse** significance of effect on views during construction works close to:
- the disused railway south of Royal Portbury Docks; and
  - Marsh Lane north of Easton-in-Gordano.
- 7.5.449 On the alternative route (Option B) south of the River Avon the visual receptors identified above would experience a **minor adverse** or **negligible** significance of effect on views during construction works.
- 7.5.450 North of the River Avon there is one option for the route of the proposed 400kV overhead line and visual effects of the greatest significance would be experienced by visual receptors close to construction works:
- between Packgate Road and Lawrence Weston Road;
  - on Moorhouse Lane near Hallen; and
  - across Hallen Marsh.
- 7.5.451 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where construction operations would temporarily be close by and occupy a large extent of the view. For some receptors removal of the G Route and BW Route would also be seen nearby across a large proportion of the view.
- 7.5.452 Receptors would include users of PRowS and the nearest residential properties. On the preferred route (Option A) receptors using PRowS, part of NCR 26, along the disused railway south of industry near Royal Portbury Docks, and receptors at Court House Farm on Marsh Lane, would have views of construction operations parallel and in close proximity including work areas, temporary scaffolding over roads and for a short period cranes and at-height works. For a short section of a PRow views would include removal of two spans of the BW Route and construction of a short section of underground cables between two new steel lattice pylons.
- 7.5.453 North of the River Avon PRowS between Packgate Road and Lawrence Weston Road and across Hallen Marsh would pass close to construction works and the haul road for the proposed 400kV overhead line and 132kV underground cables route. Receptors would have close views of construction activity and views along the proposed 400kV overhead line and 132kV underground cables route. Removal of the G Route would also be visible. Receptors on the PRow between Packgate

Road and Lawrence Weston Road would pass under temporary scaffolding over the narrow bridge.

- 7.5.454 Receptors at a property, park homes and business on Moorhouse Lane near Hallen would have 132kV underground cables works in views across fields. Receptors would have close views of construction activity for the 132kV underground cables route and views towards construction of the proposed 400kV overhead line visible beyond the M49 motorway to the west. Removal of the G Route would also be visible beyond the motorway and passing over the M49. Views would include temporary scaffolding over the bridges and roads that cross the M49 motorway.
- 7.5.455 For most visual receptors in the south of Section G, the G Route and the BW Route are already present in views. For receptors in the north of Section G, the G Route, the DA Route and the 2VL Route are already present in views along with Seabank Power Station and Seabank Substation adjacent. There is also extensive industrial and dock development in many views.
- 7.5.456 Construction of the proposed 400kV overhead line and removal of the G Route close to the settlement of Avonmouth would be visible to a large number of receptors above built structures and trees. For some receptors this would include removal of the G Route where it passes close to properties and a school. Construction works would occupy a moderate or low proportion of the view and would be visible for the short-term. Receptors would experience a low magnitude of effect resulting in a **minor adverse** significance of effect on views.
- 7.5.457 There would be minor adverse or negligible effects on distant views from receptors over 1km away in Section G on elevated landforms where for a short period at-height construction works and cranes would be visible in distant views. From the settlements of Avonmouth, Shirehampton and Lawrence Weston on King Weston Hill these construction operations would be visible to a large number of receptors, and would include views to removal of the G Route tall river crossing pylons and works to erect new 400kV river crossing pylons at the River Avon.

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

##### Public Views within 1km

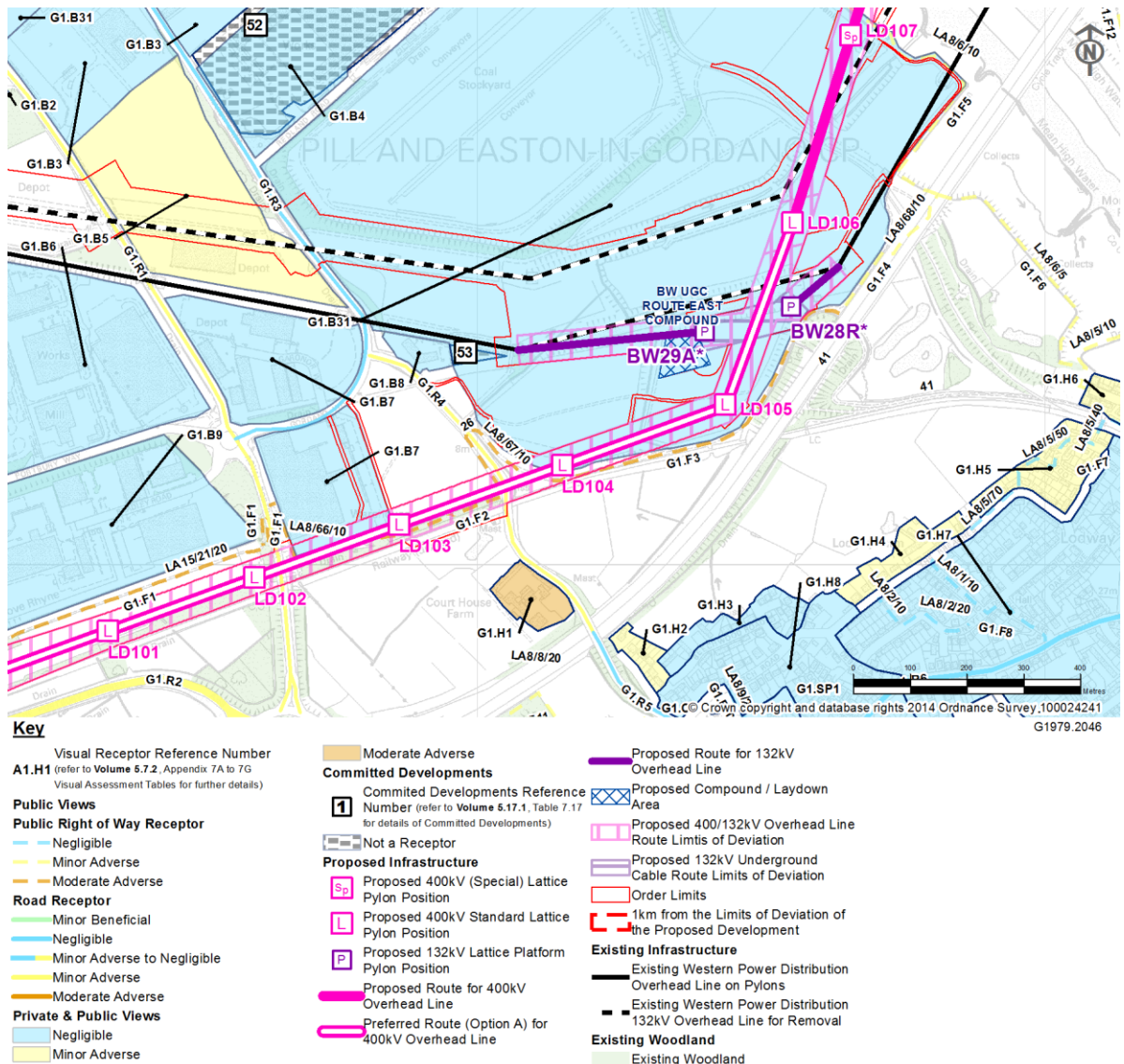
- 7.5.458 The greatest adverse magnitude of effect on public views would be moderate adverse and would be experienced by visual receptors using PRoWs closest to construction works. Some PRoWs are also part of NCR 26.

##### *Preferred Route (Option A) (south of the River Avon)*

- 7.5.459 South of the River Avon in Section G the preferred route (Option A) would be close to PRoWs, also part of NCR 26, along the disused railway near Portbury Way, Portbury Dock Road and Marsh Lane. Pylon construction works would be parallel and close in receptor views, however views presently comprise adjacent industry, the disused railway and hard standing reducing visual effects of construction works. Construction activity would only be visible for a short period of time and would temporarily include cranes and at-height works to erect pylons. On the preferred route (Option A) a **moderate adverse** significance of effect on views during construction operations would be experienced from the receptors listed below and illustrated at **Inset 7.178**:

- receptor G1.F1: PRoW LA15/21 part of NCR 26 along Drove Rhyne west of Royal Portbury Dock Road;

- receptor G1.F2: PRoW LA8/66 part of NCR 26 between Royal Portbury Dock Road and Marsh Lane; and
- receptor G1.F3: PRoW LA8/67 part of NCR 26 between Marsh Lane and the M5 motorway underpass.



Inset 7.178 (of **Volume 5.7.3, Figure 7.28.16**): Significance of Visual Effects on Receptors G1.F1, G1.F2 and G1.F3 part of NCR 26 along the disused railway near Portbury Dock Road on the preferred route (Option A) during Construction

#### Alternative Route (Option B) (south of the River Avon)

7.5.460 Construction of the proposed 400kV overhead line south of the River Avon in Section G on the alternative route (Option B) would have **no effect** for parts of receptor G1.F1 PRoW LA15/21 and receptor G1.F2 PRoW LA8/66, part of NCR 26, along the disused railway line. Further east receptor G1.F3 PRoW LA8/67, part of NCR 26, would have construction works visible north of the BW Route and parallel.

However a **minor adverse** significance of effect on views would be experienced where construction works would be further north and partially screened in places to the lower elevations by landform and vegetation.

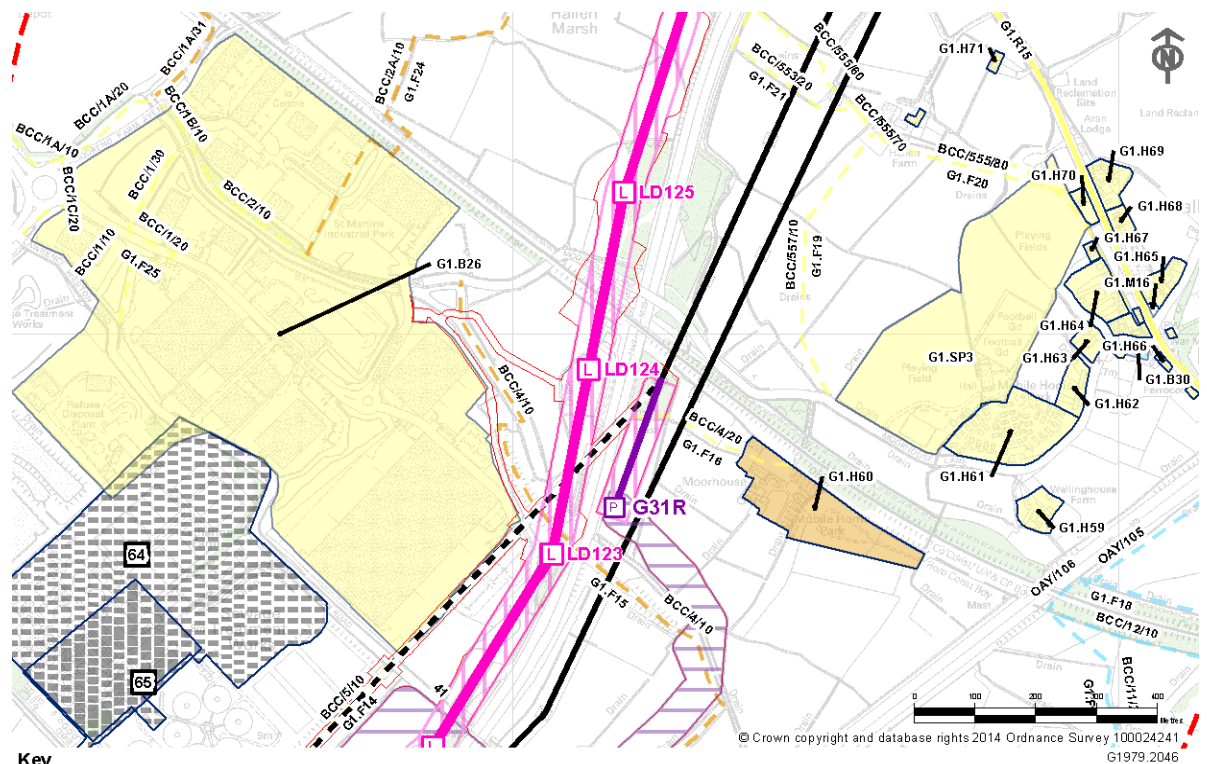
- 7.5.461 Views of construction works including cranes and at-height works erecting the new 400kV overhead line crossing the River Avon and removing the G Route would be visible.

*Proposed Development North of the River Avon*

- 7.5.462 During construction works a **moderate adverse** significance of effect is anticipated in views from receptors using PRoW closest to the Proposed Development in Section G. On some PRoW receptors would pass under temporary scaffolding for the proposed 400kV overhead line and would have close views of construction of the proposed 400kV overhead line and in places the 132kV underground cables installation and removal of the G Route. These receptors are listed below and illustrated at **Insets 7.179 and 7.180**:

- receptor G1.F15: PRoW BCC/4/10 between Packgate Road and Lawrence Weston Road (**Inset 7.179**);
- receptor G1.F24: PRoW BCC/554/10, PRoW BCC555/10, PRoW BCC556/20 and PRoW BCC/555/30 across Hallen Marsh (**Inset 7.180**).





**Key**  
Visual Receptor Reference Number  
A1.H1 (refer to Volume 5.7.2, Appendix 7A to 7G  
Visual Assessment Tables for further details)

**Public Views**

**Public Right of Way Receptor**

- Negligible
- Minor Adverse
- Moderate Adverse

**Road Receptor**

- Minor Beneficial
- Negligible
- Minor Adverse to Negligible
- Minor Adverse
- Moderate Adverse

**Private & Public Views**

- 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 132kV Lattice Platform Pylon Position
- 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

**Order Limits**

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

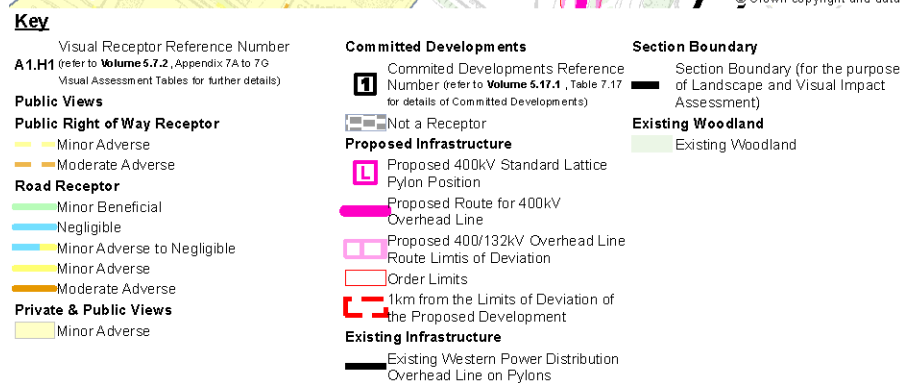
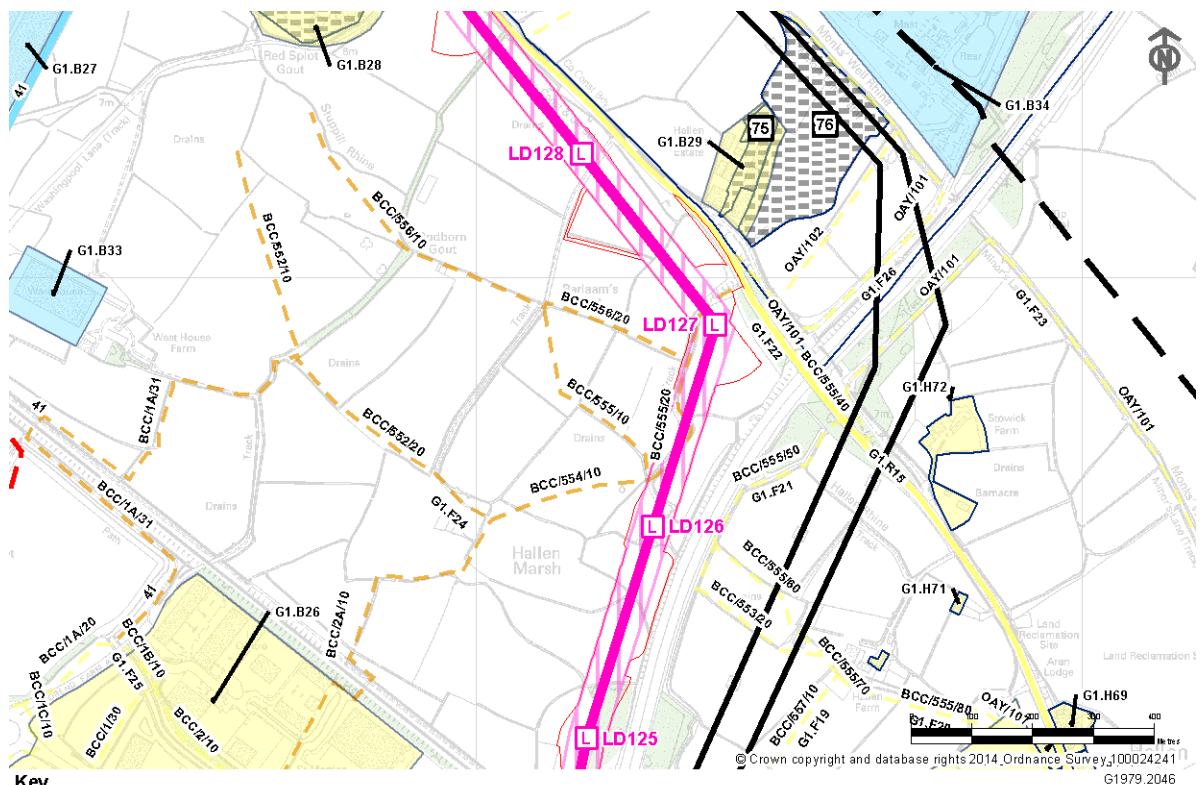
**Existing Infrastructure**

- Existing Western Power Distribution Overhead Line on Pylons
- Existing Western Power Distribution 132kV Overhead Line for Removal

**Existing Woodland**

- Existing Woodland

Inset 7.179 (of Volume 5.7.3, Figure 7.28.20): Significance of Visual Effects on Receptor G1.F15 between Packgate Road and Lawrence Weston Road during Construction



Inset 7.180 (of Volume 5.7.3, Figures 7.28.20): Significance of Effect on Visual Receptor G1.F24 PRoWs across Hallen Marsh during Construction

### Private Views within 1km

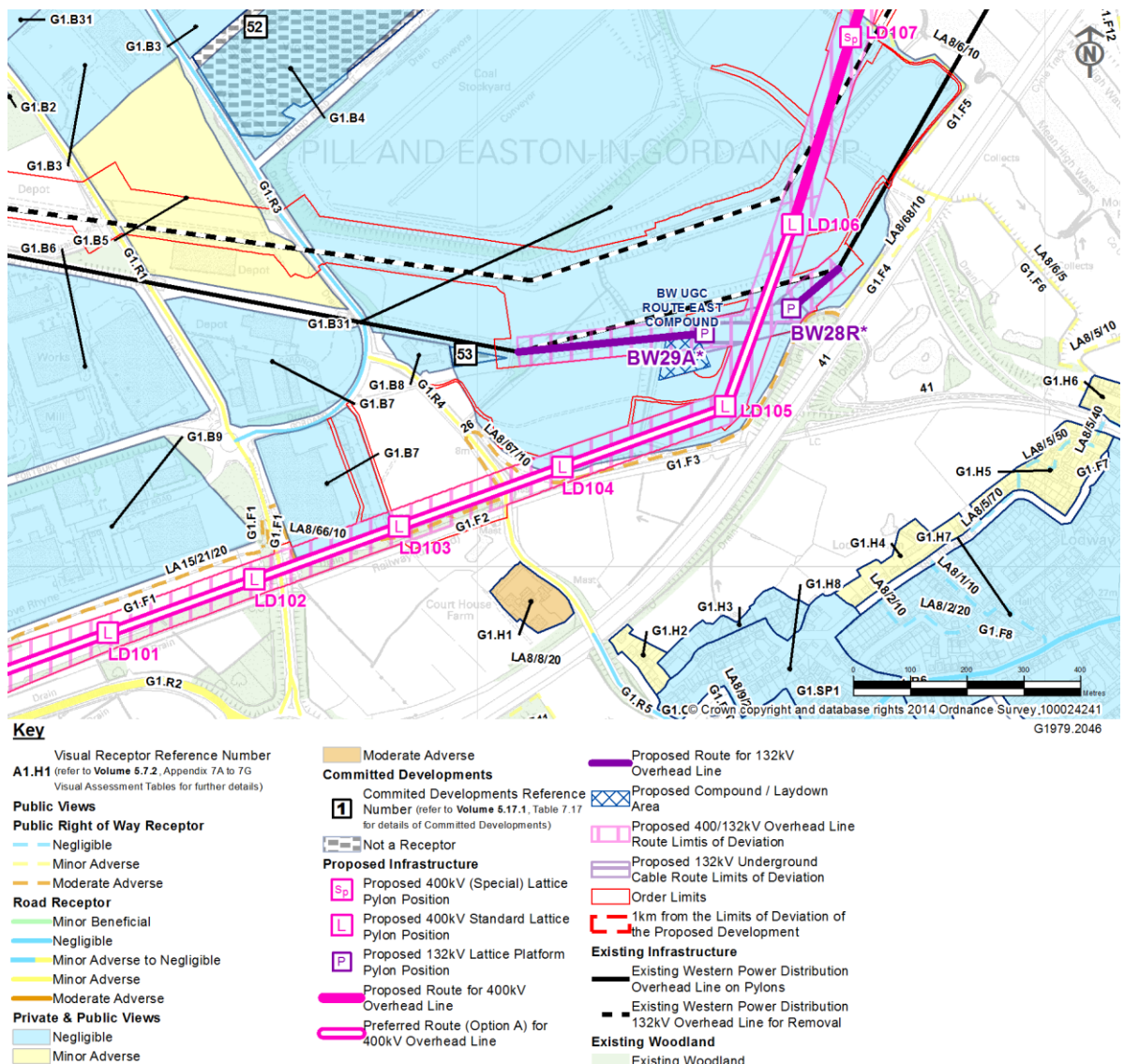
#### *Preferred Route (Option A) (south of the River Avon)*

- 7.5.463 On the preferred route (Option A) the greatest adverse significance of effect on private views during construction would be from an individual property that would experience a **moderate adverse** significance of effect on views where construction activities would be visible. Receptors at G1.H1 Court House Farm on Marsh Lane (**Inset 7.181**) would have views of construction operations for the proposed 400kV overhead line to the north beyond trees and close including work areas, for a short period cranes and at-height works and temporary scaffolding over Marsh Lane.

#### *Alternative Route (Option B) (south of the River Avon)*

- 7.5.464 The alternative route (Option B) would have a **minor adverse** significance of effect on views from receptors at G1.H1 Court House Farm on the north edge of Easton-

in-Gordano. Construction of the proposed 400kV overhead line would be visible further north, largely filtered and partially screened in views.

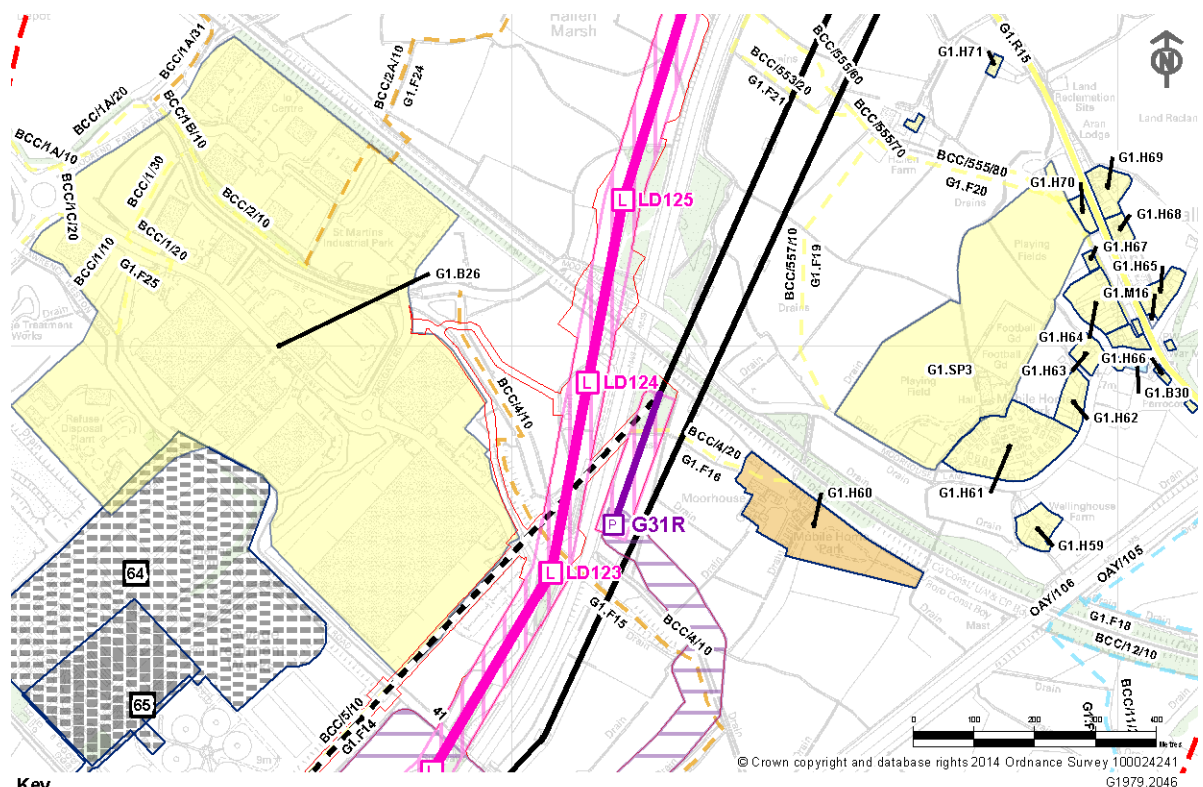


Inset 7.181 (of **Volume 5.7.3, Figure 7.28.16**): Significance of Visual Effects on Receptor G1.H1 Court House Farm on Marsh Lane on the preferred route (Option A) during Construction

### Proposed Development North of the River Avon

- 7.5.465 North of the River Avon receptors at G1.H60 Moorhouse Farm, park homes and business at the end of Moorhouse Lane near Hallen (**Inset 7.182**) would have 132kV underground cable works in views across fields, and construction of the proposed 400kV overhead line and removal of the G Route visible beyond the M49 motorway to the west. Views would include temporary scaffolding over the bridges and roads that cross the M49 motorway.





**Inset 7.182 (of Volume 5.7.3, Figure 7.28.20): Significance of Visual Effects on Receptor G1.H60 Property, park homes and business at the end of Moorhouse Lane during Construction**

7.5.466 Other receptors including businesses and industry would typically experience a **minor adverse** or **negligible** significance of effect on receptor views where construction works would be visible for a short period, with at-height works and cranes visible above built form and trees in the distance. Many receptors' views towards construction works would be screened by built form.

#### Views between 1 and 3km of the LoD for the Proposed Overhead Line

7.5.467 During construction effects on views from receptors between 1 and 3km from the LoD of the Proposed Development are illustrated at **Volume 5.7.3, Figure 7.29.4 and 7.29.5**. During construction the effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line and Seabank Substation extension typically would be of **minor adverse** or **negligible** significance on views.



This includes effects on receptors from removal of the G Route within 1km and 3km of the proposed 400kV overhead line and substation extension.

- 7.5.468 Due to the distance of the viewer, the general degree of screening and filtering by trees and built form, and the industrial nature of the area, during construction the effects on visual receptors beyond 1km of the Proposed Development in Section G would be no greater than **minor adverse** significance.
- 7.5.469 Typically only at-height works and cranes removing part of the G Route and erecting the proposed 400kV overhead line would be visible in distant views for a short period above trees, built form and the raised M5 and M49 motorway. The proposed 400kV overhead line would be parallel to the BW Route through most of Section G.

#### Views beyond 3km of the LoD for the Proposed Overhead Line

- 7.5.470 In Section G no views have been identified beyond 3km from the Proposed Development due to the effect of screening by the surrounding elevated ridge landform at Kings Weston Hill and Spaniorum Hill.

### ***Operational Effects***

#### Overview

- 7.5.471 During operation of the Proposed Development in Section G most public and private visual receptors would experience a low adverse magnitude of effect in views for the short and medium-term. The proposed 400kV overhead line on either the preferred route (Option A) or the alternative route (Option B) would have an adverse effect on public and private visual receptors resulting in a **minor adverse or negligible** significance of effect on most receptor views. The proposed 400kV overhead line in Section G would also pass close to the settlement of Portbury in Section E and Avonmouth in Section G and would be visible to a large number of receptors.
- 7.5.472 Visual effects of the greatest significance would be experienced by visual receptors closest to the proposed 400kV overhead line during operation and within 1km of the LoD for the Proposed Development.
- 7.5.473 On the preferred route (Option A) south of the River Avon visual receptors would experience a **moderate adverse** significance of effect on views during operation along:
- the disused railway south of Royal Portbury Docks;
  - Marsh Lane north of Easton-in-Gordano;
- 7.5.474 On the alternative route (Option B) south of the River Avon the visual receptors identified above would experience a **minor adverse** or **negligible** significance of effect on views during operation.
- 7.5.475 North of the River Avon there is one option for the route of the proposed 400kV overhead line and visual effects of the greatest adverse significance would be experienced by visual receptors close to the Proposed Development:

- in Avonmouth on Portview Road, Priory Road, St Andrew's Road near the A4 roundabout, Richmond Terrace, Jutland Road, Gloucester Road, Napier Square, Queen Street, Clayton Street and King Street;
- between Packgate Road and Lawrence Weston Road;
- on Moorhouse Lane near Hallen; and
- across Hallen Marsh.

- 7.5.476 Receptors would experience a moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short and medium-term where the proposed 400kV overhead line would be visible in a moderate proportion of the view. For some receptors the G Route and BW Route would be removed from views.
- 7.5.477 North of the River Avon a **minor beneficial** significance of effect would be experienced by receptors where the G Route would be removed from close to receptors in Avonmouth near Portview Road, the A4 Portway, Akeman Way and the B4054 Avonmouth Road.
- 7.5.478 For the majority of visual receptors the G Route and BW Route would be removed from views and the proposed 400kV overhead line supported by steel lattice pylons would be introduced in views, which would be more visible above trees and structures due to the greater height of the pylons. This would result in a moderate or low alteration to the existing view where a moderate or low proportion of the view would be affected. The proposed 400kV overhead line in Section E generally would have a **moderate adverse** or **minor adverse** significance of effect on views.
- 7.5.479 The greatest effects on views would be experienced by sensitive visual receptors close to the proposed 400kV overhead line and would include users of PRoW and the nearest residential properties. The G Route and BW Route are already present in views experienced by many visual receptors in the south of Section G. The G Route, the DA Route and the 2VL Route along with Seabank Power Station and the adjacent Seabank Substation are already present in views in the north of Section G. There is also extensive industrial and dock development in many views.
- 7.5.480 There would be adverse effects on distant views from receptors over 1km away on the elevated landforms of King Weston Hill and Spaniorum Hill to the east in Section G and Tickenham Ridge to the south in Section E where the proposed 400kV overhead line would be more visible due to its greater height compared with the G Route and BW Route. From the settlements of Avonmouth, Shirehampton and Lawrence Weston on King Weston Hill the proposed 400kV overhead line would be visible to a large number of receptors.

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

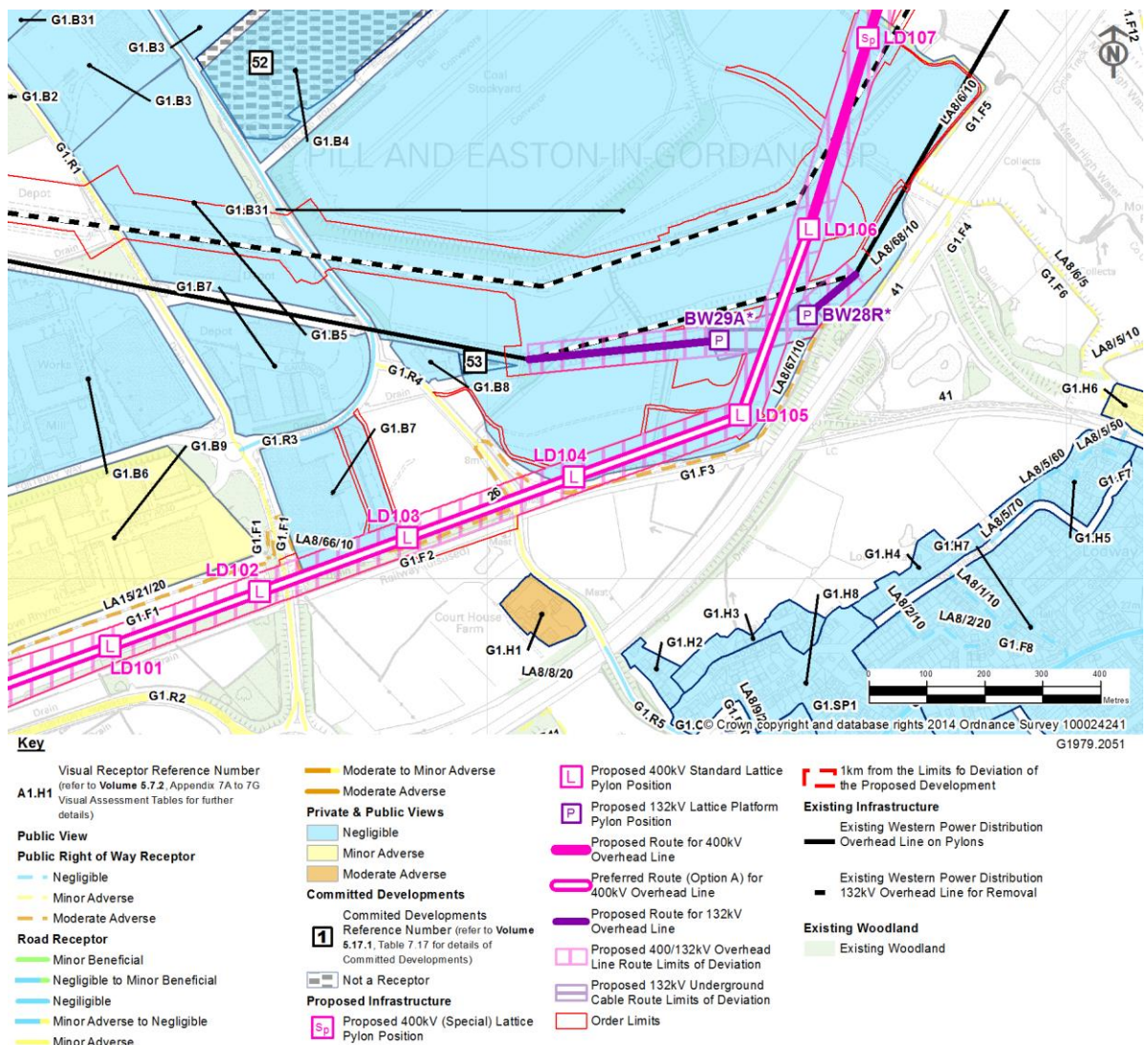
##### Public Views within 1km

##### *Preferred Route (Option A)*

- 7.5.481 South of the River Avon in Section G the preferred route (Option A) would be close to PRoWs, also part of NCR 26, along the disused railway near Portbury Way, Portbury Dock Road and Marsh Lane. The proposed 400kV overhead line would be parallel and close in receptor views, however views presently comprise adjacent industry, the disused railway and hard standing. On the preferred route (Option A)

a **moderate adverse** significance of effect on views during operation would be experienced from the receptors listed below and illustrated at **Inset 7.183**:

- receptor G1.F1: PRoW LA15/21 part of NCR 26 along Drove Rhyne west of Royal Portbury Dock Road;
- receptor G1.F2: PRoW LA8/66 part of NCR 26 between Royal Portbury Dock Road and Marsh Lane; and
- receptor G1.F3: PRoW LA8/67 part of NCR 26 between Marsh Lane and the M5 motorway underpass.



Inset 7.183 (of **Volume 5.7.3, Figure 7.30.16**): Significance of Visual Effects on G1.F1 to G1.F3 along the disused railway near Portbury Dock Road on the preferred route (Option A) during Operation



Photograph 7.99 (Receptor G1.F3): Existing view from PRow LA8/67 part of NCR 26 looking north towards the G Route and the BW Route

*Alternative Route (Option B)*

- 7.5.482 The proposed 400kV overhead line south of the River Avon in Section G on the alternative route (Option B) would have **no effect** for parts of receptor G1.F1 PRow LA15/21 and receptor G1.F2 PRow LA8/66, part of NCR 26, along the disused railway line. Further east receptor G1.F3 PRow LA8/67, part of NCR 26, would have the proposed 400kV overhead line visible north of the BW Route and parallel. However a **minor adverse** significance of effect on views would be experienced where the Proposed Development would be further north and partially screened in places to the lower elevations by landform and vegetation.
- 7.5.483 Views of the proposed 400kV overhead line crossing the River Avon would be the same for both the preferred route (Option A) and the alternative route (Option B).

*Proposed Development North of the River Avon*

- 7.5.484 North of the River Avon a **moderate adverse** significance of effect is anticipated in views from receptors using PRowS closest to the Proposed Development in Section G. On some PRowS receptors would pass under the proposed 400kV overhead line and would have close views of the proposed 400kV overhead line. These receptors are listed below and illustrated at **Inset 7.184**:
- receptor G1.F15: PRow BCC/4/10 between Packgate Road and Lawrence Weston Road; and
  - receptor G1.F22: PRow BCC/555/40 on the bridge over the M49 on Severn Road; and
  - receptor G1.F24: PRowS BCC/554/10; BCC555/10, BCC/555/20 and BCC/555/30 across Hallen Marsh.





Photograph 7.100 (Viewpoint VPG2): Existing view from Moorhouse Lane towards the G Route, BW Route the route of the proposed 400kV overhead line, looking south along the M5 motorway towards industrial buildings in Avonmouth

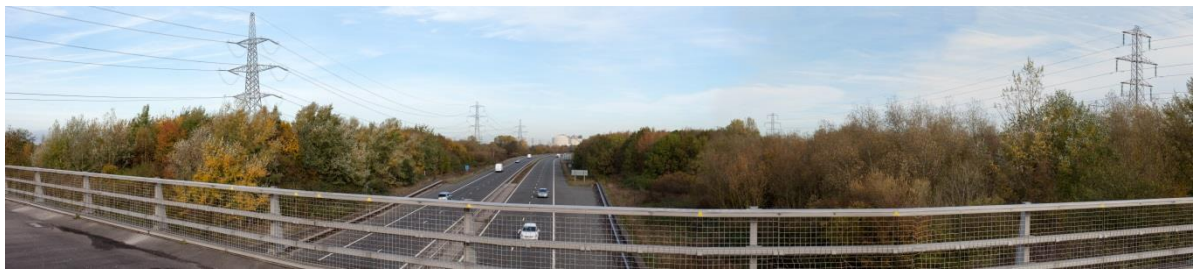


Verified Photomontage 7.46 (Viewpoint VPG2): Anticipated view from Moorhouse Lane towards the proposed 400kV overhead line supported by lattice pylons, looking south along the M5 motorway towards the BW Route and industrial buildings in Avonmouth (Image for illustration purposes only, for correct perspective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





Photograph 7.101 (Viewpoint VPG9): Existing view of the G Route, BW Route and the route of the proposed 400kV overhead line across Hallen Marsh, looking north along the M5 motorway towards the Gas Works



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**)



Photograph 7.102 (Viewpoint VPG4): Existing view from receptor G1.F22 PRoW BCC/555/40 looking west along Severn Road towards the G Route, BW Route, Seabank Power Station and the route of the proposed 400kV overhead line across Hallen Marsh





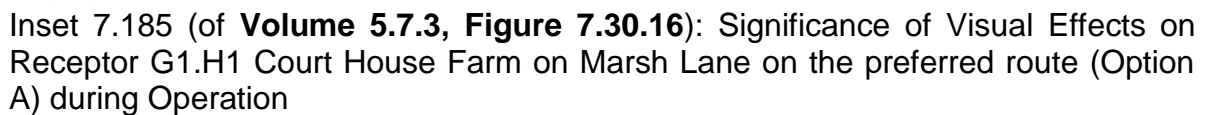
Verified Photomontage 7.48 (Viewpoint VPG4): Anticipated view from PRow BCC/555/40 on the Severn Road bridge over the M49 motorway, looking northwest along the proposed 400kV overhead line supported by steel lattice pylons towards Seabank Power Station (Image for illustration purposes only, for correct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

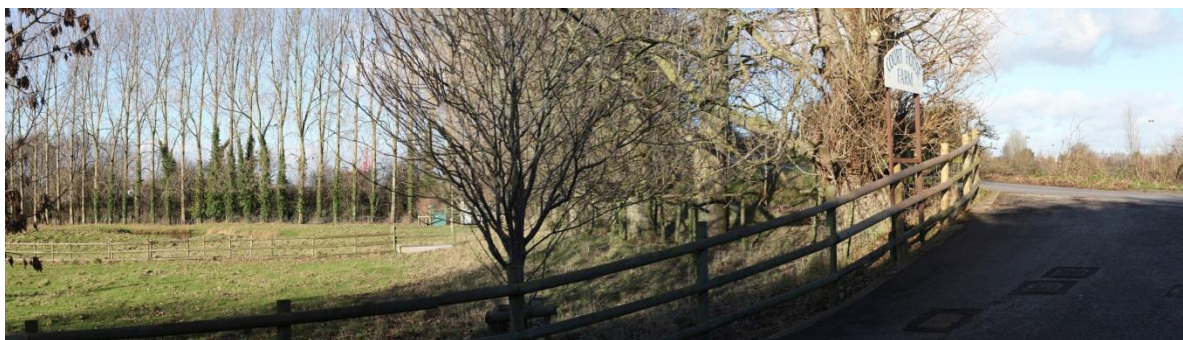
#### Private Views within 1km

##### *Preferred Route (Option A)*

- 7.5.485 The greatest adverse significance of effect on private views during operation would be from a property that would have views of the proposed 400kV overhead line on the preferred route (Option A) where the BW Route is not visible. Receptors at G1.H1 Court House Farm on Marsh Lane would experience a **moderate adverse** significance of effect on views where the proposed 400kV overhead line would be visible to the north above and through trees and close to receptors. This receptor is illustrated at **Inset 7.185** below.







Photograph 7.103 (Receptor G1.H1): Existing view from Court House Farm on Marsh Lane towards trees along the disused railway

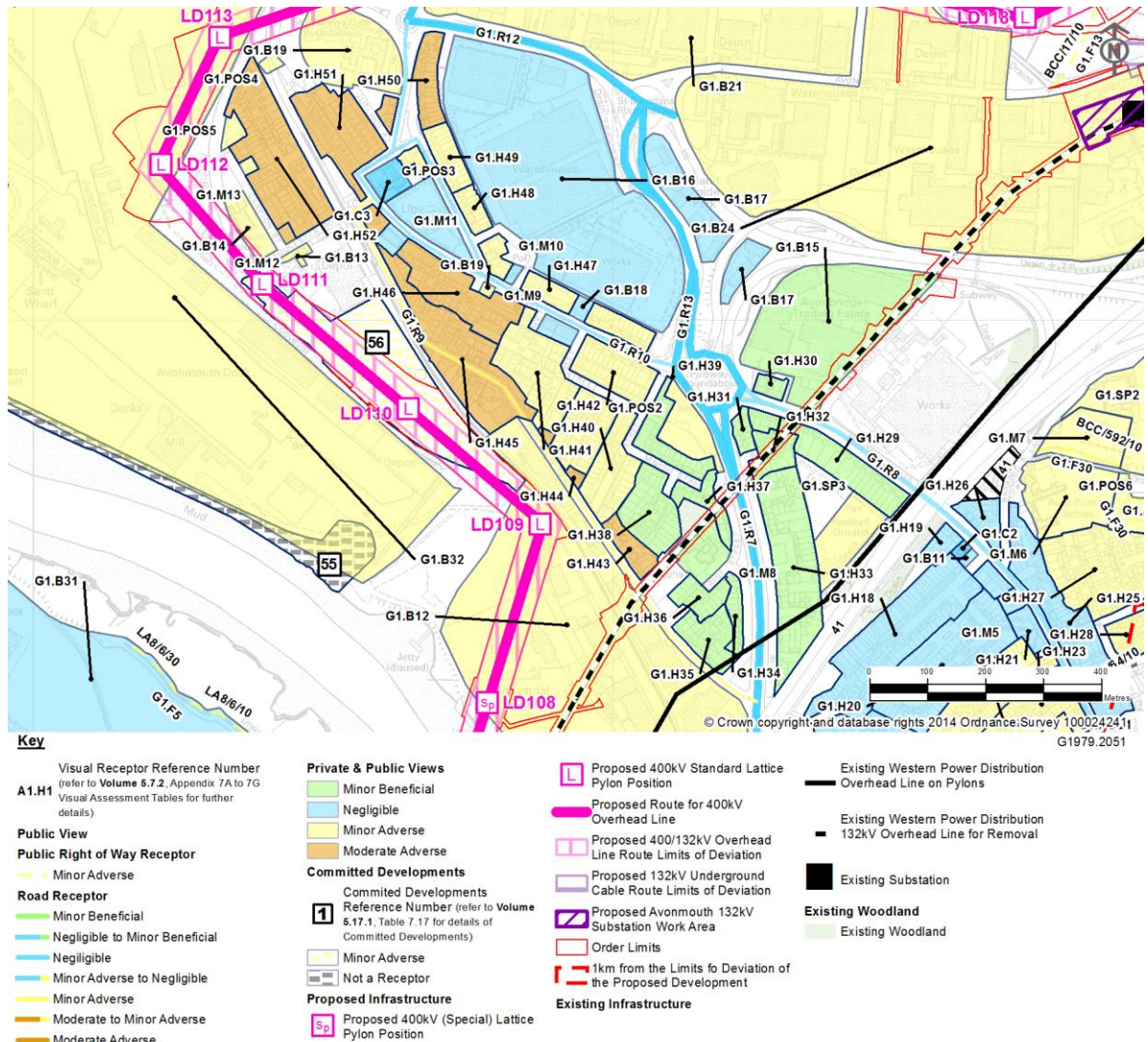
#### *Alternative Route (Option B)*

- 7.5.486 The alternative route (Option B) would have a **minor adverse** significance of effect in views from receptors at G1.H1 Court House Farm on the north edge of Easton-in-Gordano. The proposed 400kV overhead line would be visible further north and less perceptible in views.

#### *Proposed Development North of the River Avon*

- 7.5.487 North of the River Avon a moderate adverse magnitude of effect on views would be experienced by receptors of medium sensitivity in Avonmouth where the proposed 400kV overhead line would be introduced in views across a moderate proportion of the view, visible above built structures along the settlement edge.
- 7.5.488 The Proposed Development would have a partial alteration to the existing view with the introduction of prominent elements in the view and a moderate proportion of the view affected on completion and in the medium-term. There would be some screening to the lower elevations by built structures which would minimise the scale of change from the present situation. Views beyond the proposed 400kV overhead line would remain. This would result in a **moderate adverse** significance of effect on the receptors listed below and illustrated at **Inset 7.186**:
- receptor G1.H43: properties on Portview Road at the junction with Pages Mead;
  - receptor G1.H44: 2 and 3 storey properties on Portview Road at the junction with Poole Street and Farr Street;
  - receptor G1.H45: properties on Portview Road;
  - receptor G1.H46: properties on Priory Road;
  - receptor G1.H50: properties on the northern part of St Andrew's Road near the A4 roundabout;
  - receptor G1.H51: properties on Richmond Terrace and Jutland Road;
  - receptor G1.H52: properties on Gloucester Road, Napier Square, Queen Street, Clayton Street and King Street; and
  - receptor G1.M12: The Royal Hotel on the corner of Gloucester Road and Clayton Street.





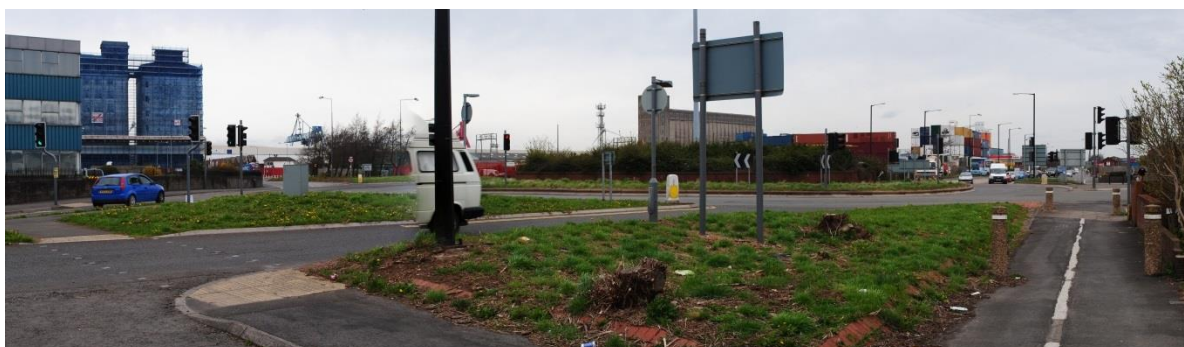
Inset 7.186 (of Volume 5.7.3, Figure 7.30.18): Significance of Visual Effects on Receptors G1.H43 to G1.H46, G1.H50 to G1.H52 and G1.HM12 in Avonmouth during Operation



Photograph 7.104 (Receptor G1.H43): Existing view from Portview Road at the junction with Collins Street, looking southeast towards the route of the proposed 400kV overhead line above buildings and trees



Photograph 7.105 (Receptor G1.H45): Existing view from Napier Road looking southwest towards the route of the proposed new 400kV overhead line visible above trees



Photograph 7.106 (Receptor G1.H50): Existing view from McLaren Road near the A4 roundabout looking north towards the route of the proposed new 400kV overhead line passing over industrial development and the road





Photograph 7.107 (Receptor G1.H52): Existing view from Gloucester Road looking south towards the route of the proposed new 400kV overhead line above trees and buildings

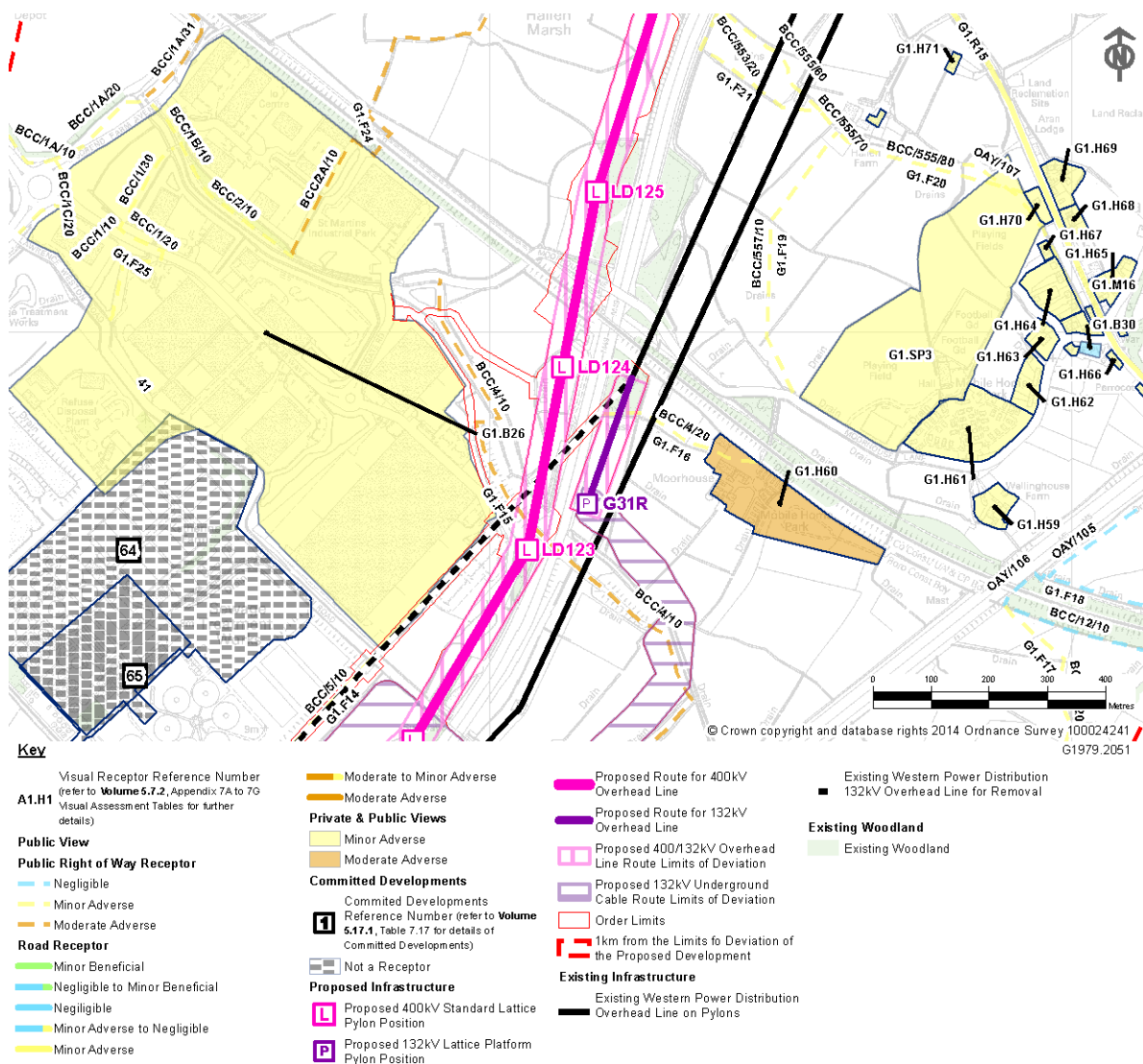


Photograph 7.108 (Viewpoint VPG6): Existing view from receptor G1.H52 on Clayton Street looking south towards the route of the proposed 400kV overhead line



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**)

- 7.5.489 Receptors at G1.H60 Moorhouse Farm, park homes and business at the end of Moorhouse Lane near Hallen (**Inset 7.187**) would have views across fields towards the proposed 400kV overhead line beyond the M49 motorway to the west replacing views of the section of the G Route removed. In views northwest the G Route, BW Route and the proposed 400kV overhead line would be visible parallel. The Proposed Development would be visible across a moderate proportion of the view and receptors would experience a moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in views.



Inset 7.187 (of Volume 5.7.3, Figure 7.30.20): Significance of Visual Effects on Receptor G1.H60 Property, park homes and business at the end of Moorhouse Lane during Operation



Photograph 7.109 (Receptor G1.H34): Existing view from the A4 Portway Road looking northeast towards the route of the new 400kV overhead line with the BW Route visible above vegetation and buildings adjacent to the M5 motorway

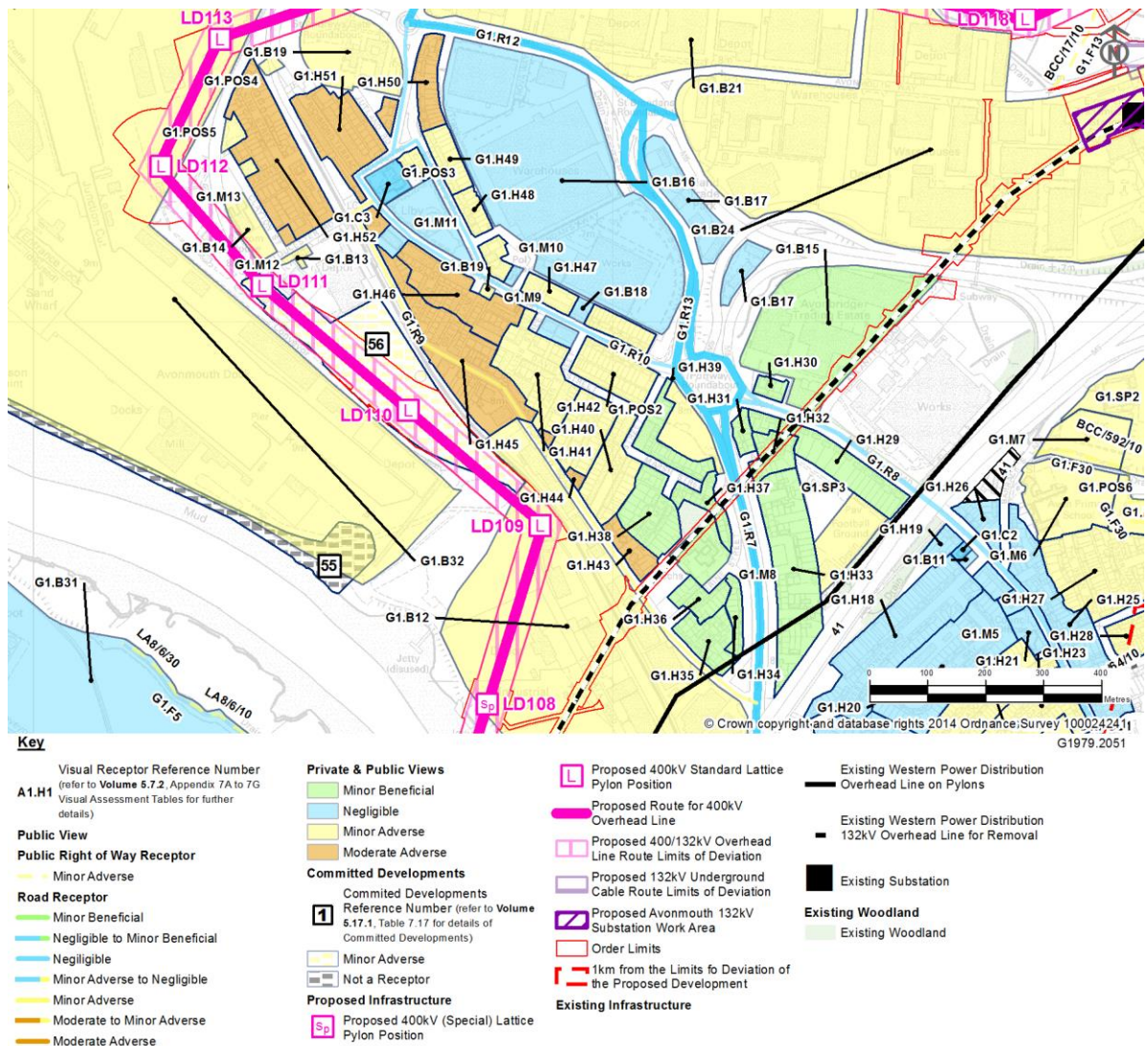


Photograph 7.110 (Receptor G1.H35): Existing view from Portview Road looking southwest towards the route of the new 400kV overhead line with the BW Route and the G Route visible passing over the River Avon and Portview Road

7.5.490 A minor beneficial magnitude of effect on views would be experienced by receptors in properties where the G Route would be removed where it presently ‘oversails’ and is in the foreground of views from properties. These receptors would have the new 400kV overhead line further west visible above built form and trees along the edge of the River Avon and Avonmouth Docks. This would result in a **minor beneficial** significance of effect on views from these receptors listed below and illustrated at **Inset 7.188**:

- receptor G1.H29: properties on the south side of the B4054 Avonmouth Road and Akeman Way;
- receptor G1.H30: properties on the north side of the B4054 Avonmouth Way;
- receptor G1.H31: properties on the north side of the A4 Portway;
- receptor G1.H32: properties on Akeman Way near Avonmouth Road;
- receptor G1.H33: properties on Leeming Way;
- receptor G1.M8: Avonmouth CE Primary School;
- receptor G1.H34: properties on the south side of the A4 Portway;
- receptor G1.H35: properties on Portview Road and Stane Way;
- receptor G1.H36: properties on Catherine Street near Portview Road and the A4 Portway;
- receptor G1.H37: properties on Marsh Street;
- receptor G1.H38: properties on Pages Mead;
- receptor G1.H39: properties on Cook Street and Marsh Street in Avonmouth; and
- receptor G1.B15: businesses on Atlantic Road in Avonmouth.





Inset 7.188 (of **Volume 5.7.3, Figure 7.30.18**): Significance of Visual Effects on Receptors G1.H29 to G1.H39, G1.M8 and G1.B15 in Avonmouth during Operation



Photograph 7.111 (Receptor G1.H36): Existing view from Catherine Street looking northwest towards the G Route passing over Avonmouth CE Primary School and the route of the new 400kV overhead line to the southwest





Photograph 7.112 (Receptor G1.H37): Existing view from Marsh Street looking southeast towards the G Route and the BW Route visible above buildings and vegetation

Views between 1 and 3km of the LoD for the Proposed Overhead Line

- 7.5.491 During operation effects on views from receptors between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.31.4 and 7.31.5**. During operation the effects on representative visual receptors between 1 and 3km of the proposed 400kV overhead line and Seabank Substation extension in Section G would be of **minor adverse** or **negligible** significance on views. This includes effects on receptors from removal of the G Route.
- 7.5.492 This is due to the distance of the viewer, the general degree of screening and filtering by trees and built form, and the industrial nature of the area. In most receptor views the proposed 400kV overhead line would be visible in distant views above trees, built form and the raised M5 motorway. The proposed 400kV overhead line would be parallel to the BW Route through most of Section G.



Photograph 7.113 (Viewpoint VPG7): Existing 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 Avonmouth Docks with the G Route and BW Route barely perceptible above trees, and the tall G Route pylons crossing the River Avon just visible in the distance



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**)



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

#### Views beyond 3km of the LoD for the Proposed Overhead Line

In Section G no views have been identified beyond 3km from the Proposed Development due to the effect of screening by the surrounding elevated ridge landform at Kings Weston Hill and Spaniorum Hill.

#### ***Decommissioning Effects***

- 7.5.493 During decommissioning visual effects associated with the Proposed Development in Section G would be of a similar significance of effect to those identified for the construction phase.
- 7.5.494 During decommissioning of the proposed 400kV overhead line, Seabank Substation and localised 132kV underground cables in Section G temporary

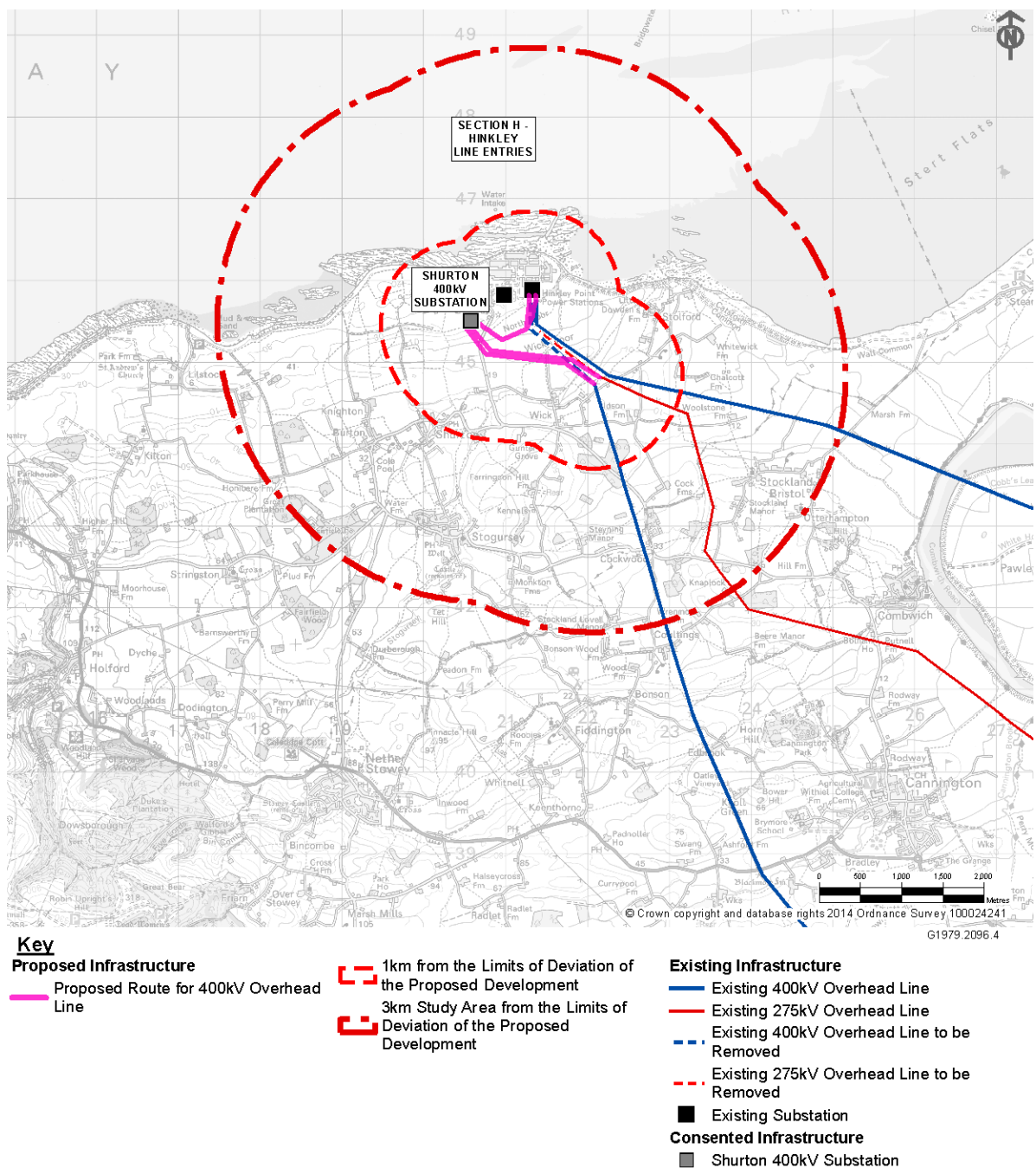
adverse visual effects would be experienced for a short duration. Visual effects would be of a similar significance of effect to those identified for the construction phase and would be experienced in the short-term. For the majority of receptors a **minor adverse** or **negligible** significance of effect would be experienced. Effects of **moderate adverse** significance would be experienced by some receptors close to the works.

- 7.5.495 The main effect of decommissioning would be operations to remove the extension of Seabank Substation. Effects on views would be experienced by receptors near the substation and would be no greater than effects during the construction phase.
- 7.5.496 Following decommissioning of the Proposed Development in Section G, some views in particular views from receptors closest to the proposed 400kV overhead line and extension to Seabank Substation 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 H: Hinkley Line Entries: Assessment of Visual Effects**

- 7.5.497 The following text provides an overview of the anticipated significance of visual effects predicted for Section 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. A summary of the anticipated significance of visual effects on receptor views beyond 1km of the Proposed Development in Section H 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.
- 7.5.498 Visual effects anticipated in views from all receptors identified within Section H are presented in Visual Assessment Tables at **Volume 5.7.2, Appendix 7H**.
- 7.5.499 The West Somerset Coast Path long distance route is within 1km and between 1 and 3km of the LoD for the Proposed Development in Section H and receptors are of high sensitivity. This long distance footpath is assessed separately in the latter part of this section 7.5 and in Visual Assessment Tables at **Volume 5.7.2, Appendix 7I**.





Inset 7.189: Location Plan illustrating the Geographical Extent of Section H within the 3km Study Area

## Construction Effects

### Overview

7.5.500 Construction effects typically are of relatively short duration. Construction activities associated with the proposed modifications to existing overhead lines in Section H (also referred to as the proposed Hinkley Line Entries) would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible

magnitude of effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.

- 7.5.501 Proposed overhead line modifications in Section H (also referred to as the proposed Hinkley Line Entries) would connect the proposed Shurton Substation to the high voltage transmission network, and would include the ZZ Route and the VQ Route, (which connect into Hinkley B Substation) being diverted into the new Shurton Substation and a new 400kV overhead line interconnector constructed between the proposed Shurton Substation and the existing Hinkley B Substation. The proposed construction of approximately 4.5km of new 400kV overhead lines using steel lattice pylons and the removal of approximately 2.3km of existing overhead lines would be seen in the context of construction works for the proposed Shurton Substation and the proposed Hinkley Point C Power Station to the west and northwest of the proposed Hinkley Line Entries. This committed development is discussed in section 7.4 of this chapter.
- 7.5.502 During field survey in May 2013 the PRoW network to the west of Wick Moor Drove, across the Holford valley, and to the west of the existing Hinkley Point Power Station Complex was 'closed' by order from Somerset County Council. An alternative PRoW route linked PRoW WL 23/70 off Wick Moor Drove in the east to PRoW WL 23/48 along Benhole Lane in the west. PRoW WL 23/48 runs north towards the West Somerset Coast Path running roughly east west along the coastline.
- 7.5.503 Visual effects of the greatest significance would be experienced by persons on PRoW that run closest to the proposed construction operations for the proposed 400kV overhead lines on the diverted ZZ and VQ Routes, running on rising ground south of Wick Moor and North Moor. The new 400kV overhead line interconnector between the proposed Shurton Substation and the Hinkley B Substation would run across North Moor to the west of existing overhead lines. North Moor and Wick Moor is open access land where persons would have close views of the proposed interconnector, and close views of the diverted VQ and ZZ Routes running close to and immediately south of Wick Moor. Short sections of PRoW running roughly north south and northeast southwest across Wick Moor would experience visual effects of the greatest significance in views from short southern sections of these PRoW, which run directly beneath the ZZ and VQ Routes to be removed and diverted. The diverted ZZ and VQ Routes would pass over similar or different sections of these PRoW running across the southern part of Wick Moor
- 7.5.504 There is one LDR within 1km of the LoD for the proposed Hinkley Line Entries referring to the West Somerset Coast Path (also PRoW WL 23/95) along the coast in the northern extent of Section H. The 40km West Somerset Coast Path will form part of the Somerset section (90km) of the England Coast Path National Trail, due to open late 2014. Construction effects on sequential views from the West Somerset Coastal Path would be no greater than of **low adverse** magnitude and **minor adverse** significance within 1km of proposed construction works. Construction works are anticipated to be perceptible in a low proportion of oblique views south and southeast from this long distance path to the east of the existing Hinkley Point Power Station Complex, due to distance, low level screening by an intervening flood bank and due to existing overhead lines being visible in the distant view backgrounded by higher ground beyond. The section of this LDR north of the

existing Hinkley Point Power Station Complex and proposed Hinkley Point C Power Station was 'closed' during site survey in May 2013; however views from this section of LDR towards the proposed Hinkley Line Entries would be screened by the power station, and landform to the west.

- 7.5.505 The overall temporary effect of the construction of the Proposed Development in views from the West Somerset Coast Path (where this public route runs within 3km of the LoD for the proposed 400kV overhead line) is assessed in the latter part of this section.
- 7.5.506 Views assessed between 1 and 3km would be no greater than **minor adverse** due to ground level construction activity being screened in views by intervening landform and or woodland, and visibility of at-height working including cranes would reduce with distance becoming barely perceptible.
- 7.5.507 Long distance views that extend beyond a few kilometres towards the proposed Hinkley Line Entries from the elevated landforms of the Quantock Hills AONB to the south and southwest would experience a **negligible** effect or **no visual change** where cranes erecting pylons on the new 400kV overhead line routes and dismantling the ZZ Route and VQ Route would be barely perceptible or not visible.

#### Views within 1km of the LoD for the Proposed Development

##### Public Views within 1km

- 7.5.508 Proposed construction works across Wick Moor and North Moor would result in a temporary **moderate adverse** significance of effect in open views from the following PRoW illustrated at **Inset 7.190** and including:
- receptor H1.F1a: PRoW 23/71 running along Wick Moor Drove north of the minor road to Wick;
  - receptor H1.F1b: PRoW WL 23/71 running along a track south of the existing Hinkley Point Power Station Complex and an adjacent sewage works: and
  - receptor H1.F3: PRoW WL 23/60 running roughly northeast southwest between a minor road to Wick and Middle Moor Drove.
- 7.5.509 A temporary **moderate adverse** significance of effect on views would be experienced by walkers along short sections of PRoW and open access land close to the removal of the ZZ Route and the VQ Route, and the construction of new 400kV overhead lines on the diverted ZZ and VQ Routes and between the proposed Shurton Substation and the Hinkley B Substation. Some PRoW run directly beneath existing overhead lines to be removed and beneath and close to proposed overhead lines. Effects on views from these PRoW would reduce with distance resulting in a **minor adverse** significance of effect in views overall.





- 7.5.511 Construction works would be most visible where construction activity to assemble 400kV pylons on the diverted ZZ and VQ Routes, would run on higher ground to the south of Wick Moor, in closer proximity to properties in the south.

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

- 7.5.512 During construction effects on views from receptors between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.38.1**. The significance of effects on views assessed between 1 and 3km would be no greater than **minor adverse** as ground level construction activity would be screened by intervening landform and or woodland in views, and visibility of at-height working including cranes would reduce with distance becoming barely perceptible.

Views beyond 3km of the LoD for the Proposed Development

- 7.5.513 During operation effects on views from receptors beyond 3km are illustrated at **Volume 5.7.3, Figure 7.38.1**. Beyond 3km, proposed construction works typically would result in **negligible** significances of effect in views. Cranes and at-height working would be difficult to discern in a small part of the distant view which comprises the more visible Hinkley Point Power Station Complex. In some views temporary construction works would result in **no effect**.
- 7.5.514 Long distance views from viewpoints to the east would be influenced by other features in the view including existing 400kV overhead lines closer in the view. Proposed construction works would be screened in views from distant viewpoints to the southwest by intervening topography and the construction of the proposed Hinkley Point C Power Station.
- 7.5.515 Proposed construction works would be barely perceptible in long distance views from public viewpoints on elevated ground in the Quantock Hills AONB, comprising an insignificant part of the view and in the context of the more visible Hinkley Point Power Station Complex. Proposed construction works would result in **negligible** or **no effects** in views from the Quantock Hills AONB.

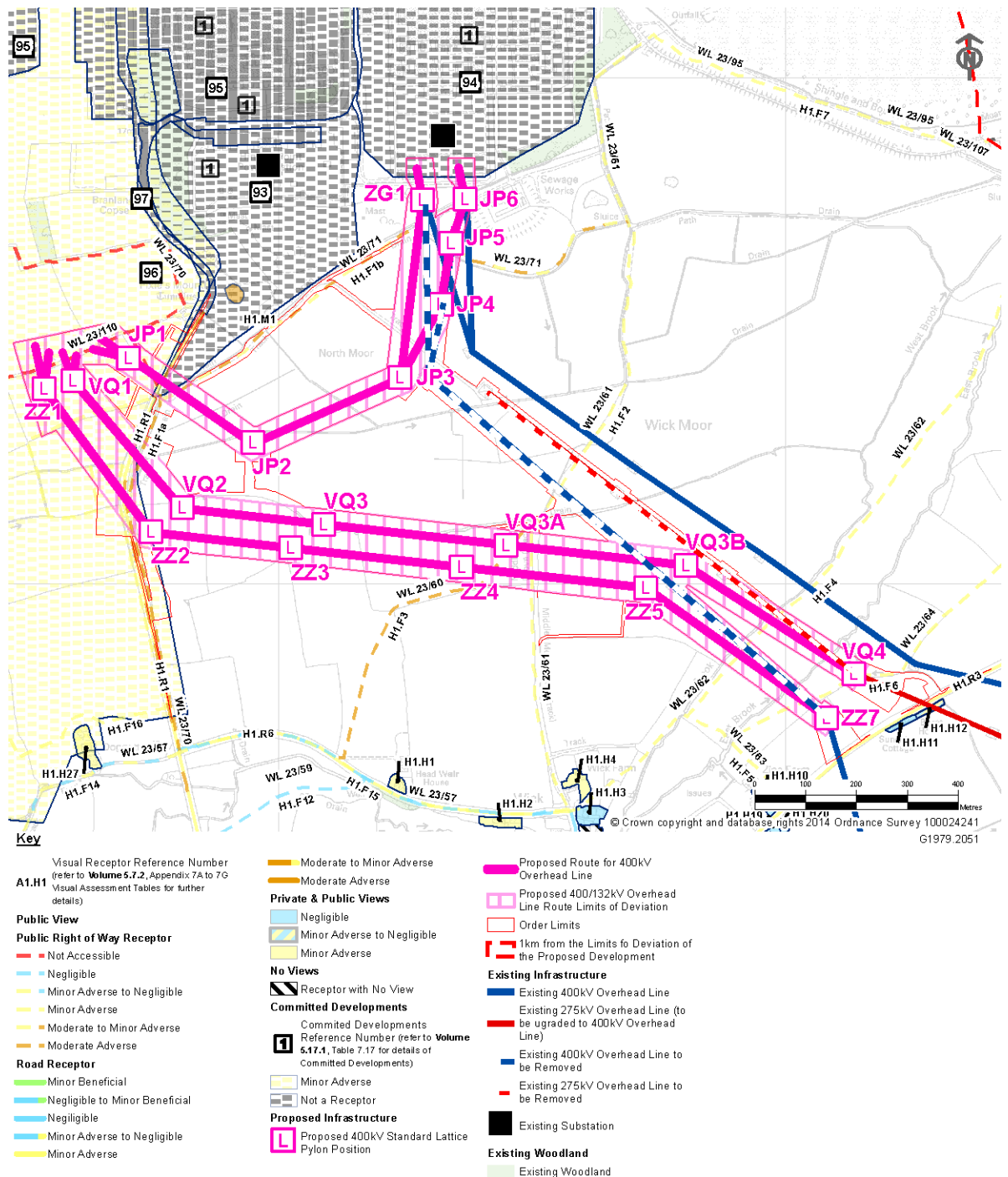
## ***Operational Effects***

### Overview

- 7.5.516 The proposed Hinkley Line Entries in Section H would have an adverse effect on public and private visual receptors. Proposed line entries typically would have a low or negligible magnitude of effect resulting in a **minor adverse** or **negligible** significance of effect on most receptor views, with some receptors experiencing a **moderate adverse** or **moderate to minor adverse** significance of effect in views.
- 7.5.517 Operational effects anticipated in views from the PRoW network in the vicinity of the proposed Hinkley Line Entries typically would be of **minor adverse** significance with localised **moderate adverse** effects experienced where overhead lines pass over and would introduce new 400kV pylons close into the view. However proposed changes in views from these PRoWs would be seen in the context of the existing Hinkley Point Power Station Complex, and the proposed Hinkley Point C Power Station.
- 7.5.518 As stated above, one LDR runs within 1km of the LoD for the proposed Hinkley Line Entries referring to the West Somerset Coast Path (which will form part of the England Coast Path National Trail in late 2014) along the coast in the northern extent of Section H. The 40km West Somerset Coast Path will form part of the Somerset section (90km) of the England Coast Path National Trail, due to open late 2014. Operational effects on sequential views from the West Somerset Coastal Path would be no greater than of **low adverse** magnitude and **minor adverse** significance within 1km of proposed line entries. Proposed Hinkley Line Entries tend to be perceptible in a low proportion of oblique views south and southeast from this long distance path to the east of the existing Hinkley Point Power Station Complex, due to distance, low level screening by an intervening flood bank and due to existing overhead lines being visible in the distant view backgrounded by higher ground beyond. The section of this LDR north of the existing Hinkley Point Power Station Complex and proposed Hinkley Point C Power Station was 'closed' during site survey in May 2013; however views from this section of LDR towards the proposed Hinkley Line Entries would be screened by the power station, and landform to the west.
- 7.5.519 The overall temporary effect of the construction of the Proposed Development in views from the West Somerset Coast Path (where this public route runs within 3km of the LoD for the proposed 400kV overhead line) is assessed in the latter part of this section.
- 7.5.520 Views assessed between 1 and 3km would be no greater than **minor adverse** due to screening in views by intervening landform and or woodland, and due to distance resulting in the proposed 400kV overhead lines being barely perceptible.
- 7.5.521 Long distance views, beyond 3km of the proposed Hinkley Line Entries, including elevated ground in the Quantock Hills AONB typically would experience **negligible** effects where proposed overhead line modifications would be barely perceptible, comprising a very small proportion of the view in the context of the existing Hinkley Point Power Station complex and the proposed Hinkley Point C Power Station. In some views the proposed Hinkley Line Entries would result in **no change** in the view.

Views within 1km of the LoD for the Proposed DevelopmentPublic Views within 1km

- 7.5.522 During operation the greatest effects on views would be experienced by walkers on PRow and on open access land directly beneath proposed Hinkley Line Entries and or close to proposed overhead line modifications. Effects would be less in views from more distant parts of open access land across Wick Moor and from more distant sections of PRow to the north and northeast.
- 7.5.523 Proposed changes in views from PRow and open access land across Wick Moor and North Moor would be seen in the context of existing overhead lines, the existing Hinkley Point Power Station Complex, and in the context of the proposed Hinkley Point C Power Station (committed development ID 96)
- 7.5.524 The greatest adverse effect of **moderate adverse** significance would be experienced in views from the public receptors listed below and illustrated at **Inset 7.191** below:
- receptor H1.F3: PRow WL23/60, running roughly northeast southwest across farmland on higher ground; and
  - receptor H1.M1: Seat viewpoint adjacent to Pixies Mound within the site of the existing Hinkley Point Power Station Complex.
- 7.5.525 Visitors to the seat vantage point adjacent Pixies Mound (a Scheduled Monument) would experience a **moderate adverse** significance of effect; however walkers on the Nature Trail running through the field that includes Pixies Mound and through the rest of this nature site would experience a **minor adverse** significance of effect in views overall during the operation of the proposed Hinkley Line Entries



Inset 7.191 (of **Volume 5.7.3, Figure 7.39.1**): Significance of Visual Effects on Receptor H1.F3 on higher ground south of Wick Moor, on Receptors H1.F1a and H1.F1b, and on Receptor H1.M1 adjacent to Pixies Mound during Operation





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



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**)



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

7.5.526 An adverse effect of **moderate to minor adverse** significance would be experienced in views from the public receptors listed below and illustrated at **Inset 7.191** above:

- receptor H1.F1a: PRoW WL 23/70 running north south along Wick Moor Drove,; and
- receptor H1.F1b: PRoW WL 23/71 running along a track south of the existing Hinkley Point Power Station Complex and an adjacent sewage works.





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

- 7.5.527 Overall a **minor adverse** significance of effect is anticipated in views from open access land and PRoW across the wider Wick Moor with the greatest effect of **moderate adverse** significance experienced in views from North Moor and Wick Moor to the south of the existing Hinkley Point Power Station Complex. Proposed 400kV overhead lines on the diverted ZZ and VQ Routes on rising ground to the south, and the introduction of the proposed 400kV overhead line interconnector into open views would affect a greater proportion of some views, but seen in the context of the existing Hinkley Point C Power Station Complex, and the proposed Hinkley Point C Power Station, (committed development ID 96).



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



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**)



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

#### Private Views within 1km

- 7.5.528 No private receptors in Section H would experience a **moderate adverse** magnitude or significances of visual effect.
- 7.5.529 The significance of visual effects on private views in Section H towards the proposed overhead line modifications would range between **minor adverse** to **negligible** significance, depending on the extent of the view comprising proposed construction works.
- 7.5.530 The proposed Hinkley Line Entries would result in the greatest adverse significance of effect on private views from properties to the south of where the diverted ZZ and VQ Routes would run closer and on higher ground than the existing overhead lines. This would occur in views from the following properties, illustrated at **Inset 7.157** and including:
- receptor H1.H1: Head Weir House on the minor road running east west between Wick Moor Drove and Wick;
  - receptor H1.H2: Wick Moor Barn on the minor road running east west between Wick Moor Drove and Wick;
  - receptor H1.H4: property on the northern edge of Wick;
  - receptor H1.H5 and H1.H5: Wick Pound Cottage and Wick Pound Villa;
  - receptor H1.H27: Doggetts to the west of Wick Moor Drove; and
  - receptor H1.H28: Newnham House.



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



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**)





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



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**)

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

- 7.5.531 During operation effects on views from receptors between 1 and 3km are illustrated at **Volume 5.7.3, Figure 7.40.1**. During operation the effects on representative visual receptors between 1 and 3km of the proposed 400kV line entries typically would range between **minor adverse** and **negligible** significance.
- 7.5.532 The significance of effects would be no greater than **minor adverse** due to the presence of the existing Hinkley Point Power Station Complex and overhead lines already present in views. Adverse effects would be **negligible** in more distant views due to the prominence of existing Hinkley Point Power Station Complex, other overhead lines in the foreground, the distance of the viewer and the effects on intervening trees and hedgerows. The undulating landform, for example Farringdon Hill in the south restricts some views from the surrounding landscape. Proposed modifications to landform within the footprint of the proposed Hinkley Point C Power Station (a committed development discussed in section 7.4 of this chapter) would also restrict views.





Photograph 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



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**)



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



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**)



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

#### Views beyond 3km of the LoD for the Proposed Development

- 7.5.533 During operation effects on views from receptors beyond 3km are illustrated at **Volume 5.7.3, Figure 7.40.1**. The assessment of operational effects on views beyond 3km from the proposed Hinkley Line Entries focused on the viewpoints that were considered as part of the application for the proposed Hinkley Point C Power Station and other viewpoints provided by the Landscape and Views Thematic Group. Viewpoints are often on elevated land, with distant views towards the proposed line entries.
- 7.5.534 Beyond 3km, the proposed line entries typically would result in **negligible** significances of effect in views and they would be difficult to discern in a small part of the distant view which comprises the more existing Hinkley Point Power Station complex. In some views the proposed line entries would result in **no effect**.





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



- 7.5.535 The proposed Hinkley Line Entries would be barely perceptible in long distance views from public viewpoints on elevated ground in the Quantock Hills AONB. The proposed line entries would comprise an insignificant part of the view and would be backgrounded by the existing Hinkley Point Power Station Complex and the proposed Hinkley Point C Power Station, which is a more visible larger scale structure. The proposed line entries would result in a **negligible** effect on views from the Quantock Hills AONB.

***Decommissioning Effects***

- 7.5.536 During decommissioning of the proposed 400kV line entries in Section H visual effects associated with the Proposed Development would be of a similar significance of effect to those identified for the construction phase but would be experienced for a shorter duration.
- 7.5.537 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.
- 7.5.538 Following decommissioning of the Proposed Development in Section H, some views in particular views from receptors closest to the proposed Hinkley Line Entries and within 1km, would experience a beneficial effect in the view. Beneficial effects typically would be of **minor** significance depending on the proportion of the view previously affected by the Proposed Development.

### **Long Distance Footpath and Cycle Routes, the M5 Motorway and Main Intercity Railway: Assessment of Visual Effects**

- 7.5.539 This part of the chapter summarises the anticipated visual effects of the Proposed Development following the survey of sequential views from long distance published routes (including national and regional footpaths and cycleways), and from footpaths identified in published literature (published routes) within 3km of the LoD for the Proposed Development in Sections A to H. Sequential views from regional transport routes comprising the M5 motorway in Sections A to G and the main intercity railway line between Bristol and Plymouth in Sections A, B and D have also been assessed within 3km.
- 7.5.540 There are several long distance published routes and published routes that run within 3km of the LoD for the Proposed Development. The M5 motorway also runs within 3km of the LoD for the Proposed Development for the length of the proposed connection across Sections A to G. These long distance routes are illustrated at **Volume 5.7.3, Figure 7.4.1 to 7.4.9**. Existing views from these public routes are described in section 7.4 of this chapter and illustrated on photograph sheets for each route at **Volume 5.7.3, Figures 7.14.1 to 7.14.90**. Photograph locations are presented at **Volume 5.7.3, Figures 7.13.1 to 7.13.6**.
- 7.5.541 Following the survey of sequential views experienced along long distance footpaths and cycleways and the M5, visual effects on receptors within 3km of the Proposed Development are presented in Visual Assessment Tables in **Volume 5.7.2, Appendix 7I**. The effect on sequential views during construction and during operation of the Proposed Development, are assessed below for the long distance footpaths and cycleways and the M5 within 3km of the LoD for the Proposed Development. The significance of visual effects on these sequential views during construction of the Proposed Development are illustrated on **Volume 5.7.3, Figures 7.29.6 to 7.29.15**. Visual effects anticipated during the operation of the Proposed Development on these views are illustrated on **Volume 5.7.3, Figures 7.31.6 to 7.31.15**.
- 7.5.542 Verified photomontages have also been produced from certain viewpoints on public routes identified above and are included at **Volume 5.18**.
- 7.5.543 Following the assessment of effects on views during construction and operation for each footpath and cycle route and the M5, consideration is given to likely effects during and after decommissioning for all of the routes.

### ***River Parrett Trail: Assessment of Visual Effects***

- 7.5.544 The River Parrett Trail runs within 3km of the LoD of the Proposed Development within Section A and beyond. Existing views along the route are illustrated on photograph location plans at **Volume 5.7.3, Figure 7.13.1** and photograph sheets at **Volume 5.7.3, Figures 7.14.2 to 7.14.3**

### **Construction Effects – Section A**

- 7.5.545 Construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route typically would have a magnitude of effect no greater than low adverse in places but negligible elsewhere. In many places there would be no views of the construction of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during

construction works. Typically receptor views are experienced for short periods along the overall route. Overall the significance of effect during construction on sequential views from the River Parrett Trail would be **negligible**.

#### Operational Effects – Section A

- 7.5.546 The proposed 400kV overhead line and CSE compounds typically would have a magnitude of effect no greater than low adverse and would mainly be negligible and the magnitude of effect as a result of the F Route removed would typically be negligible. In many places there would be no views of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form.
- 7.5.547 Although users of the River Parrett Trail are of high sensitivity, given that the magnitude of effect on views experienced by route users would generally be negligible, the overall significance of effect during operation would be **negligible**.

#### ***NCR 3 (part of the Stop Line Way): Assessment of Visual Effects***

- 7.5.548 NCR 3 runs within 3km of the LoD for the Proposed Development in Section A. Existing views along the route are illustrated on the photograph location plan at **Volume 5.7.3, Figure 7.13.1** and photograph sheets at **Volume 5.7.3, Figures 7.14.4 to 7.14.6**.

#### Construction Effects – Section A

- 7.5.549 Construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route typically would have a magnitude of effect no greater than low adverse in places, reducing to negligible elsewhere. In many places there would be no views of the construction of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during construction works. Typically receptor views are experienced for short periods along the overall route. Although users of the NCR 3 are of high sensitivity, given that the magnitude of effect on views experienced by route users would mainly be negligible, the overall significance of effect during construction would be **negligible**.

#### Operational Effects – Section A

- 7.5.550 Given the distance of the viewer from the proposed 400kV overhead line and CSE compounds and the nearer F Route removed, the magnitude of effect during operation would generally be negligible. In many places there would be no views of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. Typically receptor views are experienced for short periods along the overall route.
- 7.5.551 East of Bridgwater a low beneficial magnitude of effect would be experienced where the F Route would be removed where it passes close to NCR 3. A low beneficial to negligible magnitude of effect would be experienced by receptors on a short section of the route on Front Street in Chedzoy where the F Route would be removed from nearer views with distant views to the north of the proposed 400kV overhead line above trees and on Puriton Ridge.

- 7.5.552 Although users of the NCR 3 are of high sensitivity, given that the magnitude of effect on views experienced by route users would predominantly be negligible, the overall significance of effect during operation would be **negligible**.

***NCR 339 (part of the Stop Line Way): Assessment of Visual Effects***

- 7.5.553 NCR 339 runs through part of Section A between 1 and 3km from the proposed removal of the F Route. Existing views along the route are illustrated on the photograph location plan at **Volume 5.7.3, Figure 7.13.1** and photograph sheet at **Volume 5.7.3, Figure 7.14.1**.

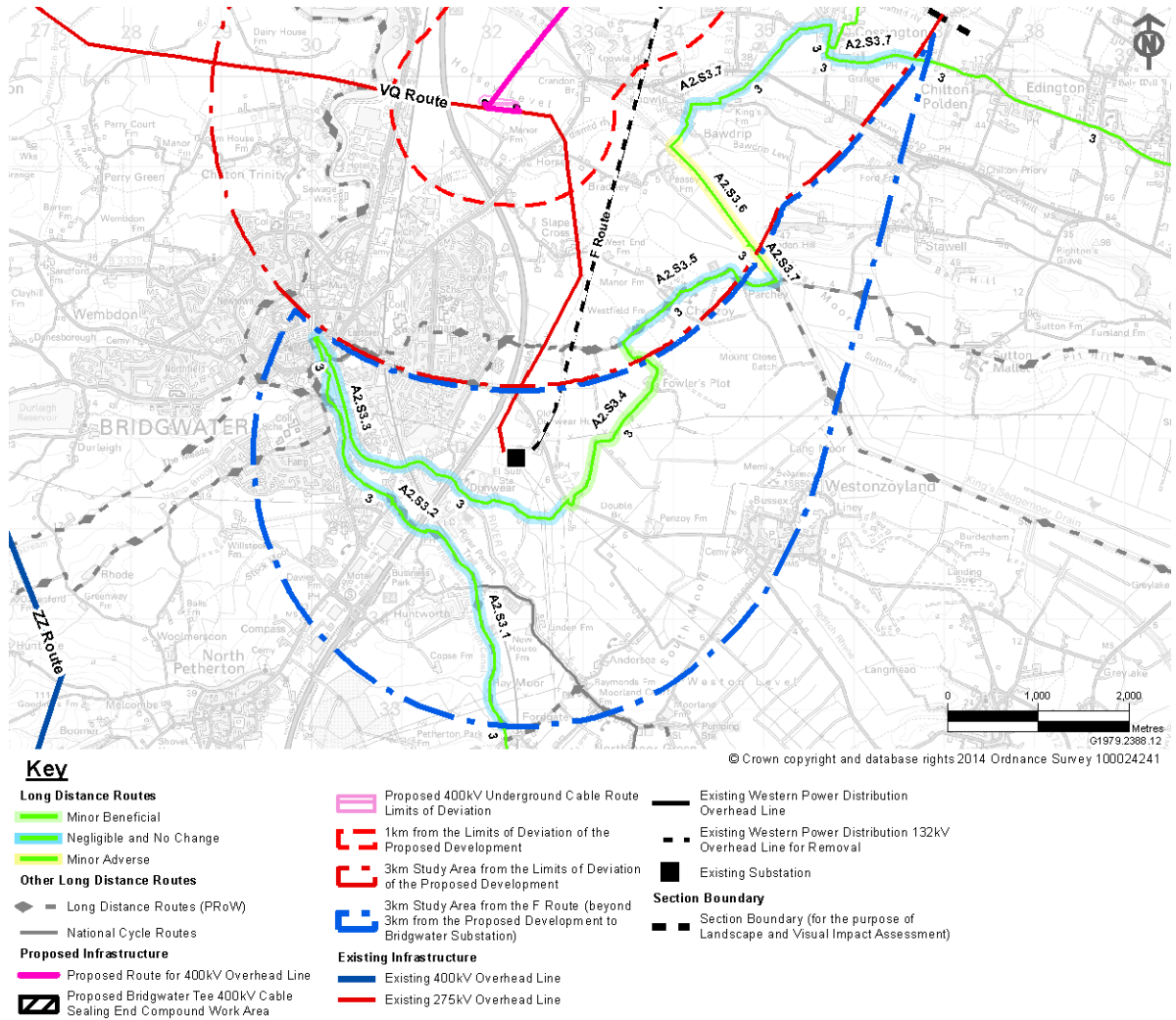
Construction Effects – Section A

- 7.5.554 Construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route typically would have a negligible magnitude of effect due to screening from trees, hedgerows and built form. Overall the significance of effect during construction on sequential views from NCR 339 would be **negligible**.

Operational Effects – Section A

- 7.5.555 The F Route removed, proposed 400kV overhead line and CSE compounds typically would have a negligible magnitude of effect on views during operation due to screening from trees, hedgerows and built form. As a result the overall significance of effect during operation would also be **negligible** as illustrated in **Inset 7.192**.





Inset 7.192 (of **Volume 5.7.3, Figure 7.31.6**): Significance of Visual Effects on National Cycle Route 3 Stop Line Way Long Distance Route in Section A within the 3km Study Area during Operation

### ***Samaritans Way South West: Assessment of Visual Effects***

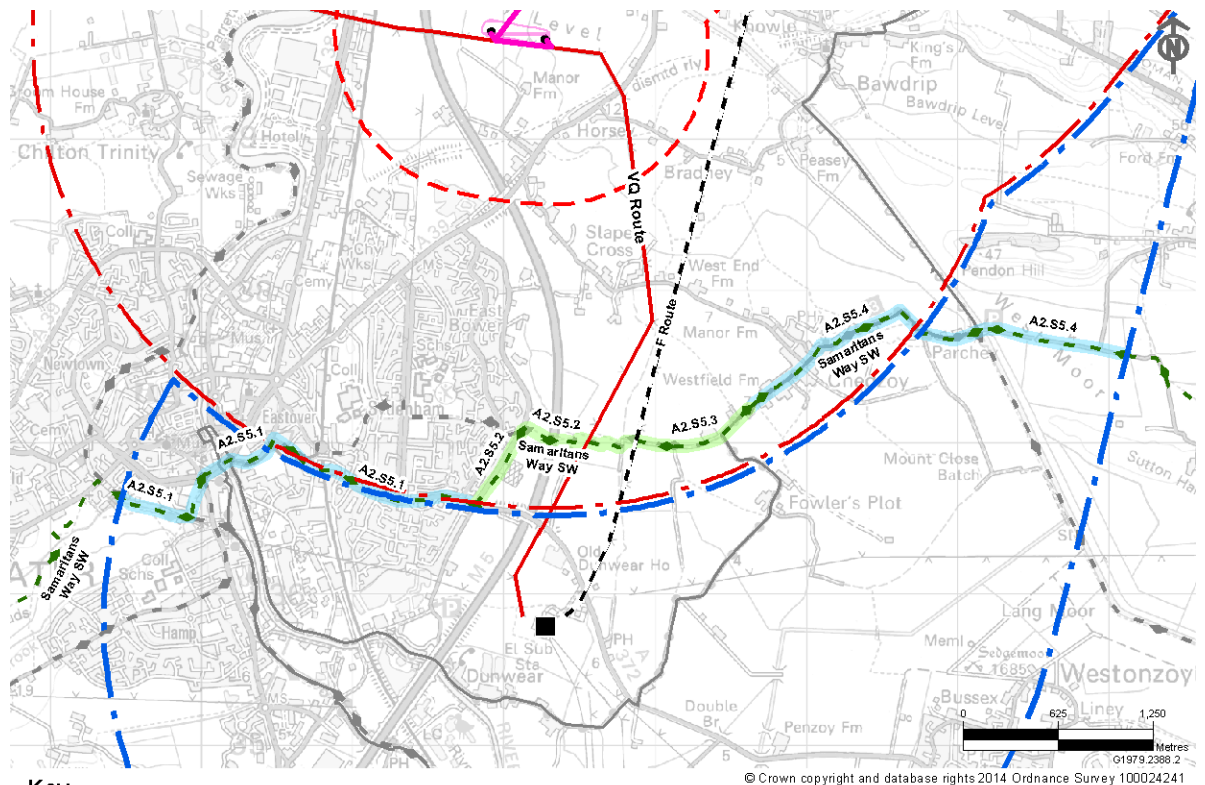
- 7.5.556 The Samaritans Way South West runs within 3km of Proposed Development within Section A and beyond. Existing views along the route are illustrated on the photograph location plan at **Volume 5.7.3, Figure 7.13.1** and the photograph sheet at **Volume 5.7.3, Figures 7.14.13**.

#### Construction Effects – Section A

- 7.5.557 Construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route typically would have a magnitude of effect no greater than low adverse in places and reducing to negligible elsewhere. In many places there would be no views of the construction of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during construction works. For a short section of the route east of the M5 motorway receptors would pass under the F Route conductors and close to working areas during removal works. This would result in a low adverse magnitude of effect on receptor views where removal works would be close in views. Typically receptor views are experienced for short periods along the overall route.
- 7.5.558 Although users of the Samaritans Way South West are of high sensitivity, given that the magnitude of effect on views experienced by route users within 3km would mainly be negligible, the overall significance of effect during construction would be **negligible**.

#### Operational Effects – Section A

- 7.5.559 The proposed 400kV overhead line and CSE compounds typically would have a negligible magnitude of effect. In many places there would be no views of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. Typically receptor views are experienced for short periods along the overall route.
- 7.5.560 East of Bridgwater a low beneficial magnitude of effect would be experienced where the F Route would be removed where it passes over the Samaritans Way South West and close to NCR 3. A low beneficial to negligible magnitude of effect would be experienced by receptors on a short section of the route on Front Street in Chedzoy where the F Route would be removed from nearer views with distant views to the north of the proposed 400kV overhead line above trees and on Puriton Ridge.
- 7.5.561 Although the sensitivity of route users is high, given that the magnitude of effect on views experienced by route users would mainly be negligible to low beneficial, the overall significance of effect during operation would be **negligible** as illustrated in **Inset 7.193**.



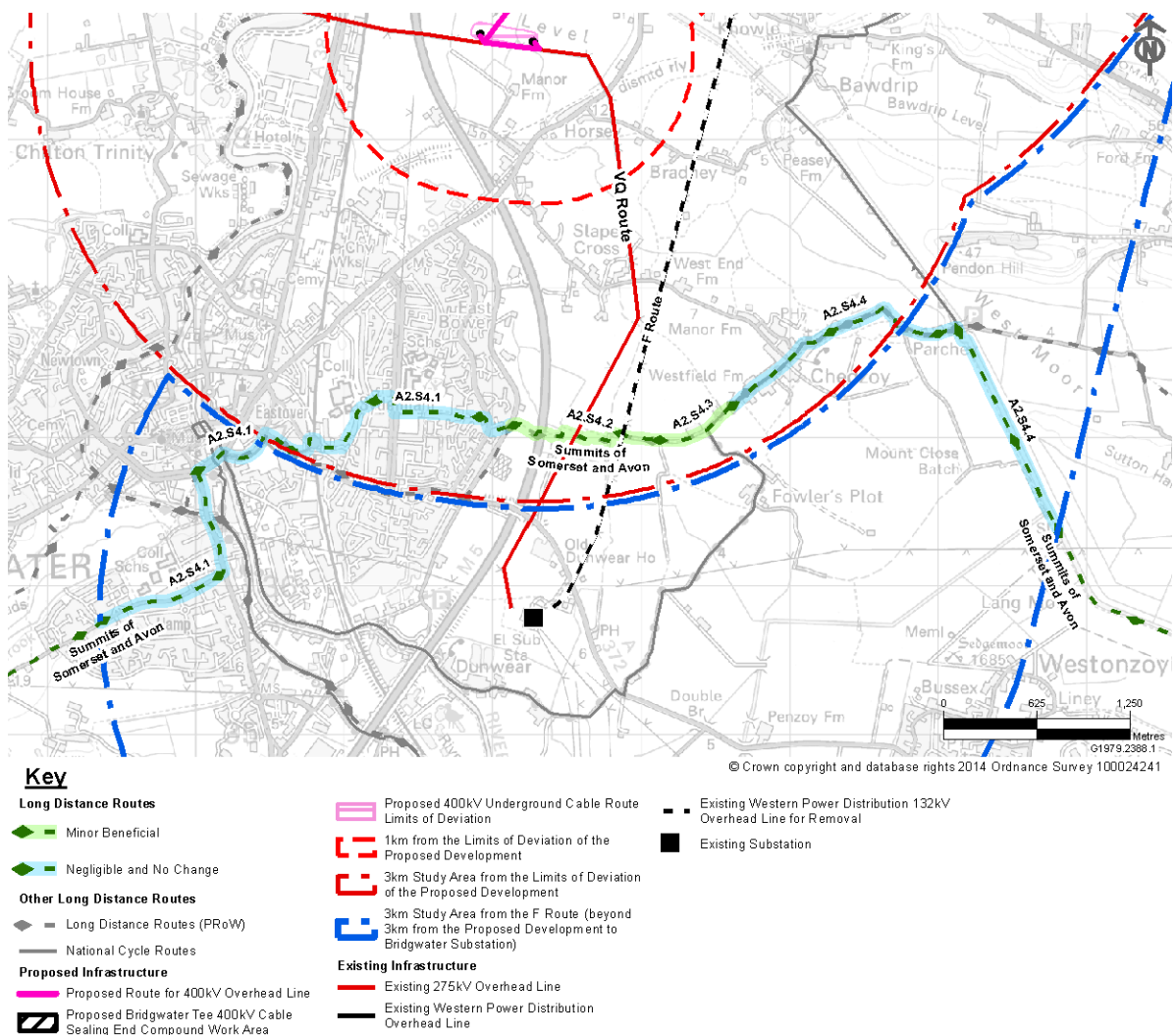
Inset 7.193 (of Volume 5.7.3, Figure 7.31.6): Significance of Visual Effects on the Samaritans Way Long Distance Route in Section A within the 3km Study Area during Operation

## Summits of Somerset and Avon: Assessment of Visual Effects

7.5.562 The Summits of Somerset and Avon LDR runs within 3km of Proposed Development within Section A and Section G and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 and 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.7 to 7.14.12.**

### Construction and Operational Effects – Section A

7.5.563 In Section A the Summits of Somerset and Avon LDR follows a very similar route to the Samaritans Way South West LDR. For the assessment of visual effects for the Summits of Somerset and Avon LDR in Section A see the assessment above. Although users of the Summits of Somerset and Avon LDR are of high sensitivity, given that the magnitude of effect on views experienced by route users in Section A would mainly be negligible to low beneficial, the overall significance of effect during construction and operation would be **negligible** as illustrated in **Inset 7.194.**

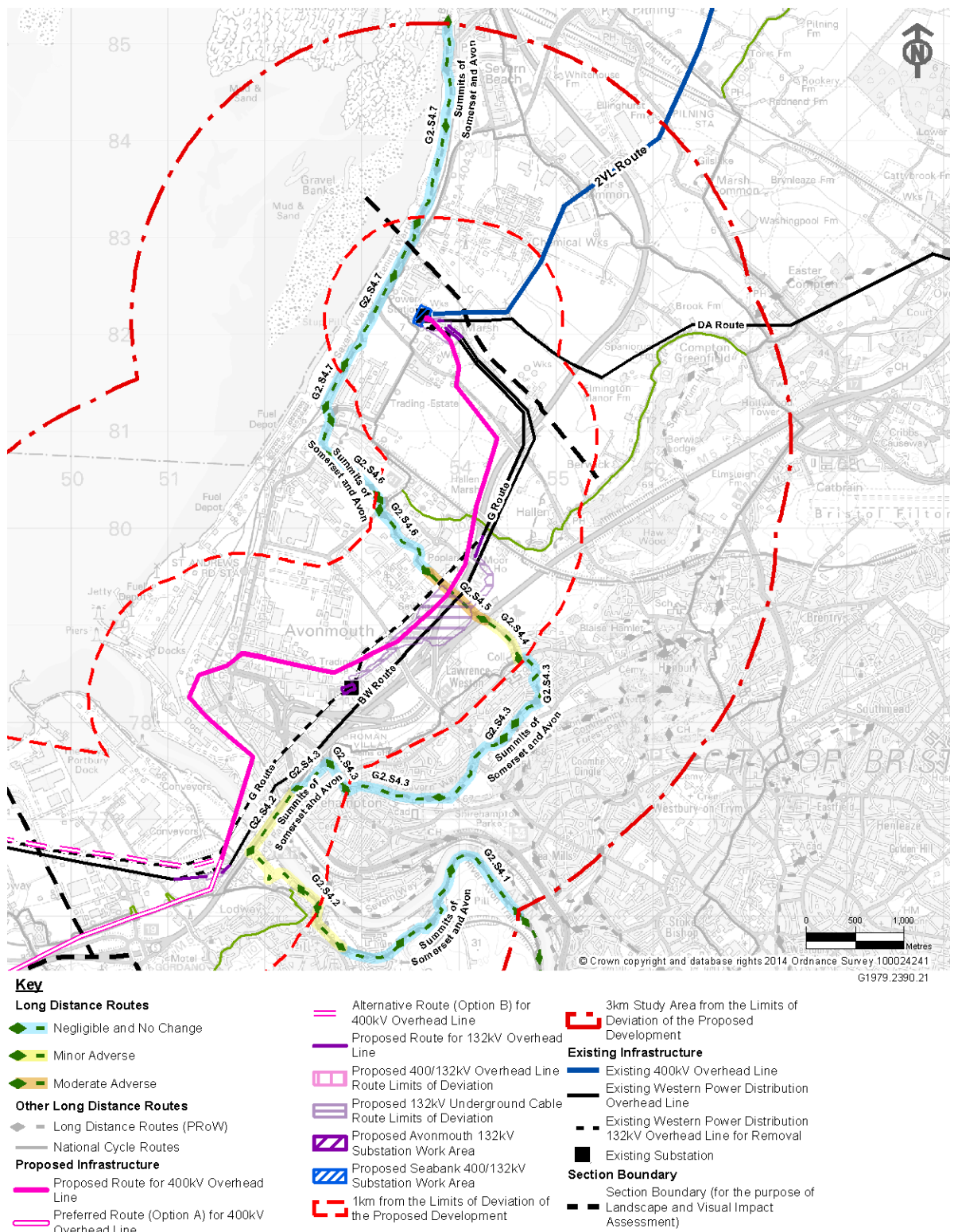


Inset 7.194 (of **Volume 5.7.3, Figure 7.31.6**): Significance of Visual Effects on the Summits of Somerset and Avon Long Distance Route in Section A within the 3km Study Area during Operation



### Construction and Operational Effects – Section G

- 7.5.564 In Section G the Summits of Somerset and Avon LDR is very similar to the Severn Way, apart from at the southern end of the route (within 3km) where it follows a very similar route to the NCR 41, crossing the River Avon and following its southern bank. These assessments are reported below. Given the high sensitivity of users of the Summits of Somerset and Avon and the magnitude of effect on views experienced by route users in Section G which ranges from negligible to moderate adverse, the overall significance of effect during construction and operation would be **minor adverse to negligible** as illustrated in **Inset 7.195**.



Inset 7.195 (of Volume 5.7.3, Figure 7.31.14): Significance of Visual Effects on the Summits of Somerset and Avon Long Distance Route in Section G within the 3km Study Area during Operation

***NCR 33 (part of the Stop Line Way): Assessment of Visual Effects***

- 7.5.565 Route 33 of the National Cycle Network (also part of the Stop Line Way) runs within 3km of the LoD for the Proposed Development in Sections A, B and D and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.20 to 7.14.24**.

**Construction Effects – Sections A and B**

- 7.5.566 In Section A, from the short stretch of Route 33 at Cossington, construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route would have a low adverse magnitude of effect with cranes and at-height working visible above trees and built form, for a short period during construction works.
- 7.5.567 In Section B, construction effects on receptor views from the NCR 33 within 3km of the Proposed Development in Section B are identified below; however these views typically would occur for short lengths along the overall cycle route.
- 7.5.568 During construction, the magnitude of effect on views from NCR 33 within 1km of the LoD for the proposed 400kV overhead line in Section B would be low adverse for most of the route including for a short section that would pass under the proposed 400kV overhead line where oblique views would include the construction of the proposed 400kV overhead line running across Huntspill Moor in particular to the north.
- 7.5.569 There would be a short term adverse magnitude of effect on views where the F Route would be removed from the view in particular where an F Route pylon would be removed from near views adjacent to the cycleway along Burtle Road near Court Farm in Section B.
- 7.5.570 Beyond 1km the magnitude of construction visual effects on cycleway views in Section B would range between low adverse to negligible, with visual effects reducing with distance and where intervening trees provide filtering and screening of the proposed 400kV overhead line.
- 7.5.571 Users of the NCR 33 are of high sensitivity, however the magnitude of effect on views experienced by route users in Sections A and B would generally be no greater than low adverse in Section B and in close proximity to construction works. As a result the overall significance of effect during construction on users of NCR 33 in Sections A and B would be **minor adverse**.

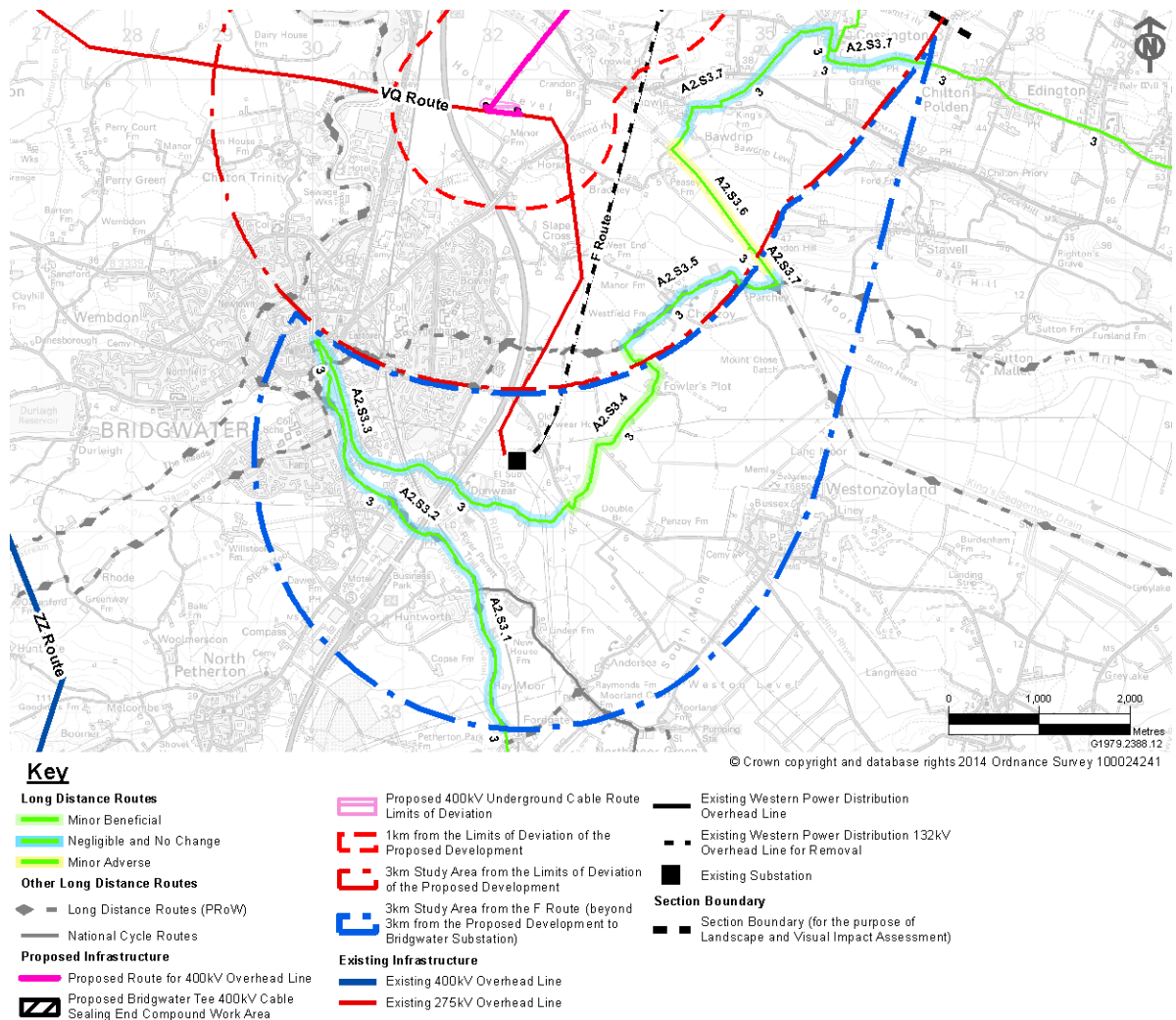
**Construction Effects – Section D**

- 7.5.572 For the two short sections of cycle route 33 in Section D (between 1 and 3km), there would be distant views or no views of the removal of the existing overhead lines and construction of the Proposed Development due to screening from trees, hedgerows and built form. However cranes would be just visible in places, often above trees and built form, for a short period during construction works. Construction effects on receptor views from LDRs within 3km of the Proposed Development are typically for short periods along the overall route. The magnitude of effect during construction would typically be negligible. As a result the overall significance of effect during construction on users of parts of NCR 33 in Section D would be **negligible**.

#### Operational Effects – Sections A and B

- 7.5.573 In Section A during operation the magnitude of effect experienced would be no greater than low adverse with views of the new 400kV overhead line visible above trees and built form and appearing taller in the view. The F Route would be removed from views.
- 7.5.574 Operational effects on receptor views in Section B from NCR 33 within 3km of the LoD for the Proposed Development are identified below; however these views are typically for short periods along the overall route.
- 7.5.575 During operation, the magnitude of effect on views from NCR 33 within 1km of the proposed 400kV overhead line in Section B would be no greater than moderate adverse where oblique views include the proposed 400kV overhead line running across Huntspill Moor particularly to the north. There would be a beneficial effect on views where the F Route overhead line would be removed from the view in particular where an F Route pylon would be removed from near views adjacent to the cycleway along Burtle Road near Court Farm.
- 7.5.576 Beyond 1km from the LoD for the proposed 400kV overhead line in Section B the magnitude of effect on cycleway views would range between low adverse and negligible, with visual effects reducing with distance and where intervening trees provide filtering and screening of the proposed 400kV overhead line.
- 7.5.577 Users of the NCR 33 are of high sensitivity, however the magnitude of effect on views experienced by route users in Sections A and B during operation would generally be low adverse, with a moderate adverse effect experienced in Section B in close proximity to the new 400kV overhead line. As a result the overall significance of effect during operation on users of NCR 33 would generally be **minor adverse** as illustrated in **Inset 7.196**.





Inset 7.196 (of **Volume 5.7.3, Figure 7.31.7**) Significance of Visual Effects on National Cycle Route 33 Stop Line Way Long Distance Route in Section B within the 3km Study Area during Operation

## Operational Effects – Section D

7.5.578 During operation from the majority of the two short sections of the cycle route in Section D (between 1 and 3km) there would be distant views or no views of the 400kV overhead line and the AT Route connection due to screening from trees, hedgerows and built form. Where views are available typically the top of pylons would be just visible, often above trees and built form, for a short period. Receptor views within 3km of the Proposed Development are typically for short periods along the overall route. In Section D the magnitude of effect during operation would typically be negligible. As a result the overall significance of effect during operation on users of parts of the NCR 33 in Section D would be **negligible**.

### ***West Mendip Way (the western section of the Mendip Way): Assessment of Visual Effects***

- 7.5.579 The West Mendip Way runs within 3km of LoD for the Proposed Development within Section C and beyond. Existing views along the route are illustrated on photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.25 to 7.14.30**.

#### Construction Effects – Section C

- 7.5.580 Walkers along the West Mendip Way within 1km of the LoD for the Proposed Development are anticipated to experience a temporary moderate adverse, low adverse or negligible magnitude of effect during construction depending on distance and a combination of intervening trees, hedgerow, built form and landform.
- 7.5.581 Within 1km a moderate adverse magnitude of effect would be experienced where receptors would pass through the route of the proposed underground cables, which would cross Webbington Road by open cut trenching or by HDD. Receptors would pass close to construction activity adjacent to Webbington Road and would pass under temporary protective scaffolding for the removal of the F Route in this location. Cranes (in addition to underground cable works) would be temporarily visible, particularly from the bridge over the M5 motorway, for a short period during the removal of the F Route through the Lox Yeo Valley.
- 7.5.582 Within 1km a temporary low adverse magnitude of effect would be experienced where the West Mendip Way LDR descends Compton Hill (north of Crook Peak) to Barton Road. Views are anticipated to include the proposed construction compound adjacent to this road. People on this LDR running south along Barton Road would also experience views through gaps in roadside hedgerow, along working areas through the Lox Yeo Valley with construction activities clearly visible.
- 7.5.583 Within 1km a negligible magnitude of effect would be experienced by people looking north from Compton Hill due to neither the F Route nor the route of the proposed underground cables being visible due to landform and the position of the wall.
- 7.5.584 Within 1km to the east of the LoD for the Proposed Development distant and elevated views from the West Mendip Way toward the construction of the CSE compound south of the Mendip Hills AONB in Section B would be largely screened by intervening landform and trees and hedgerow. Where proposed construction activities would be visible, construction works typically would form a small part of the distant view to the south across the Somerset Levels in Section B. The magnitude of effect during construction looking south from this part of the LDR would be negligible.
- 7.5.585 Between 1 and 3km west of the LoD for the Proposed Development occasional views south from the West Mendip Way on Loxton Hill are possible towards the lower lying Somerset Levels in Section B as the majority of this route views are enclosed by woodland. These views are typically elevated and backgrounded by the Levels landscape and screened in places by hedgerows and trees. Construction work to remove the F Route in Section B south of the Mendip Hills AONB, and to construct the proposed 400kV overhead line are anticipated to be perceptible in the elevated view resulting in an effect of low adverse magnitude of effect. The construction working area around the proposed CSE compound including any mobile cranes would be perceptible in the view. However this change

would result in a low adverse magnitude of effect as part of the overall expansive view.

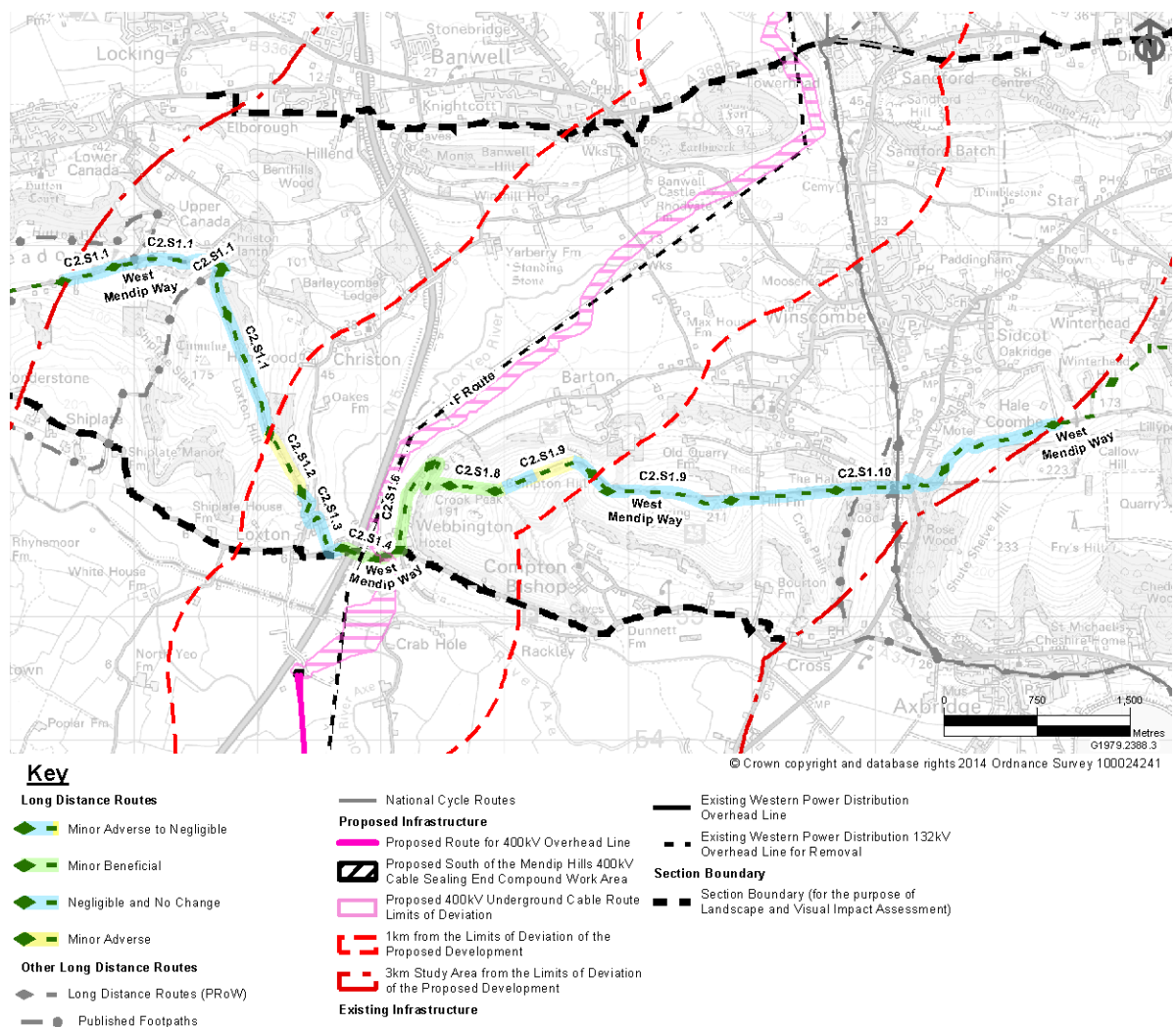
- 7.5.586 Between 1 and 3km to the east of the LoD for the Proposed Development where the West Mendip Way crosses Wavering Down people would experience effects of no greater than a negligible magnitude due to intervening landform in the foreground.
- 7.5.587 Between 1 and 3km west of the LoD for the Proposed Development occasional distant views south from the top of Bleadon Hill are possible towards the lower lying Somerset Levels in Section B. These views are typically oblique elevated and backgrounded by the Levels landscape and screened in places by hedgerows and trees. Construction work to remove the F Route in Section B south of the Mendip Hills AONB, and to construct the proposed 400kV overhead line would be barely perceptible in the oblique and distant elevated view resulting in an effect of negligible significance. The construction working area around the proposed CSE compound including any mobile cranes would be perceptible in the distant view. However this change would result in a low adverse and temporary magnitude of effect, which would be part of the overall expansive view.
- 7.5.588 Given the high sensitivity of users of the West Mendip Way and the magnitude of effect experienced by footpath users which would generally be negligible with only a low and moderate adverse effect experienced for short distances closer to the Proposed Development; the overall significance of effect during construction would generally be **negligible**.

#### Operational Effects – Section C

- 7.5.589 The F Route would be removed to the north across Section C and south across Section B in elevated views from the West Mendip Way on Wavering Down (between 1 and 3km from the LoD for the Proposed Development) and Compton Hill (just within 1km). The magnitude of effect on views would be low adverse looking south to Section B where the proposed 400kV overhead line would be visible in the distance, and low beneficial looking north across Section C where the F Route would be removed from the view.
- 7.5.590 Further west on the West Mendip Way and within 1km of the LoD for the Proposed Development the footpath changes direction south down to the Lox Yeo Valley and Barton Road. Occasional glimpsed views would be available up and down the valley with the removal of the F Route resulting in a beneficial effect in views as illustrated in **Inset 7.197**.
- 7.5.591 Within 1km and near the settlement of Loxton the footpath changes direction to run north up Loxton Hill, where there are isolated areas of open elevated views east towards Crook Peak. These views extend across rolling pasture and mature trees on lower ground between hillside woodland, and include Barton on the lower valley slopes in the distance. A low beneficial magnitude of effect would be experienced by receptors where the F Route would be removed from views along the valley and the route of the 400kV underground cables would not be perceptible. This benefit would be isolated to elevated sections.
- 7.5.592 Between 1 and 3km from the LoD for the Proposed Development on Loxton Hill where views can be obtained the magnitude of effect would be negligible due to the Proposed Development being barely perceptible in the view. Views from the West

Mendip Way footpath along the top of Bleadon Hill are possible towards the Proposed Development on the lower lying Levels in the south. The proposed 400kV overhead line would be glimpsed and barely perceptible, backgrounded by the expansive Levels landscape. Views are screened in places by hedgerows and trees. The proposed CSE compound adjacent the M5 motorway is anticipated to be obscured in most views by the western slopes of Loxton Hill and by hillside woodland. The proposed 400kV overhead line across the Somerset Levels landscape to the south in this view would result in a barely perceptible or negligible magnitude of effect in the long distance panoramic view.

- 7.5.593 Users of the West Mendip Way are of high sensitivity and the magnitude of effect experienced by footpath users during operation would generally be negligible with low beneficial effects experienced on short sections of the route mainly within 1km. As a result overall there would be a **negligible** significance of effect on views experienced by receptors along the West Mendip Way LDR during operation, due to the majority of the route having limited and or distant views.



Inset 7.197 (of Volume 5.7.3, Figure 7.31.8): Significance of Visual Effects on the West Mendip Way Long Distance Route in Section C within the 3km Study Area during Operation



***Bleadon Hill Wild Walk 3 (published by the Mendip Hills AONB): Assessment of Visual Effects***

- 7.5.595 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 Slait and turning west towards the village of Bleadon and north back to the finish. The eastern half of this circular walk is within 3km of the LoD for the Proposed Development and is predominantly in Section C, with a small part of the route in Section B to the south. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figures 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.31**.

Construction Effects – Sections B and C

- 7.5.596 Construction works associated with the installation of proposed 400kV underground cables, removal of the F Route and construction of the proposed 400kV overhead line and South of Mendip Hills CSE compound would be screened by landform and intervening vegetation in the majority of views from this published route.
- 7.5.597 Where long distance views extend southeast and east from this published route down into and along the Lox Yeo Valley, the installation of proposed 400kV underground cables would be perceptible in a small proportion of the overall view. Visual effects of low adverse magnitude are anticipated in these views from a short section of this published route. Visual effects in views from this section of Wild Walk 3 would be the same as those experienced by the West Mendip Way long distance route in this location (see photograph C2.S1b).
- 7.5.598 From Shiplate Road views open up to the southeast allowing distant views across the Somerset Levels and Moors. The M5 motorway is perceptible with the F Route partially visible beyond. Persons on this short section of the published route would experience a low adverse magnitude of effect where at-height works to dismantle the F Route would be partially visible for the short-term.
- 7.5.599 Although users of this published route are of high sensitivity, given the generally negligible magnitude of effect on views during construction, overall a **negligible** significance of effect on views would be experienced.

Operational Effects – Sections B and C

- 7.5.600 Views from Wild Walk 3 typically are screened by landform and or by trees resulting in a negligible magnitude of effect.
- 7.5.601 On completion, the reinstated and reseeded underground cables swathe would be perceptible in limited long distance views southeast and east into and along the Lox Yeo Valley (see photograph C2.S1b). In the short-term grassland and in-situ replacement hedgerow would have become established and the cables swathe would be less perceptible in the view in the short and medium-term.
- 7.5.602 The F Route would be removed from views from short sections of this published route, resulting in a low beneficial magnitude of effect at these locations.
- 7.5.603 Although users of this published route are of high sensitivity, given the generally negligible magnitude of effect on views during operation, overall a **negligible** significance of effect on views would be experienced.

***Kings Wood Wild Walk 7 (published by the Mendip Hills AONB): Assessment of Visual Effects***

- 7.5.604 This is a 2.5 mile or 4km circular published 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 back to the car park. The northern half of this circular walk is within 3km of the LoD for the Proposed Development. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figures 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.32 to 7.14.33**.

Construction Effects – Section C

- 7.5.605 From the majority of this published route there would be no views of the F Route removal or the installation of proposed 400kV underground cables. Views from the high point of the walk north of the West Mendip Way would comprise at-height works for a short period of time during the removal of the F Route partly visible on the lower slopes of Banwell Hill. Underground cable works would not be visible due to heavy filtering by intervening trees and hedgerow. The construction of the proposed 400kV overhead line in Section B would be barely perceptible within long distance views southwest.
- 7.5.606 Although users of this published route are of high sensitivity, given the generally negligible magnitude of effect on views during construction, overall a **negligible** significance of effect on views would be experienced.

Operational Effects – Section C

- 7.5.607 During operation, the F Route would be removed from long distance views north at certain elevated points along this published route. This would result in a low beneficial magnitude of effect at these locations.
- 7.5.608 The proposed 400kV overhead line would be introduced into a very small proportion of distant views southwest into Section B. A negligible magnitude of effect would be experienced as the proposed 400kV overhead line would be barely perceptible in the view.
- 7.5.609 Users of this published route are of high sensitivity and the magnitude of effect on views during operation would mainly be negligible. As a result overall a **negligible** significance of effect on views would be experienced.

***Strawberry Line: Assessment of Visual Effects***

- 7.5.610 The Strawberry Line runs within 3km of the Proposed Development within Sections C and D. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.34 to 7.14.42**.

Construction Effects – Section C

- 7.5.611 The Strawberry Line shares the same route as NCR 26 in Section C and runs within 1km of the Proposed Development along the western edge of Sandford and along part of the western edge of Winscombe. Views from this part of the route are typically filtered or screened by trees and scrub, although some views are possible from the edge of Sandford Batch, where at height construction operations would be

partially visible on higher ground between Banwell Hill and Sandford Hill. Views on the underground cable work are heavily screened by intervening trees and hedgerows on field boundaries. There are also direct views looking west across open fields towards the F Route along the mid-section of the Strawberry Line, in these views the F Route is partly backgrounded by Banwell Hill and partly visible against the sky. The magnitude of effect would be no greater than low adverse during construction on this part of the route.

- 7.5.612 In the southern sections of the Strawberry Line (and NCR 26) in Section C, between 1 and 3km from the LoD for the Proposed Development, there are glimpsed views through gaps in the hedgerows and at height works to the F Route would be visible but backgrounded by Banwell Hill. Heading further south views become more limited due to tall hedgerows alongside the Strawberry Line obscuring views west. In these sections the magnitude of effect during construction would be negligible. Effects on views would be negligible due to distance and screening by landform and vegetation along the former railway embankments.
- 7.5.613 Although users of the Strawberry Line are of high sensitivity, the magnitude of effect on views during construction in Section C would be no greater than low adverse, resulting in a **minor adverse** significance of effect on views on this section of the route.

#### Construction Effects – Section D

- 7.5.614 In many places in Section D there would be distant views or no views of the removal of the existing overhead lines and construction of the Proposed Development due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during construction works. Construction effects on receptor views from the Strawberry Line within 3km of the Proposed Development are typically for short periods along the overall route.
- 7.5.615 In Section D the majority of the Strawberry Line is shared with NCR 26 and is within 1km or just beyond 1km of the Proposed Development. Receptor views vary depending on tree and hedgerow cover along the route and typically the magnitude of effect on views would be low adverse, with a moderate adverse magnitude of effect experienced where the route passes close to work areas at Drove Way Bridge. Receptors would have filtered or glimpsed open views of construction operations for the proposed Sandford Substation and further northeast across pastoral farmland towards at-height working to construct the proposed 400kV overhead line and operations to remove the F Route.
- 7.5.616 The effects on views experienced by high sensitivity users of the Strawberry Line in Section D during construction would typically be of **minor adverse** significance, with effects of **moderate adverse** significance experienced on a very short section of the route where it passes adjacent to the proposed Sandford Substation.

#### Overall Construction Effects – Sections C and D

- 7.5.617 Overall during construction, walkers using the Strawberry Line LDR in Sections C and D would generally experience a change in views of no greater than **minor adverse** significance, with a **moderate adverse** significance of effect experienced

on a very short section of the route on Drove Way Bridge in Section D adjacent to Sanford Substation.

#### Operational Effects – Section C

- 7.5.618 In Section C, the Strawberry Line LDR runs within 1km of the Proposed Development along the western edge of Sanford and along part of the western edge of Winscombe. Views from this part of the route are typically filtered or screened by trees and scrub, although some views are possible from the edge of Sanford Batch. The F Route would be removed in these views resulting in a low beneficial magnitude of effect at these locations. Along the majority of the route in Section C operational effects on views from the Strawberry Line would be negligible due to distance and screening by landform and vegetation along the former railway embankments.
- 7.5.619 Given the high sensitivity of users and the generally negligible magnitude of effect on views, overall the significance of effect during operation in Section C would generally be **negligible**.

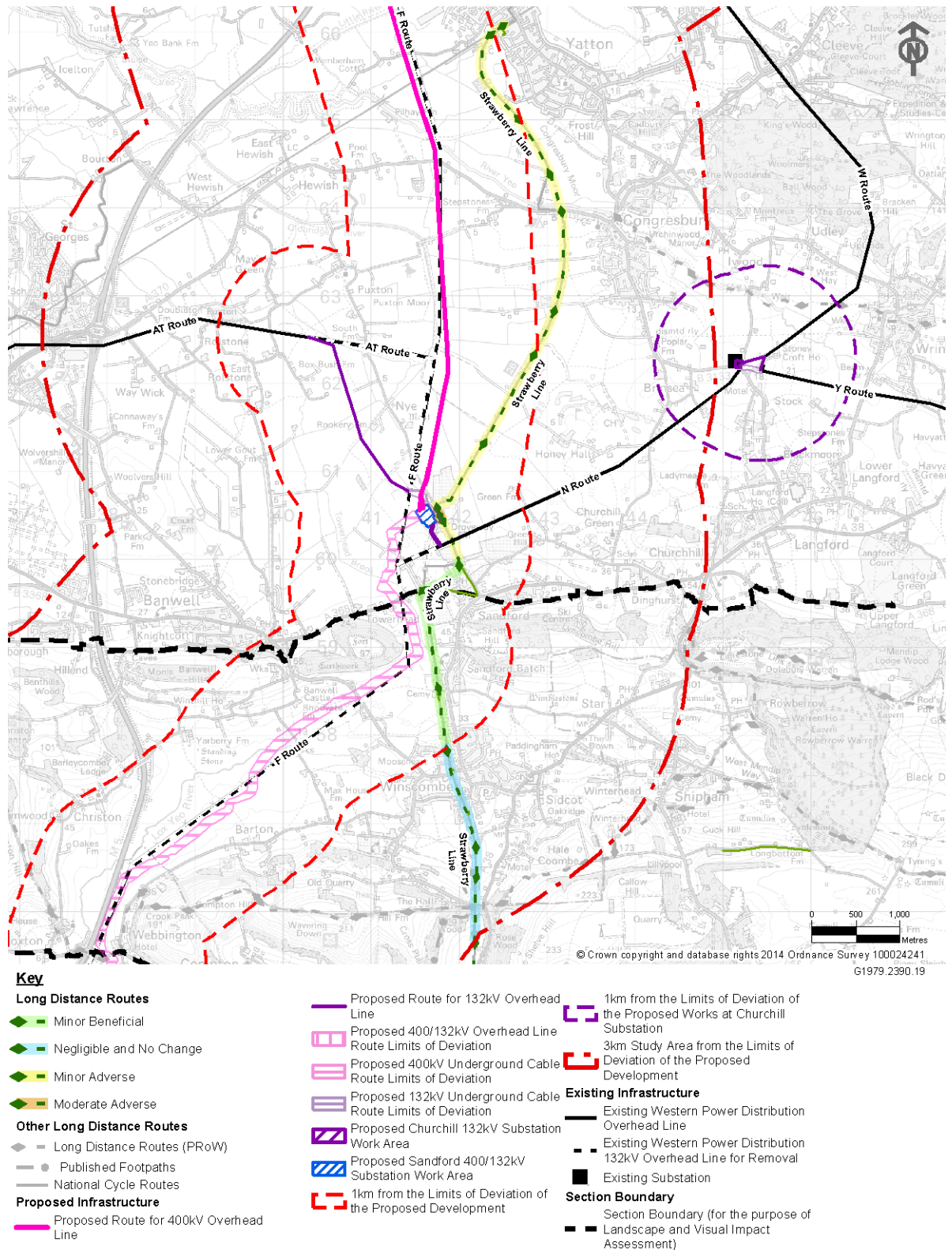
#### Operational Effects – Section D

- 7.5.620 In Section D the majority of the Strawberry Line is within 1km or just beyond 1km of the Proposed Development. Receptor views vary depending on tree and hedgerow cover along the route and typically a magnitude of effect on views ranging from low adverse to negligible would be experienced, with a moderate adverse magnitude of effect for a short section where the route would pass close to the proposed Sanford Substation on Drove Way Bridge. Receptors typically would have filtered or glimpsed views of Sanford Substation and across pastoral farmland towards the proposed 400kV overhead line.
- 7.5.621 The effects on views experienced by high sensitivity users of the Strawberry Line in Section D during operation typically would be of **minor adverse** significance, with effects of **moderate adverse** significance experienced on a very short section where the route would pass close to the Proposed Development on Drove Way Bridge.

#### Overall Operational Effects – Sections C and D

- 7.5.622 Overall during operation, walkers using the Strawberry Line in Sections C and D would generally experience a change in views of no greater than **minor adverse** significance. There would be a **moderate adverse** significance of effect experienced on a short section of the route in Section D on Drove Way Bridge close to the Proposed Development as illustrated in **Inset 7.198**.





Inset 7.198 (of Volume 5.7.3, Figure 7.31.9): Significance of Visual Effects on the Strawberry Line Long Distance Route in Sections C and D within the 3km Study Area during Operation

### ***NCR 26: Assessment of Visual Effects***

- 7.5.623 NCR 26 runs within 3km of the Proposed Development in Sections C, D, F and G. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.34 to 7.14.42**.

#### Construction Effects – Section C

- 7.5.624 In Section C, NCR 26 runs along the same route as the Strawberry Line within 1km of the LoD for the Proposed Development along the western edge of Sandford and part of the western edge of Winscombe. Views from this part of the route are typically filtered or screened by trees and scrub, although some views are possible from the edge of Sandford Batch, where construction operations would be partially visible on higher ground between Banwell Hill and Sandford Hill. Effects on views would be no greater than low adverse magnitude of effect, given the generally filtered views across the Lox Yeo Valley along this route. Ground level construction would be screened by intervening trees.
- 7.5.625 Further south in Section C, between 1 and 3km from the LoD for the Proposed Development, there are glimpsed views through gaps in the hedgerows and at height works to the F Route would be visible but backgrounded by Banwell Hill. Further south again views become more limited due to tall hedgerows alongside the Strawberry Line obscuring views west. In these sections the magnitude of effect during construction would be negligible. Effects on views would be negligible due to distance and screening by landform and vegetation along the former railway embankments.
- 7.5.626 Although users of this NCR are of high sensitivity, the magnitude of effect on views during construction in Section C would be no greater than low adverse, resulting in a **minor adverse** significance of effect on views overall on this section of the route.

#### Construction Effects – Section D

- 7.5.627 In many places in Section D there would be distant views or no views of the removal of the F Route, part of the N Route and the AT Route and construction of the Proposed Development due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during construction works. Construction effects on receptor views from LDRs within 3km of the Proposed Development are typically for short periods along the overall route.
- 7.5.628 In Section D the majority of NCR 26 is within 1km or just beyond 1km of the Proposed Development. NCR 26 follows the Strawberry Line to Yatton where it continues north. Receptor views vary depending on tree and hedgerow cover along the route and typically a magnitude of effect on views ranging from low adverse to negligible would be experienced, with a moderate adverse magnitude of effect for a short section on Drove Way Bridge where the route would pass close to the work areas for Sandford Substation. Receptors would have filtered or glimpsed views of construction operations for the proposed Sandford Substation and further northeast across pastoral farmland they would have views towards at-height working to construct the proposed 400kV overhead line and operations to remove the F Route.

- 7.5.629 The effects on views experienced by high sensitivity NCR 26 users in Section D during construction would typically be of low adverse magnitude, with effects of moderate adverse and negligible magnitude experienced in places. This would result in predominantly **minor adverse** significance of effect on views. Effects on views of **moderate adverse** significance would be experienced for a short section of the route on Drove Way Bridge where it would pass close to work areas for Sandford Substation.

#### Overall Construction Effects – Sections C and D

- 7.5.630 Overall during construction, cyclists using the NCR26 in Sections C and D would generally experience a change in views of no greater than **minor adverse** significance. There would be a **moderate adverse** significance of effect experienced on a very short section of the route on Drove Way Bridge in Section D close to the Proposed Development.

#### Construction Effects of Preferred Route (Option A) – Section F

- 7.5.631 Within 1km construction effects on views along NCR 26 typically would range from moderate adverse to low adverse to negligible magnitude during the construction of the preferred route (Option A). A minor and moderate adverse magnitude of effect would be experienced where the route would pass under the F Route and W Route removal and close to the 132kV underground cables route works.
- 7.5.632 Between 1 and 3km and along the eastern section of Sheepway the magnitude of effect on views from NCR 26 along Sheepway during the construction of preferred route (Option A) would be negligible due to distance and screening by properties throughout Portbury Wharf and Sheepway.
- 7.5.633 For preferred route (Option A), given that users of NCR 26 are of high sensitivity and that the magnitude of effect on views during construction in Section F would generally be low adverse, overall the significance of effect on views would generally be **minor adverse** with a **moderate adverse** significance of effect experienced for a short section near Sheepway Bridge.

#### Construction Effects of Alternative Route (Option B) – Section F

- 7.5.634 Within 1km the magnitude of effect on views along Cycle Route 26 during the construction of alternative route (Option B) would range from moderate adverse to low adverse to negligible depending on distance from the proposed 400kV overhead line and 132kV underground cables route. A minor and moderate adverse magnitude of effect would be experienced where the route would pass under the F Route and W Route removal and close to the proposed 400kV overhead line and 132kV underground cables route works.
- 7.5.635 Between 1 and 3km and along the eastern section of Sheepway the magnitude of effect on views from NCR 26 along Sheepway during the construction of the proposed 400kV overhead line on alternative route (Option B) would be negligible due to distance and screening by properties throughout Portbury Wharf and Sheepway.
- 7.5.636 For alternative route (Option B), given that users of NCR 26 are of high sensitivity and that the magnitude of effect on views during construction in Section F would

range from negligible to moderate adverse, overall the significance of effect on views would generally be **minor adverse**.

#### Construction Effects of Preferred Route (Option A) – Section G

- 7.5.637 NCR 26 runs through Section G within the 1km boundary. The proposed 400kV overhead line on the preferred route (Option A) would have a moderate adverse magnitude of effect on footpath users' views as the overhead line would be parallel and in close proximity to receptors.
- 7.5.638 For preferred route (Option A), given that users of the NCR are of high sensitivity and that the magnitude of effect on views during construction in Section G would generally be moderate adverse, overall the significance of effect on views would be **moderate adverse**.

#### Construction Effects of Alternative Route (Option B) – Section G

- 7.5.639 The proposed 400kV overhead line on the alternative route (Option B) would have a low adverse to negligible magnitude of effect for the majority of NCR 26 in Section G. A low adverse magnitude of effect would be experienced at the eastern end of the cycle route where there would be views of the overhead line crossing the River Avon.
- 7.5.640 For alternative route (Option B), given that users of the NCR are of high sensitivity and that the magnitude of effect on views during construction in Section G would generally be negligible, overall the significance of effect on views would be **minor adverse to negligible**.

#### Overall Construction Effects of Preferred Route (Option A) – Sections F and G

- 7.5.641 For preferred route (Option A), overall during construction cyclists using NCR 26 in Sections F and G would experience a significance of effect on views no greater than **moderate adverse**.

#### Overall Construction Effects of Alternative Route (Option B) – Sections F and G

- 7.5.642 For alternative route (Option B), overall during operation cyclists using NCR 26 in Sections F and G would generally experience a significance of effect on views of no greater than **minor adverse**. There would be a **moderate adverse** significance of effect experienced on a short section of the route in Section F close to the Proposed Development.

#### Operational Effects – Section C

- 7.5.643 In Section C, the NCR 26 runs within 1km of the Proposed Development along the western edge of Sandford and along part of the western edge of Winscombe. Views from this part of the route are typically filtered or screened by trees and scrub, although some views are possible from the edge of Sandford Batch, where the F Route is partly visible in the distance between Banwell Hill and Sandford Hill. On completion the F Route would be removed in views from these locations resulting in a low beneficial magnitude of effect. Elsewhere and on the majority of NCR 26 in Section C operational effects on views would be of negligible magnitude due to distance and screening by landform and vegetation along the former railway embankments.



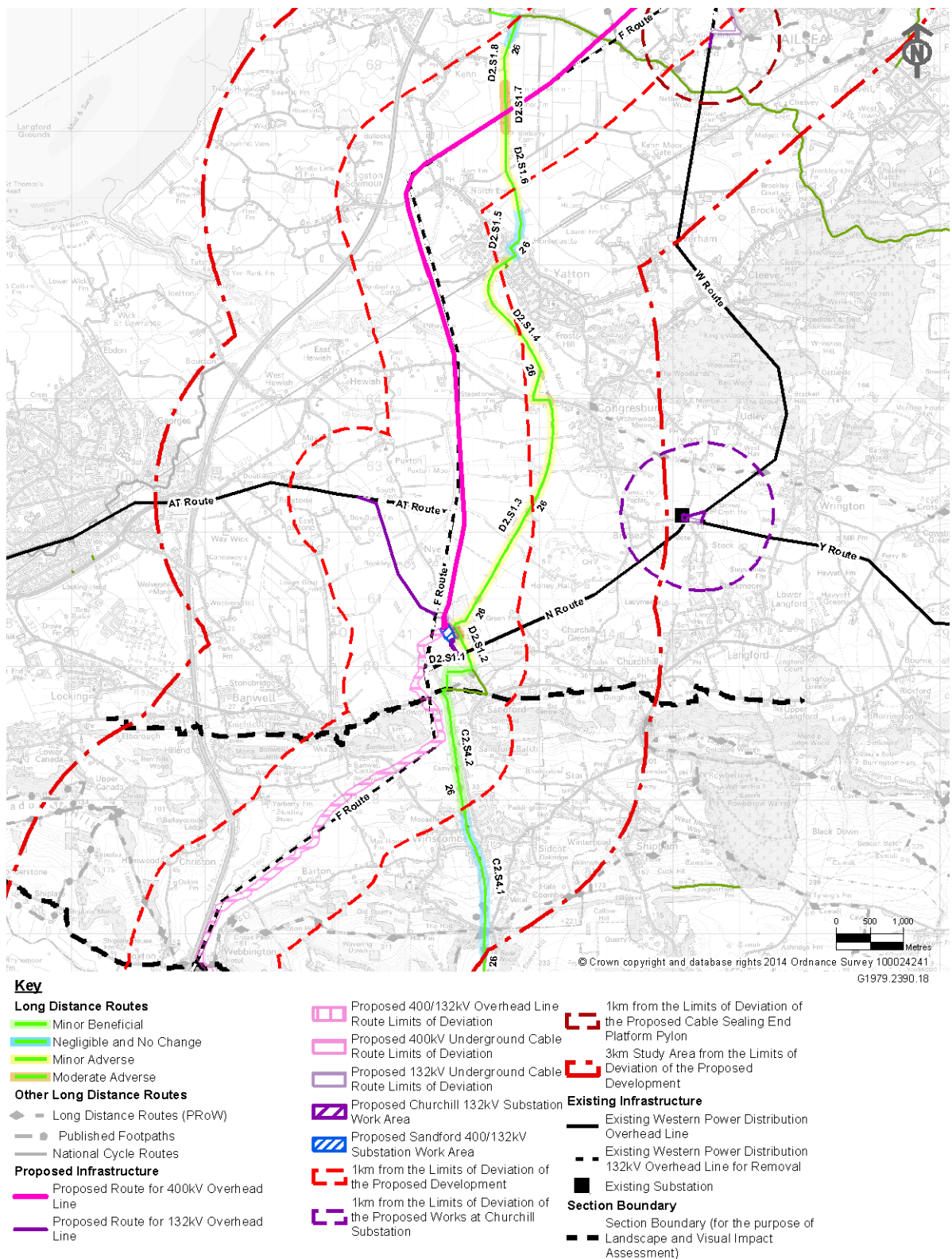
- 7.5.644 Given the high sensitivity of cyclists using NCR 26 and the generally negligible or low beneficial magnitude of effect on views, overall the significance of effect during operation in Section C would generally be **low beneficial to negligible**.

#### Operational Effects – Section D

- 7.5.645 In Section D the majority of NCR 26 is within 1km or just beyond 1km of the LoD for the Proposed Development. NCR 26 follows the Strawberry Line to Yatton where it continues north. Receptor views vary depending on tree and hedgerow cover along the route and generally a low adverse magnitude of effect on views would be experienced at most, with a moderate adverse magnitude of effect for a short section on Drove Way Bridge where the route would pass close to the proposed Sandford Substation. Receptors typically would have filtered or glimpsed views of Sandford Substation and across pastoral farmland towards the 400kV overhead line.
- 7.5.646 The significance of effect on views experienced by high sensitivity NCR 26 users in Section D during operation would predominantly be **minor adverse**, with effects of **moderate adverse** significance experienced on a short section on Drove Way Bridge close to the Proposed Development.

#### Overall Operational Effects – Sections C and D

- 7.5.647 Overall during operation (as illustrated in **Inset 7.199**), cyclists using NCR 26 in Sections C and D would generally experience a change in views of no greater than **minor adverse** significance. There would be a **moderate adverse** significance of effect experienced on very short sections of the route in Section D close to the Proposed Development.



Inset 7.199 (of Volume 5.7.3, Figure 7.31.8): Significance of Visual Effects on National Cycle Route 26 Long Distance Route in Sections C and D within the 3km Study Area during Operation

### Operational Effects of Preferred Route (Option A) – Section F

- 7.5.648 In Section F during operation the magnitude of effect on views along Cycle Route 26 within 1km of preferred route (Option A) would range between low adverse, negligible and low beneficial depending on proximity to the F Route and W Route removal and anticipated views of the new 400kV overhead line.
- 7.5.649 During operation, effects on views through Portbury Wharf between 1 and 3km and along Sheepway within 1km of the proposed 400kV overhead line on preferred route (Option A) would be of negligible magnitude due to distance and screening by properties.
- 7.5.650 For preferred route (Option A), given that users of the NCR are of high sensitivity and that the magnitude of effect on views during construction in Section F would range between low adverse and low beneficial, but generally be negligible, overall the significance of effect on views would be **minor beneficial to negligible**.

### Operational Effects Alternative Route (Option B) – Section F

- 7.5.651 Effects on views along Cycle Route 26 within 1km and between 1 and 3km during the operation of alternative route (Option B) would generally be of a negligible magnitude, with low and moderate adverse magnitude of effect on views experienced for the short section of the route which runs close to and beneath the proposed 400kV overhead line conductors. As a result high sensitivity users of NCR 26 would experience a **minor adverse to negligible** significance of effect on views.

### Operational Effects of Preferred Route (Option A) – Section G

- 7.5.652 The proposed 400kV overhead line on the preferred route (Option A) would have a moderate adverse magnitude of effect on users' views where the overhead line would be parallel and in close proximity to receptors. At the river crossing receptors would have views of the proposed 400kV overhead line crossing the river on pylons of a slightly reduced height to the existing overhead line with the proposed 400kV overhead line visible on the northern river bank on the edge of Avonmouth. The proposed 400kV overhead line would cross the BW Route close to PRoW LA8/67 and a very short section of the BW Route would be replaced with underground cables. Two new 132kV pylons on the BW Route and a single 400kV pylon would be close together in views.

For preferred route (Option A), given that users of the NCR are of high sensitivity and that the magnitude of effect on views during operation in Section G would be moderate adverse, overall the significance of effect on views would be **moderate adverse**.

### Operational Effects of Alternative Route (Option B) – Section G

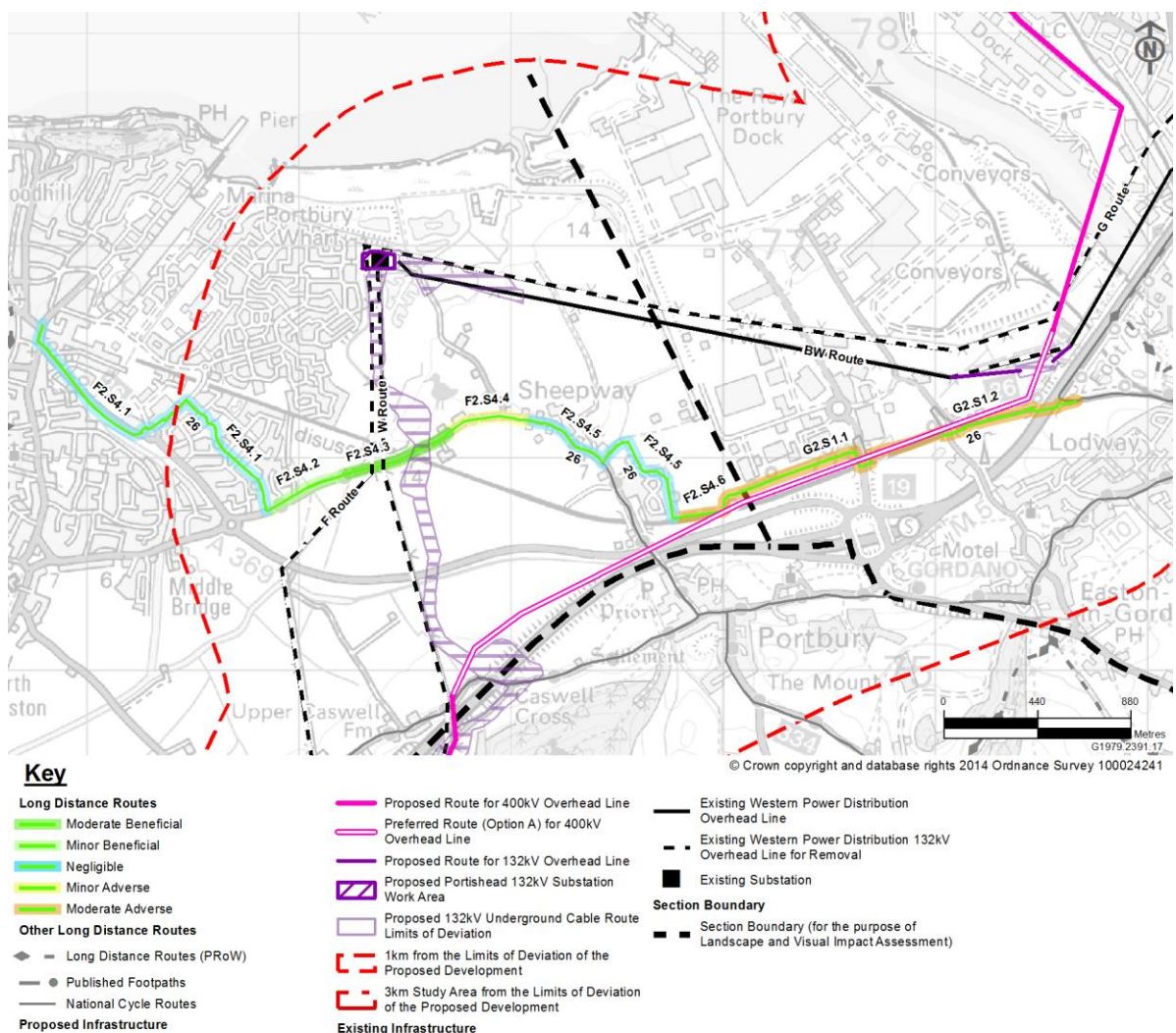
- 7.5.653 The proposed 400kV overhead line on the alternative route (Option B) would have a negligible magnitude of effect for the majority of the cycle route in Section G (along the disused railway line to the west on PRoW LA8/66). Further east on LA8/67 and LA8/68 the proposed 400kV overhead line would be visible north of the BW Route and parallel and there would be views of the overhead line crossing the River Avon, resulting in a low adverse magnitude of effect for this short section of NCR 26.



7.5.654 For alternative route (Option B), given that users of the NCR are of high sensitivity and that the magnitude of effect on views during operation in Section G would generally be low adverse to negligible, overall the significance of effect on views would be **minor adverse to negligible**.

#### Overall Operational Effects of Preferred Route (Option A) – Sections F and G

7.5.655 During operation high sensitivity users of NCR 26 in Sections F and G would experience a magnitude of effect on views ranging between low beneficial, negligible, low adverse and moderate adverse. As illustrated in **Inset 7.200**, for the majority of the route the significance of effect on views would be no greater than **minor adverse**, however there would be a **moderate adverse** significance of effect experienced on the section of the route in Section G close to the Proposed Development.

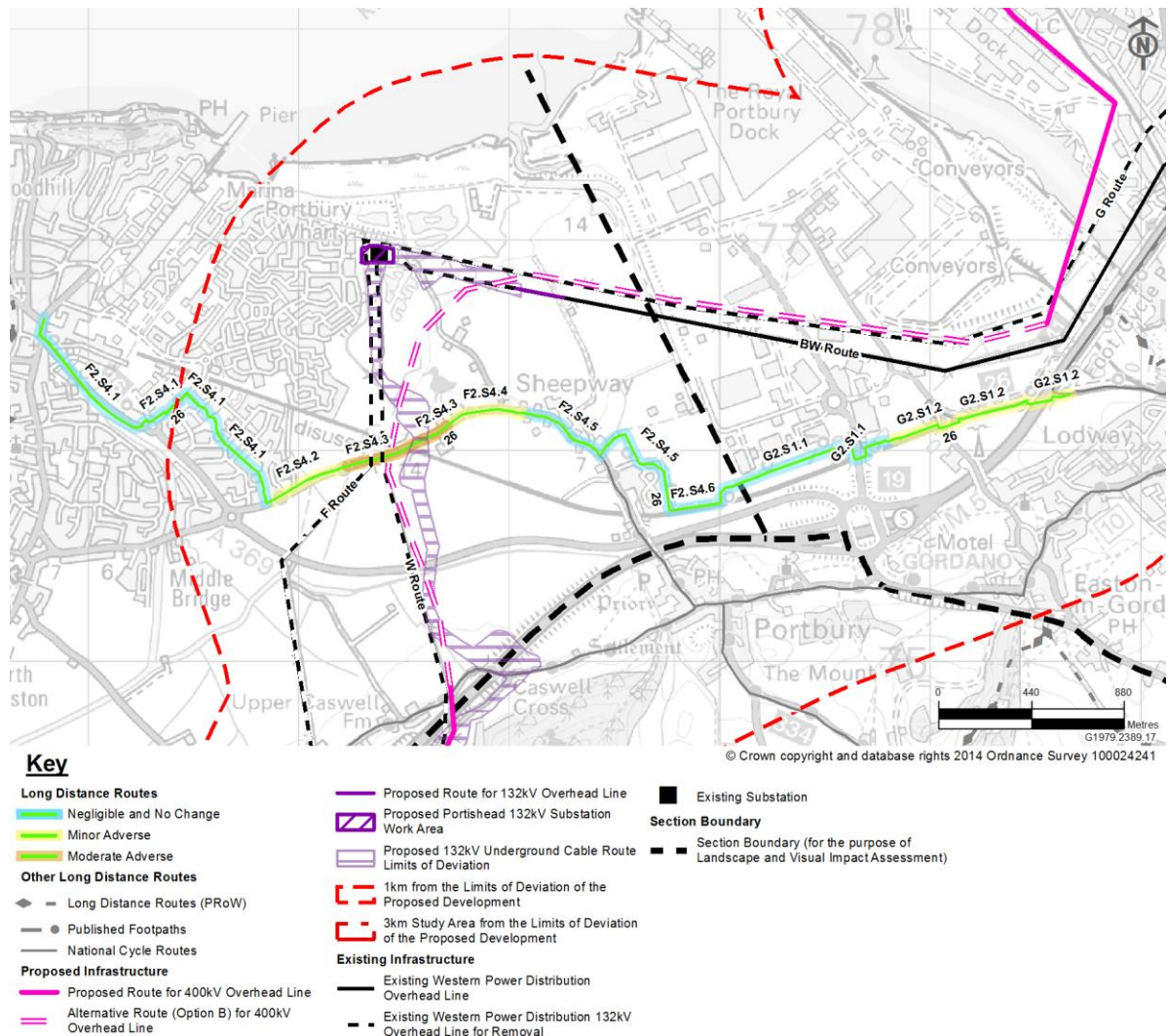


Inset 7.200 (of **Volume 5.7.3, Figure 7.31.12**): Significance of Visual Effects on National Cycle Route 26 Long Distance Route in Sections F and G on preferred route (Option A) within the 3km Study Area during Operation



## Overall Operational Effects of Alternative Route (Option B) – Sections F and G

7.5.656 For alternative route (Option B), overall during operation cyclists using NCR 26 in Sections F and G would generally experience a change in views of **minor adverse to negligible** significance as illustrated in **Inset 7.201**.



Inset 7.201 (of **Volume 5.7.3, Figure 7.31.13**): Significance of Visual Effects on National Cycle Route 26 Long Distance Route in Sections F and G on alternative route (Option B) within the 3km Study Area during Operation

### ***Two Rivers Way: Assessment of Visual Effects***

- 7.5.657 Two Rivers Way runs within 3km of the LoD for the proposed 400kV overhead line and within 1km of the proposed works at Churchill Substation in Section D. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.43 to 7.14.44**.

#### Construction Effects – Section D

- 7.5.658 Two Rivers Way LDR typically would experience effects of negligible magnitude during construction. Construction work would be a barely perceptible element in views which include the N Route and W Route and infrastructure at Churchill Substation. Ground level operations would generally be screened by intervening trees and hedgerows. Although users of the LDR are of high sensitivity, given the negligible magnitude of effect, the significance of effect during construction would also be **negligible**.

#### Operational Effects – Section D

- 7.5.659 Given the restricted nature of views from Two Rivers Way LDR and the N Route and W Route and infrastructure at Churchill Substation, during operation the magnitude of effect would be negligible. As a result the significance of effect during operation would also be **negligible**.

### ***NCR 410 (The Avon Cycleway): Assessment of Visual Effects***

- 7.5.660 NCR 410 runs through Sections D, E, F and G within 3km of the LoD for the Proposed Development and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.45 to 7.14.53**

#### Construction Effects – Section D

- 7.5.661 During construction works in Section D, typically a negligible magnitude of effect on views would be experienced by receptors using NCR 410 where it runs through Section D between 1 and 3km from the Proposed Development. Within 1km of the Proposed Development typically a low adverse magnitude of effect on views would be experienced by receptors using NCR 410. Receptors would have distant views across the moors towards construction works with cranes visible above trees. In places views would be screened by trees, hedges, landform and buildings. For a short section a moderate adverse magnitude of effect on views would be experienced where the cycle route would pass through work areas and under temporary scaffolding for the Proposed Development along Nailsea Wall, between West End and Kenn. At this point there would also be views of construction activity across Kenn Moor to the south and Nailsea Moor to the north.
- 7.5.662 Although cyclists are of high sensitivity, given the typically low adverse or negligible magnitude of effect on views in Section D during construction, the significance of effect on views would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect experienced for a very short section close to working areas.

### Construction Effects of Preferred Route (Option A) – Section E

- 7.5.663 In Section E the cycle route passes along Caswell Lane and the High Street in Portbury between the M5 motorway and the A369 Martcombe Road.
- 7.5.664 On the preferred route (Option A) receptors in Section E would experience a moderate adverse and low adverse magnitude of effect on views over hedgerows where construction operations along the new 400kV overhead line would be visible beyond but running parallel to the M5 motorway. From Caswell Lane there would also be views of the 132kV underground cables route construction, erection of the 400kV overhead line and removal of the W Route and the F route on the slopes of Tickenham Ridge and across Clapton Moor.
- 7.5.665 Given the high sensitivity of route users in Section E and the predominantly moderate or low adverse magnitude of effect on views anticipated during construction, overall a **minor adverse** significance of effect on views would be experienced with a **moderate adverse** significance of effect for a short section.

### Construction Effects of Alternative Route (Option B) – Section E

- 7.5.666 On the alternative route (Option B) cycle route users in Section E would experience a magnitude of effect on views ranging from low adverse to negligible with a short section of moderate adverse effect where receptors pass close to work areas. Views to the southwest on the slopes of Tickenham Ridge would be the same as those for the preferred route (Option A), however further west along NCR 410 views would be restricted to at-height working along the 400kV overhead line glimpsed above trees across Clapton Moor.
- 7.5.667 Given the high sensitivity of route users in Section E and part of G and the predominantly low adverse magnitude of effect on views anticipated during construction, overall a **minor adverse to negligible** significance of effect on views would be experienced.

### Construction Effects of Preferred Route (Option A) – Section F

- 7.5.668 Within 1km of the LoD for the Proposed Development effects on views from NCR 410 during construction would range from moderate to low adverse to negligible magnitude. Low to moderate adverse effects would be experienced close to the Proposed Development and negligible effects elsewhere where intervening built form obscures views.
- 7.5.669 Between 1 and 3km the change to views looking northeast and east on NCR 410 along Caswell Lane would generally be of a negligible magnitude. There would be occasional glimpses of construction activity over vegetation and landform in oblique views looking east. Mature hedgerows and trees generally filter or screen views.
- 7.5.670 Within 1km of the Proposed Development views would include at-height works and working areas visible on the southern slopes of Tickenham Ridge and across Clapton Moor above trees and hedgerows constructing the proposed 132kV underground cables and removing the F Route and W Route. This would include a short section where work operations would be closer to receptors in a moderate proportion of views where temporary scaffolding would be required over Caswell Lane and receptors would pass under the F Route removal works.

- 7.5.671 For preferred route (Option A), given the high sensitivity of route users in Section F and the predicted magnitude of effect on views during construction ranging from moderate adverse to negligible, overall the significance of effect on views experienced would generally be **negligible** with a **minor adverse** and **moderate adverse** significance of effect experienced on short sections close to the Proposed Development.

Construction Effects of Alternative Route (Option B) – Section F

- 7.5.672 Within 1km of the LoD for the proposed 400kV overhead line on alternative route (Option B) effects on views from NCR 410 would range from moderate to low adverse to negligible magnitude during construction with a short section of moderate adverse magnitude. Low to moderate adverse effects would be experienced close to the Proposed Development and negligible effects elsewhere where intervening built form obscures views.
- 7.5.673 Between 1 and 3km the change to views looking northeast and east on NCR 410 along Caswell Lane would generally be of a negligible magnitude. There would be occasional glimpses of construction activity over vegetation and landform in oblique views looking east. Mature hedgerows and trees generally filter or screen views.
- 7.5.674 For alternative route (Option B), given the high sensitivity of route users in Section F and the predicted magnitude of effect on views during construction ranging from moderate adverse to negligible, overall the significance of effect on views experienced would generally be **negligible** with a **minor adverse** and **moderate adverse** significance of effect experienced on short sections close to the Proposed Development.

Construction Effects of Preferred Route (Option A) and Alternative Route (Option B) – Southern Part of Section G

- 7.5.675 In Section G NCR 410 runs along Priory Road in Easton-in-Gordano and ‘Lodway’ through Pill before connecting with the NCR 41 at the River Avon. Along this part of the route views are generally restricted by built form resulting in a negligible magnitude of effect and **negligible** significance of effect during construction for both the preferred route (Option A) and alternative route (Option B).

Overall Construction Effects of Preferred Route (Option A) – Sections E, F and Southern Part of Section G

- 7.5.676 For preferred route (Option A), overall during construction cyclists using NCR 410 in Sections E, F and the southern part of G would generally experience a change in views of **negligible** significance. However a **minor to moderate adverse** significance of effect would be experienced for short sections in Section E and part of Section F closer to the Proposed Development.

Overall Construction Effects of Alternative Route (Option B) – Sections E, F and Southern Part of Section G

- 7.5.677 For alternative route (Option B), overall during construction cyclists using NCR 410 in Sections E, F and the southern part of G would generally experience a change in views of **negligible** significance. There would be some **minor adverse** and **moderate adverse** significance of effects experienced on short sections of the route close to the Proposed Development.



Construction Effects – Northern Part of Section G

- 7.5.678 The magnitude of effect on receptors using the section of NCR 410 in the northern part of Section G (between NCR 41 and NCR 4) on Moorhouse Lane and Berwick Lane, through Hallen and along the base of Spaniorum Hill, typically would be negligible with occasional views of at-height works and for a short period cranes above hedgerows with the G Route, BW Route, 2VL Route and DA Route visible towards Seabank Power Station. A low adverse and moderate adverse magnitude of effect would be likely during construction for a short section where NCR 410 passes close to and beneath the route of the proposed 400kV overhead line and close to proposed works on the F Route and W Route.
- 7.5.679 Although cycle route users on the NCR 410 between NCR41 and NCR4 in the northern part of Section G are of high sensitivity, given that the predicted magnitude of effect on views is generally low adverse, overall a **negligible** significance of effect on views would be experienced, with a **minor adverse** and **moderate adverse** significance of effect on a short section of the route which passes close to working areas.

Operational Effects – Section D

- 7.5.680 In Section D, on completion typically a negligible magnitude of effect on views would be experienced by receptors using NCR 410 between 1 and 3km from the Proposed Development in Section D. Within 1km receptors would experience a low adverse magnitude of effect with a moderate adverse magnitude of effect for a short section close to the Proposed Development. Receptors would have distant views across the moors towards the 400kV overhead line with pylons visible above trees. In places views would be screened by trees, hedges, landform and buildings. For a short section a moderate adverse magnitude of effect on views would be experienced where the 400kV overhead line would pass over the cycle route along Nailsea Wall, between West End and Kenn and there would be views along the 400kV overhead line across Kenn Moor to the south and Nailsea Moor to the north with pylons visible above trees in the distance. A low beneficial magnitude of effect would also be experienced on a very short section of NCR 410 where the F Route would be removed from near views.
- 7.5.681 Although cyclists are of high sensitivity, given the generally low adverse to negligible magnitude of effect on views in Section D during operation, overall the significance of effect on views would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect experienced on a short section of the route beneath the new 400kV overhead line as illustrated in **Inset 7.202**.

Operational Effects of Preferred Route (Option A) – Section E

- 7.5.682 On the preferred route (Option A) receptors in Section E would experience a low adverse magnitude of effect on views over hedgerows where the proposed 400kV overhead line would be visible for a great extent to the north parallel to the M5 motorway, and to the southwest on the slopes of Tickenham Ridge with limited backgrounding. For a short section receptors would experience a moderate adverse magnitude of effect close to the Proposed Development.

- 7.5.683 Given the high sensitivity of route users in Section E and the predominantly low adverse magnitude of effect on views anticipated during operation, overall a **minor adverse** significance of effect on views would be experienced with a **moderate adverse** significance of effect experienced for a short section of the route as illustrated in **Inset 7.202**.

#### Operational Effects of Alternative Route (Option B) – Section E

- 7.5.684 On the alternative route (Option B) cycle route users in Section E would experience a low adverse magnitude of effect on views from Caswell Lane where the proposed 400kV overhead line would be visible to the southwest on the slopes of Tickenham Ridge. Further west through Portbury and on the High Street west of Portbury views of the Proposed Development would be largely obscured by intervening built form and vegetation resulting in a negligible magnitude of effect on this section of NCR 410.
- 7.5.685 For alternative route (Option B), given the high sensitivity of route users in Section E and the predominantly low adverse magnitude of effect on views anticipated during operation, overall a **minor adverse to negligible** significance of effect on views would be experienced.

#### Operational Effects of Preferred Route (Option A) – Section F

- 7.5.686 The magnitude of effect on views from NCR 410 within 1km of the new line on preferred route (Option A) during operation would range between moderate adverse, low beneficial and negligible. A moderate adverse magnitude of effect would be experienced for a short section close to and beneath the proposed 400kV overhead line. There would be a low beneficial magnitude of effect on views where the F Route would be removed. The magnitude of effect would be negligible elsewhere as intervening built form would obscure views.
- 7.5.687 Between 1 and 3km the change to views looking northeast and east on NCR 410 along Caswell Lane would generally be of a negligible magnitude. There would be occasional glimpses looking east toward the removal of the F Route and W Route and occasional views of the new 400kV line on preferred route (Option A) as it runs north of the M5 motorway. Mature hedgerows and trees generally filter or screen views.
- 7.5.688 For preferred route (Option A), given the high sensitivity of route users in Section F and the predicted magnitude of effect on views during operation is predominantly negligible, overall the significance of effect on views experienced would generally be **negligible**, with a **minor beneficial** and **moderate adverse** significance of effect experienced on short sections close to the Proposed Development as illustrated in **Inset 7.202**.

#### Operational Effects of Alternative Route (Option B) – Section F

- 7.5.689 The magnitude of effect on views from NCR 410 within 1km of the new line on alternative route (Option B) during operation would range between moderate adverse, low beneficial and negligible. A moderate adverse magnitude of effect would be experienced for a short section close to and beneath the proposed 400kV overhead line. There would be a low beneficial magnitude of effect on views where the F Route would be removed. The magnitude of effect would be negligible elsewhere as intervening built form would obscure views.

- 7.5.690 Between 1 and 3km the change to views looking northeast and east on NCR 410 along Caswell Lane would generally be of a negligible magnitude. There would be occasional glimpses looking east toward the removal of the F Route and W Route and occasional views of the new 400kV line on alternative route (Option B) as it runs north of the M5 motorway. Mature hedgerows and trees generally filter or screen views.
- 7.5.691 For alternative route (Option B), given the high sensitivity of route users in Section F and the predicted magnitude of effect on views during operation is predominantly negligible, overall the significance of effect on views experienced would generally be **negligible**, with a **minor beneficial** and **moderate adverse** significance of effect experienced on short sections close to the Proposed Development as illustrated in **Inset 7.202**.

Operational Effects of Preferred Route (Option A) and Alternative Route (Option B) – Southern Part of Section G

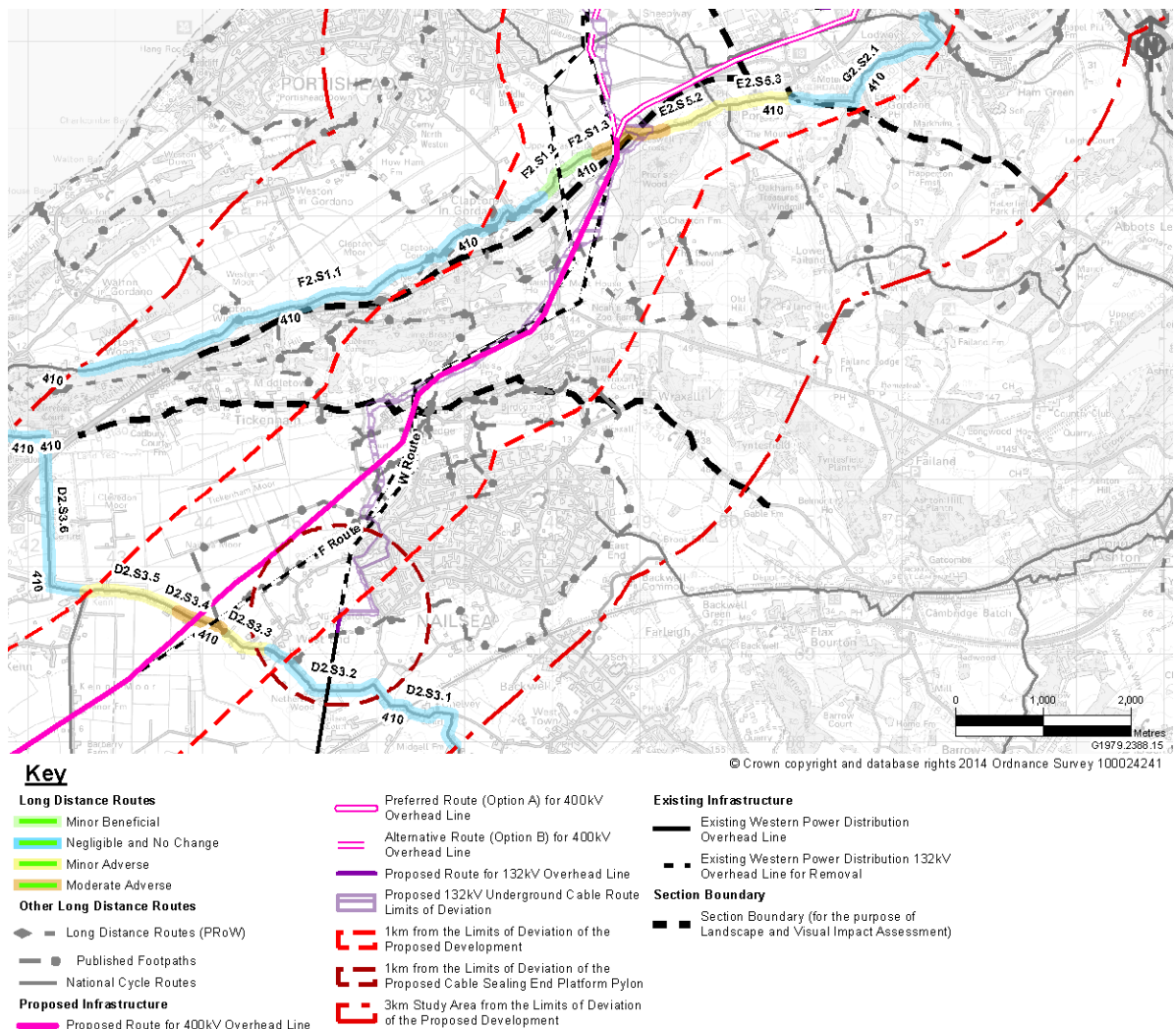
- 7.5.692 Views from the southern part of the NCR 410 in Section G are generally restricted by built form resulting in a negligible magnitude of effect and **negligible** significance of effect during operation for both the preferred route (Option A) and alternative route (Option B) as illustrated in **Inset 7.202**.

Overall Operational Effects of Preferred Route (Option A) – Sections E, F and Southern Part of G

- 7.5.693 For preferred route (Option A), overall during operation cyclists using NCR 410 in Sections E, F and the southern part of G would generally experience a change in views of **negligible** significance. However there would be a **moderate adverse** significance of effect experienced on the part of the route in Sections E and F close to the Proposed Development. There would also be a **low beneficial** significance of effect on views for a short section of NCR 410 where the F Route would be removed.

Overall Operational Effects of Alternative Route (Option B) – Sections E, F and southern part of Section G

- 7.5.694 For alternative route (Option B), overall during operation cyclists using NCR 410 in Sections E, F and the southern part of G would generally experience a change in views of **negligible** significance. A **low beneficial** significance of effect on views would be experienced for a short section where the F Route would be removed. From a short section of the route a **moderate adverse** significance of effect would be experienced close to and beneath the proposed 400kV overhead line.

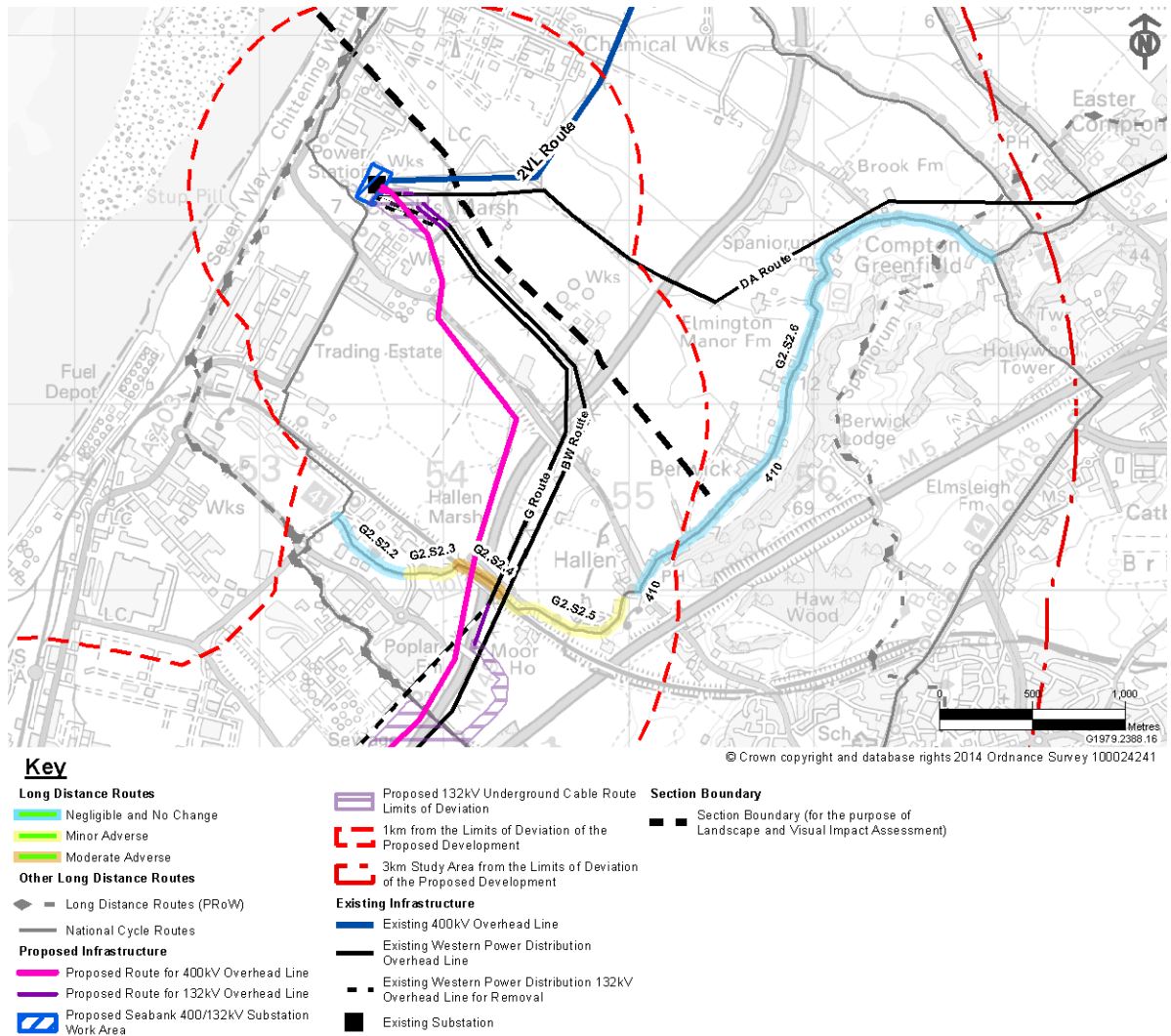


Inset 7.202 (of Volume 5.7.3, Figure 7.31.11 and Figure 7.31.12): Significance of Visual Effects on National Cycle Route 410 Long Distance Route in Sections D, E, F and G within the 3km Study Area during Operation

### Operational Effects – Northern Part of Section G

- 7.5.695 On completion the magnitude of effect on receptors using the section of NCR 410 in the northern part of Section G (between NCR 41 and NCR 4) on Moorhouse Lane and Berwick Lane, through Hallen and along the base of Spaniorum Hill, typically would be negligible with a short section where a low and moderate adverse magnitude of effect would be experienced close to the Proposed Development. The proposed 400kV overhead line would generally be visible over the top of hedgerows with the BW Route, DA Route and 2VL Route towards Seabank Power Station also visible.
- 7.5.696 Although cycle route users on the NCR 410 (between NCR 41 and NCR 4) in the northern part of Section G are of high sensitivity, given that the predicted magnitude of effect on views is generally negligible, overall a **negligible to minor adverse** significance of effect on views would be experienced during operation. A **moderate adverse** significance of effect on views would be experienced on the short section of the route which passes beneath the proposed 400kV overhead line as illustrated in Inset 7.203.





Inset 7.203 (of **Volume 5.7.3, Figure 7.31.14**): Significance of Visual Effects on National Cycle Route 410 Long Distance Route in Section G within the 3km Study Area during Operation

### ***The Nailsea Round: Assessment of Visual Effects***

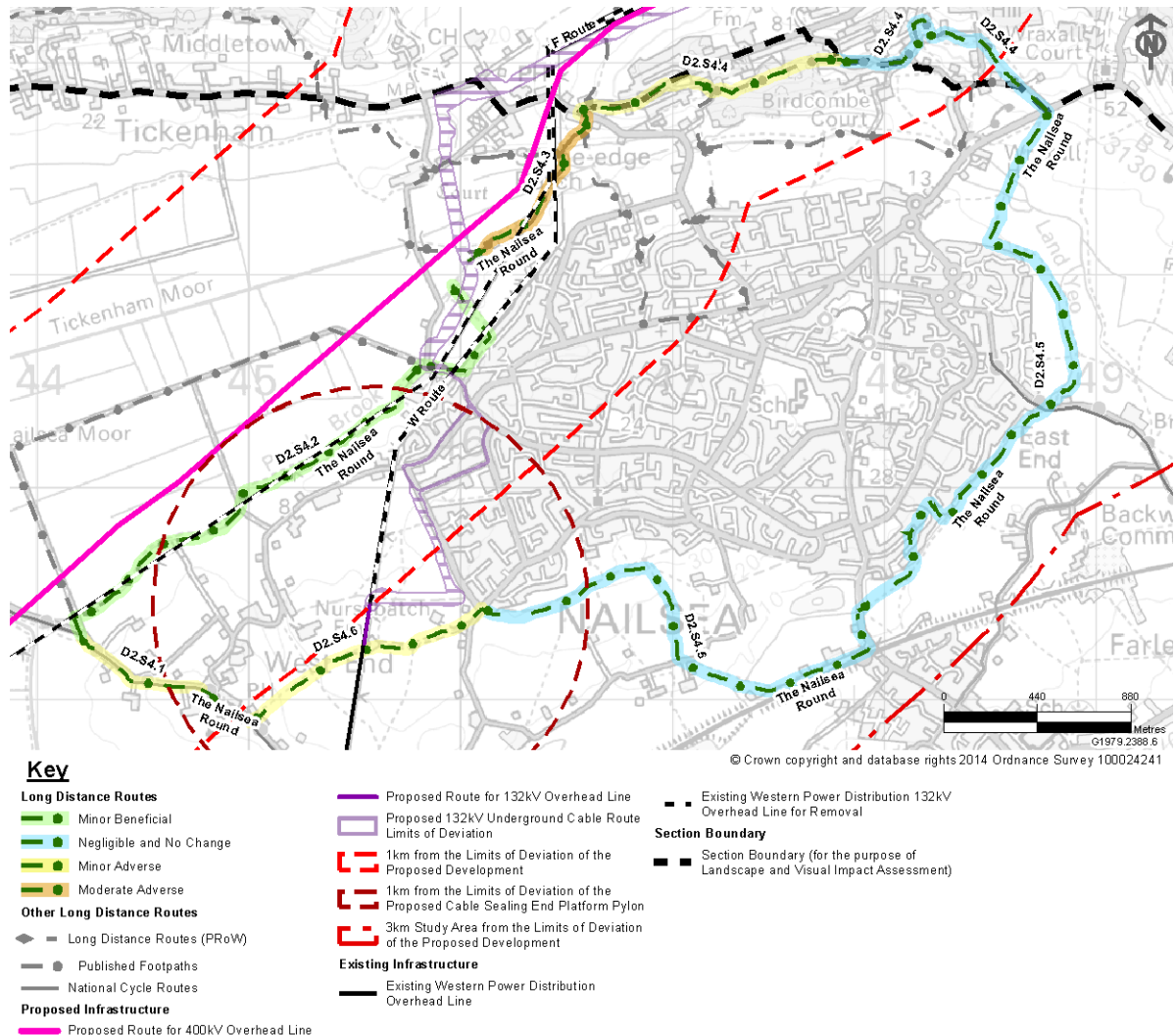
- 7.5.697 The Nailsea Round is a published circular footpath route which runs within 3km of the LoD for the Proposed Development in mainly Section D, with a small part of the route in Section E. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.54 to 7.14.56**.

#### Construction Effects – Section D and Section E

- 7.5.698 During construction views from the eastern part of the circular walk (to the north, east and south of Nailsea) would be largely obscured by a combination of intervening topography, built form and vegetation resulting in a predominantly negligible magnitude of effect on these sections of the published footpath route.
- 7.5.699 During construction the magnitude of effect experienced by users on the western part of the Nailsea Round (between West End and Stone-edge Batch) would range between negligible, low adverse and moderate adverse and would predominantly be moderate adverse. During construction there would be some open and near views of F Route and W Route removal from sections of the route, as well as near views of underground cabling works and more distant views toward the construction of the proposed 400kV overhead line further north.
- 7.5.700 Overall users of the published footpath route would experience a magnitude of effect during construction ranging between negligible and moderate adverse. Given the high sensitivity of footpath users, the significance of effect during construction would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect anticipated between Stone-edge Batch and Nailsea Wall.

#### Operational Effects – Section D and Section E

- 7.5.701 During operation views from the eastern part of the circular walk (to the north, east and south of Nailsea) would be largely obscured by a combination of intervening topography, built form and vegetation, resulting in a predominantly negligible magnitude of effect on these sections of the published footpath route.
- 7.5.702 On completion the magnitude of effect experienced by users on the western part of the Nailsea Round (between West End and Nailsea) would range between moderate adverse, low adverse, negligible and low beneficial and would mainly be low beneficial. On completion the F Route and W Route would be removed and the underground cables route would quickly re-establish in near views, with views towards the new 400kV overhead line further north. For a short section near Stone-edge Batch a moderate adverse magnitude of effect would be experienced close to the Proposed Development.
- 7.5.703 Overall users of the published footpath route would experience a magnitude of effect during operation ranging between moderate adverse and low beneficial as illustrated in **Inset 7.204**. Although footpath users are of high sensitivity, the significance of effect during operation would generally be **negligible**. A **minor beneficial** significance of effect is anticipated on the majority of the route between Nailsea Wall and Stone-edge Batch, although a **moderate adverse** magnitude of effect would be experienced for a short section of the route near Stone-edge Batch.



Inset 7.204 (of Volume 5.7.3, Figure 7.31.11): Significance of Visual Effects on the Nailsea Round Published Route in Sections D and E within the 3km Study Area during Operation

### Loop Walk 6: Assessment of Visual Effects

7.5.704 Loop Walk 6 is a published circular footpath route which runs within 1km of the LoD for the Proposed Development in Section D. Existing views along the route are illustrated on the photograph location plans at Volume 5.7.3, Figure 7.13.1 to 7.13.6 and the photograph sheets at Volume 5.7.3, Figures 7.14.57 to 7.14.58.

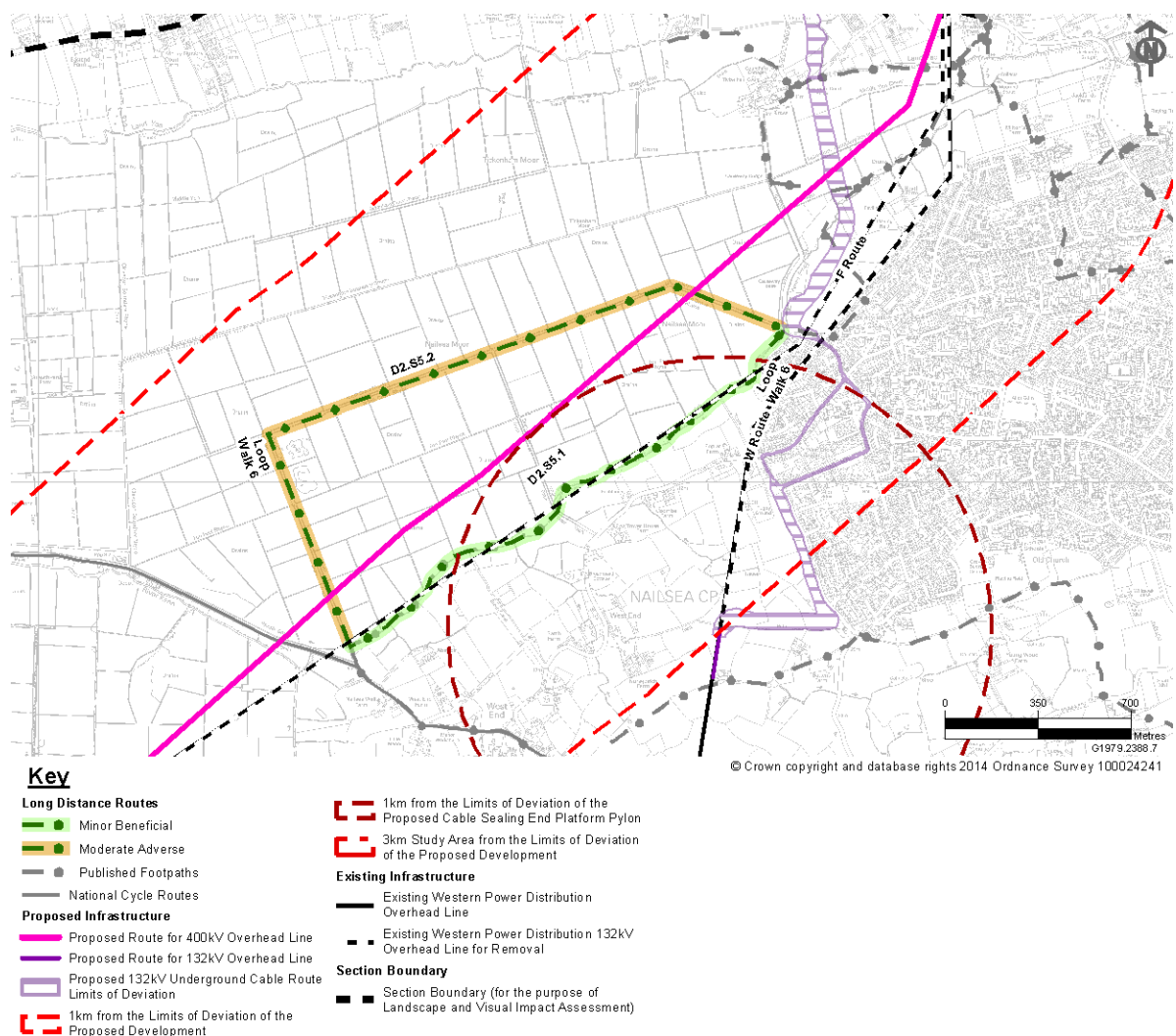
### Construction Effects – Section D

7.5.705 There would be open and near views of the construction of the proposed 400kV overhead line, removal of the F Route (and W Route to a lesser extent) and underground cabling works from the footpath loop which crosses Nailsea Moor. Views would include ground-level working. The nature of views would result in a moderate adverse magnitude of effect during construction.

- 7.5.706 Given the medium sensitivity of users and the moderate adverse magnitude of effect on views, the significance of effect during construction would be **moderate adverse**.

#### Operational Effects – Section D

- 7.5.707 On completion the magnitude of effect on views from Loop Walk 6 would predominantly be moderate adverse due to near and open views of the new 400kV overhead line crossing Nailsea Moor and extending in views to the southwest and northeast. On completion the removal of the F Route and W Route would offer some beneficial effect on views from the footpath route and users on the section of footpath along Parish Brook would experience a low beneficial magnitude of effect due to proximity to the F Route removal.
- 7.5.708 Given the medium sensitivity of users and the predominantly moderate adverse magnitude of effect on views, the overall significance of effect on completion would remain **moderate adverse** as illustrated in **Inset 7.205**.



**Inset 7.205 (of Volume 5.7.3, Figure 7.31.11): Significance of Visual Effects on the Loop Walk 6 Published Route in Section D within the 3km Study Area during Operation**



### ***Loop Walk 3: Assessment of Visual Effects***

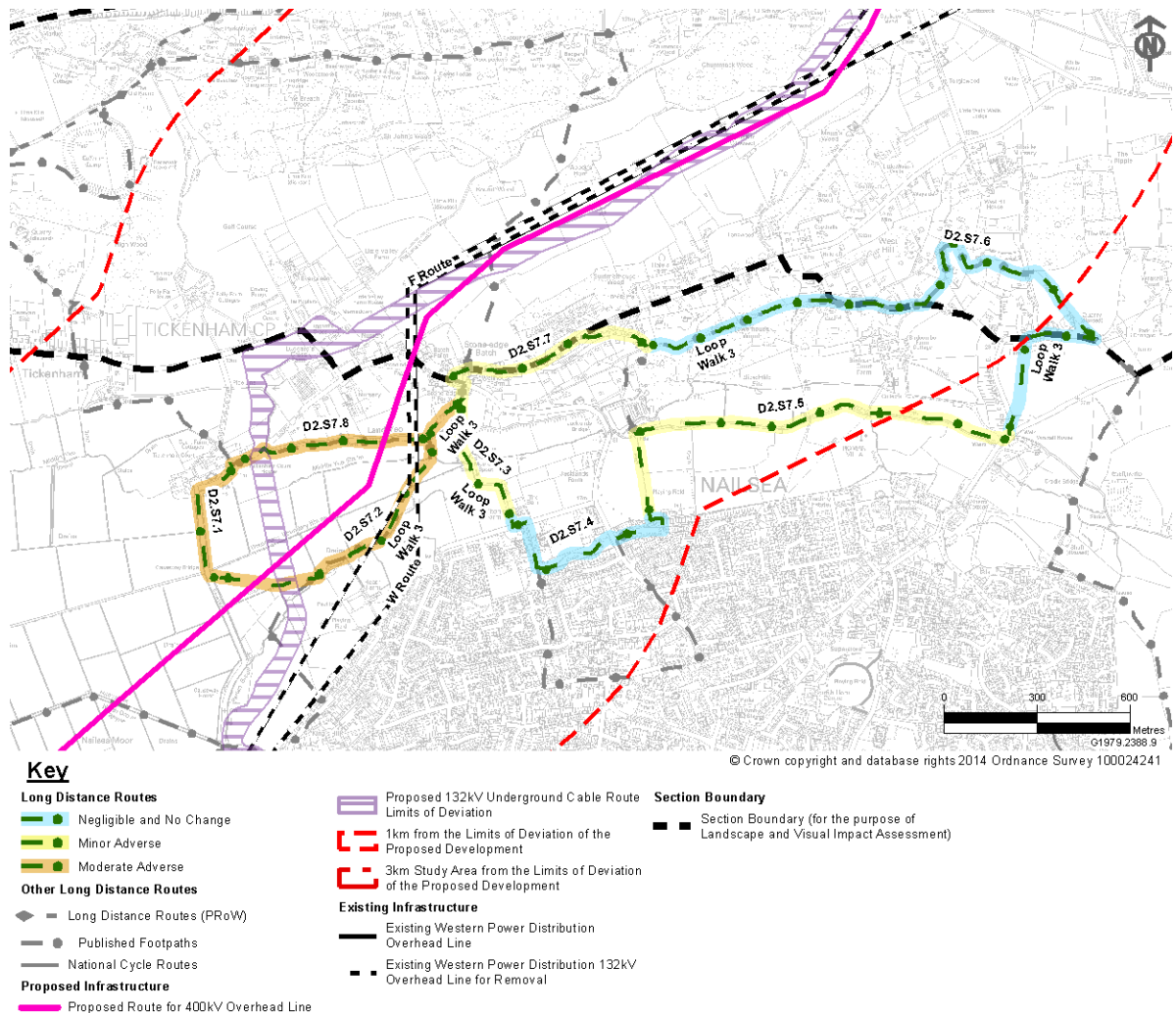
- 7.5.709 Loop Walk 3 is a published circular footpath route which runs mainly within 1km of the LoD for the Proposed Development in mainly Section D, with a small part of the route in Section E. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.63 to 7.14.65**.

#### Construction Effects – Section D and Section E

- 7.5.710 During construction views from the eastern part of the circular walk would be partly obscured by a combination of intervening topography, built form and vegetation resulting in a magnitude of effect on these sections of the published footpath route ranging between low adverse and negligible.
- 7.5.711 During construction the magnitude of effect experienced by users on the western part of Loop Walk 3 (between Stone Edge Batch and the ‘Causeway’) would range between low adverse and moderate adverse and would predominantly be moderate adverse. During construction there would be some open and near views of F Route and W Route removal, underground cabling works and construction of the proposed 400kV overhead line.
- 7.5.712 Overall users of the published footpath route would experience a magnitude of effect during construction ranging between negligible and moderate adverse. Given the high sensitivity of footpath users, the significance of effect during construction would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect anticipated in the western part of the published footpath route.

#### Operational Effects – Section D and Section E

- 7.5.713 During operation views from the eastern part of the circular walk would be largely obscured by a combination of intervening topography, built form and vegetation resulting in a predominantly negligible magnitude of effect on these sections of the published footpath route.
- 7.5.714 On completion the magnitude of effect experienced by users on the western part of the Nailsea Round (between Stone Edge Batch and the ‘Causeway’) would range between low beneficial and moderate adverse. On completion a moderate adverse effect would be anticipated where the footpath route is close to the new 400kV overhead line and a low beneficial magnitude of effect anticipated where the footpath route is close to the removal of the F Route and W Route.
- 7.5.715 Overall users of the published footpath route would experience a magnitude of effect during operation ranging between negligible and moderate adverse as illustrated in **Inset 7.206**. Given the high sensitivity of footpath users, the significance of effect during operation would generally be **minor adverse**, with a **moderate adverse** significance of effect anticipated in the western part of the published footpath route close to the Proposed Development.



Inset 7.206 (of **Volume 5.7.3, Figure 7.31.11**): Significance of Visual Effects on the Loop Walk 3 Published Route in Sections D and E within the 3km Study Area during Operation

### Loop Walk 4: Assessment of Visual Effects

7.5.716 Loop Walk 4 is a published circular footpath route which runs mainly within 1km of the LoD for the Proposed Development in Sections D and E. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.59 to 7.14.62**.

### Construction Effects in Sections D and E

7.5.717 During construction the magnitude of effect on views experienced by users of Loop Walk 4 would range between negligible, low adverse and moderate adverse. There would be a negligible to low adverse effect on views from the southern part of Loop Walk 4, between Nailsea and the B3128 Tickenham Hill where a combination of intervening built form, topography and vegetation would limit views. Further north and close to the Proposed Development there would be a moderate adverse magnitude of effect where there would be near and/or open views from Loop Walk 4 of F Route and W Route removal, 400kV overhead line construction and works to

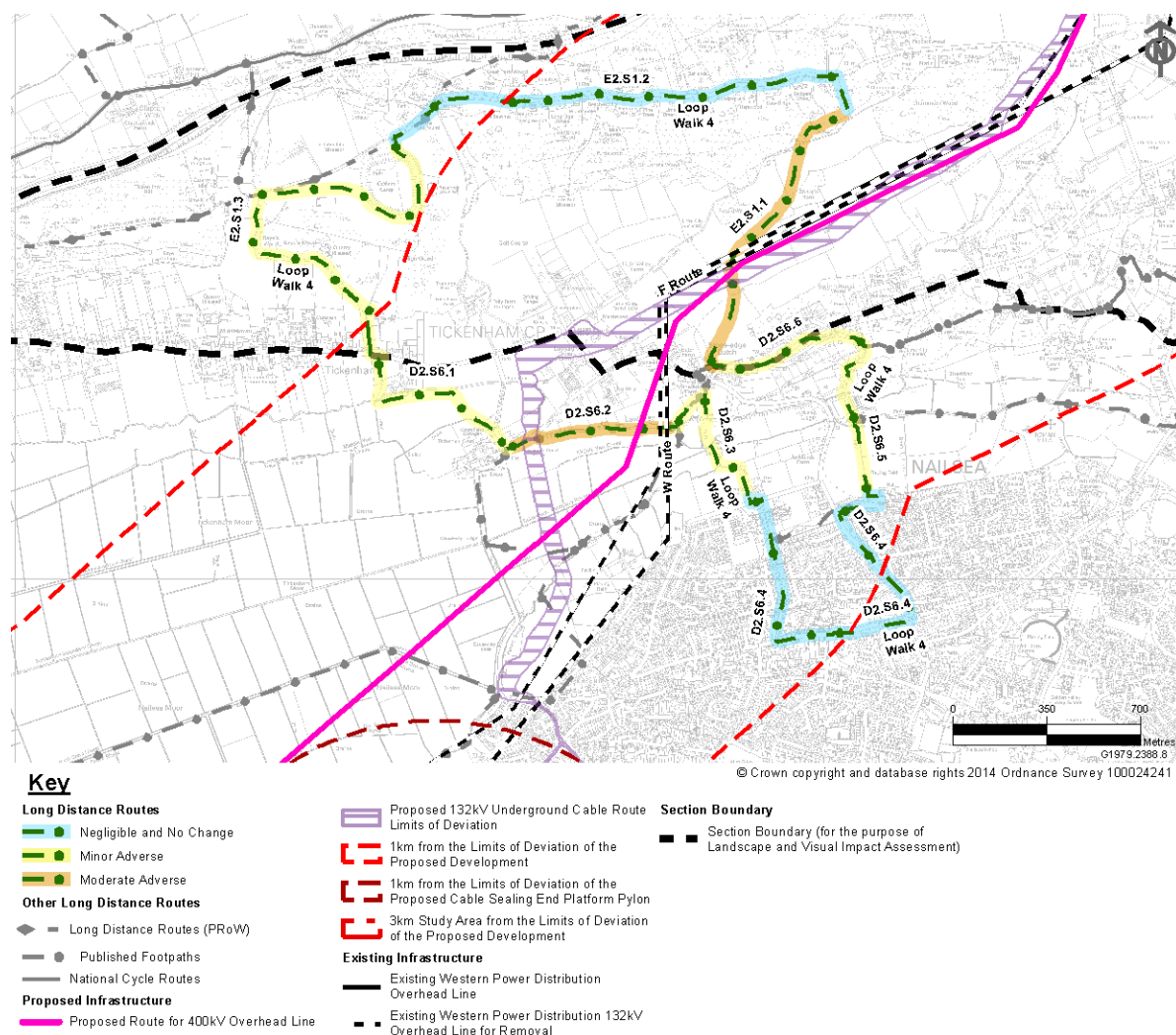
the underground cables route. Further north on Tickenham Ridge on Cadbury Camp Lane views would largely be screened by mature trees and the landform of the ridge resulting in a negligible magnitude of effect on this section of the route. On the section of Loop Walk 4 between Cadbury Camp Hillfort and Tickenham Church a low adverse magnitude of effect is anticipated. There would be distant expansive views (beyond 1km) from the section of footpath route around Cadbury Camp Hillfort to the south across the Moors in Section D. Removal of the F Route and W Route across Nailsea Moor and Kenn Moor and construction of the proposed 400kV overhead line would be visible. From raised embankments on the east of the Camp receptors also would have views down to Tickenham Ridge with construction works visible in places relating to F Route and W Route removal, installation of W Route underground cables and construction of the proposed 400kV overhead line. There would also be views looking south on sections of the footpath route between Cadbury Camp Hillfort and Tickenham Church to the south.

- 7.5.718 Overall users of Loop Walk 4 would experience a magnitude of effect during construction ranging between moderate adverse, low adverse and negligible. Given the high sensitivity of footpath users, the significance of effect during operation would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect anticipated on shorter sections of the route close to the Proposed Development.

#### Operational Effects in Sections D and E

- 7.5.719 On completion the magnitude of effect on views experienced by users of Loop Walk 4 would range between negligible, low adverse and moderate adverse. There would be a negligible to low adverse effect on views from the southern part of Loop Walk 4, between Nailsea and the B3128 Tickenham Hill where a combination of intervening built form, topography and vegetation would limit views or where proximity to the F Route and W Route removal would limit adverse effects. Further north and close to the Proposed Development there would be a moderate adverse magnitude of effect where there would be near and/or open views of the new 400kV overhead line. Further north on Tickenham Ridge on Cadbury Camp Lane views would largely be screened by mature trees and the landform of the ridge resulting in a negligible magnitude of effect on this section of the route. On the section of Loop Walk 4 between Cadbury Camp Hillfort and Tickenham Church a low adverse magnitude of effect is anticipated. There would be distant expansive views (beyond 1km) from the section of footpath route around Cadbury Camp Hillfort to the south across the Moors in Section D. The proposed 400kV overhead line would be visible above trees across Nailsea Moor and Kenn Moor and for a greater extent than the F Route and W Route which would be removed and which are currently less perceptible. From embankments to the east of the Camp receptors would also have views down to the proposed 400kV overhead line on Tickenham Ridge and in the valley near Stone-edge Batch where the T-pylons would be more prominent in the view than the F Route or W Route. There would also be views looking south on sections of the footpath route between Cadbury Camp Hillfort and Tickenham Church to the south.
- 7.5.720 Overall users of Loop Walk 4 would experience a magnitude of effect during construction ranging between moderate adverse, low adverse and negligible. Given the high sensitivity of footpath users, the significance of effect during

operation would generally be no greater than **minor adverse**, with a **moderate adverse** significance of effect anticipated on shorter sections of the route close to the Proposed Development as illustrated in **Inset 7.207**.



Inset 7.207 (of **Volume 5.7.3, Figure 7.31.11**): Significance of Visual Effects on the Loop Walk 4 Published Route in Sections D and E within the 3km Study Area during Operation



***Gordano Round LDR and Gordano Links (published footpath routes):  
Assessment of Visual Effects***

- 7.5.721 The Gordano Round runs within 3km from the LoD for the Proposed Development through Sections E and F, and beyond. Part of Gordano Links 1 and 2 are between 1 and 3km of the LoD for the Proposed Development in Section F and Gordano Links 3 and 4 are between 1 and 3km in Section E. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figures 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.66 to 7.14.71**.

**Construction Effects – Sections E and F**

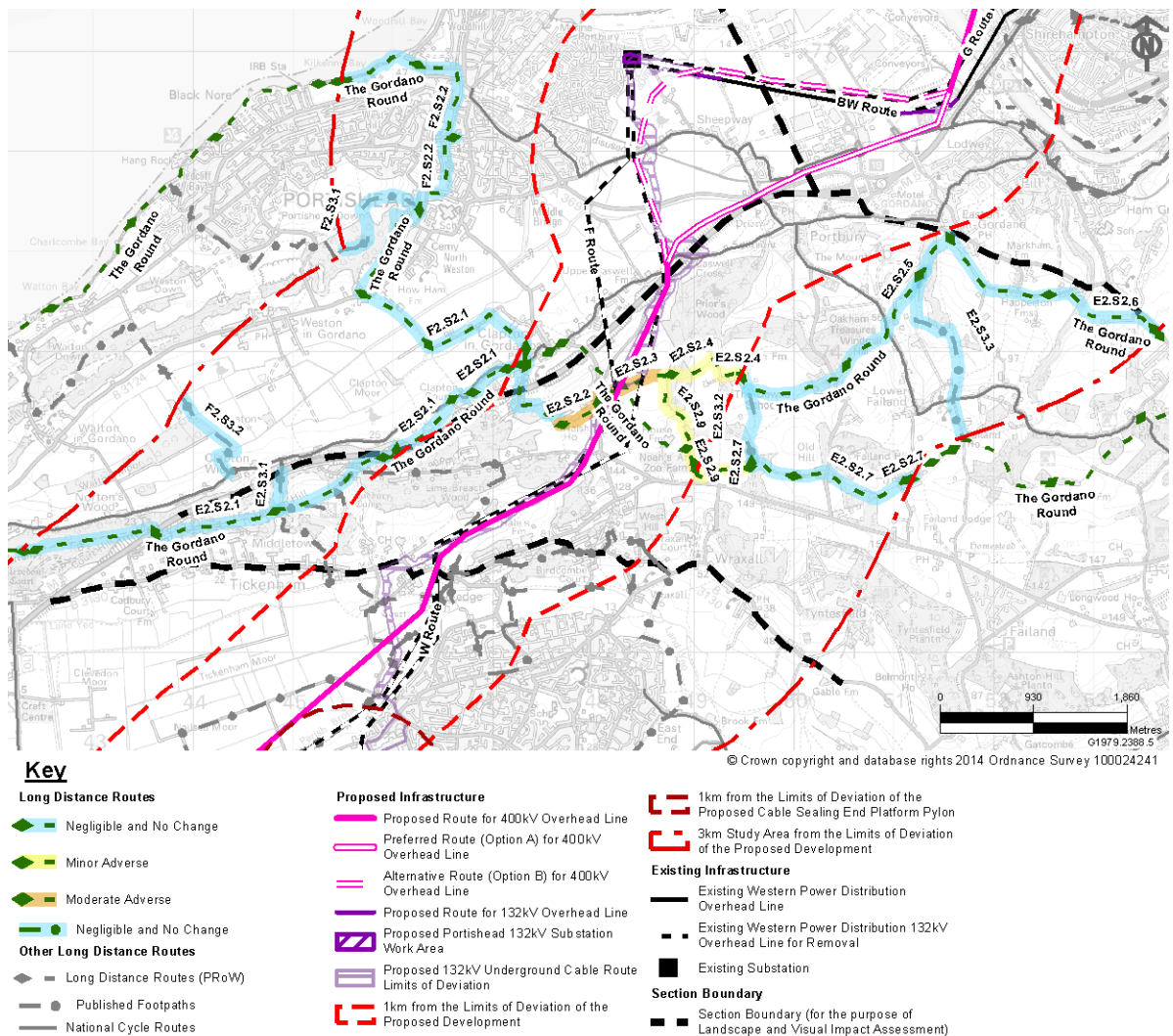
- 7.5.722 Receptors using the Gordano Round and Links typically would have limited views of construction operations due to screening by woodland, landform and vegetation. Where glimpses of primarily at-height workings along the 400kV overhead line would be visible receptors typically would experience a negligible magnitude of effect on views, except within 1km and close to the Proposed Development where a low adverse or moderate adverse magnitude of effect on views would be experienced. Generally the magnitude of effect on views experienced would be negligible during construction due to the majority of the route having no views and distant or filtered views of construction operations. The following paragraphs provide a description of the views of construction anticipated from the Gordano Round footpath route.
- 7.5.723 The section of the Gordano Round along Cadbury Camp Lane, Wood Lane and through Parsonage Wood (between 1km and 3km away) generally would have no views of construction operations. This would be due to screening by mature woodland and landform on the top of the ridge. In places occasional distant views south across Section D or northeast across Section F would include a construction activity comprising the underground cables route and work associated with the removal of 132kV overhead lines and construction of the 400kV overhead lines above trees, but this would form a small element of expansive views.
- 7.5.724 On the top of Tickenham Ridge within 1km of the new 400kV overhead line at Naish Hill in Section E (and close to the boundary with Section F) the route is close to the proposed underground cables route and 400kV overhead line which are approximately parallel to Whitehouse Lane, near Naish Farm, on Caswell Hill and near Prior's Wood and Noah's Ark Zoo Farm. Receptors would have expansive views of construction operations extending across farmland on elevated land with views of at-height working along the top of the ridge and extending north as it crosses the footpath and continues down the ridge towards Section F.
- 7.5.725 In Section E and within 1km the Gordano Round splits into two routes at Prior's Wood as one route forms the southern part of the circular walk extending east and the other the northern part. The first and southern part of the route extends south along the edge of Prior's Wood and Noah's Ark Zoo Farm within 1km and views would be as described above. The route then heads east at Clevedon Road between 1 and 3km passing over fields and through woodland towards Failand. For most of this part of the route east of Charlton Drive there would be no views of construction operations due to screening by mature woodland and landform.

- 7.5.726 The second and northern part of the route continues east at Caswell Hill through Prior's Wood and across fields at Charlton Drive (on the edge of the 1km boundary) to woodland on Windmill Hill beyond 1km. It is anticipated the proposed 400kV overhead line would be visible in places above woodland in views west. The Gordano Round then continues (between 1 and 3km away) northeast down Windmill Hill, along Coombe Lane and then east along Happerton Lane to Pill Road. Generally there would be no views of construction operations along the route on Windmill Hill and Coombe Lane due to landform, woodland and hedgerow screening. However in places on Windmill Hill and along Happerton Lane receptors would experience expansive distant views north to Section F and G. At-height working along the new 400kV overhead line would be visible in places above trees and built form, but this would form a small element of expansive views.
- 7.5.727 Overall given the high sensitivity of users of the Gordano Round and Links in Sections E and F and the magnitude of effect experienced by footpath users which would generally be negligible, the significance of effect during construction would typically be **negligible**. The significance of effect on views for shorter sections of the route close to the Proposed Development would range between **minor adverse** and **moderate adverse**.

#### Operational Effects – Sections E and F

- 7.5.728 During operation receptors using the Gordano Round and Links typically would have limited views of the proposed 400kV overhead line due to screening by woodland, landform and vegetation. Where the proposed 400kV overhead line would be visible, receptors typically would experience a low adverse to negligible magnitude of effect on views, except within 1km close to and beneath the proposed 400kV overhead line where a moderate adverse magnitude of effect on views would be experienced for short sections of the footpath route. The removal of the F Route and W Route from these views would offer some benefit. Generally a magnitude of effect on views no greater than low adverse would be experienced by receptors during operation due to the majority of the route having no views and distant or filtered views of the proposed 400kV overhead line. The following paragraphs provide a description of the views during operation anticipated from the Gordano Round footpath route.
- 7.5.729 The section of the Gordano Round west of the proposed 400kV overhead line along Cadbury Camp Lane, Wood Lane and through Parsonage Wood (between 1 and 3km away) generally would have no views of the proposed 400kV overhead line. This would be due to screening by mature woodland and landform on the top of the ridge. In places occasional distant views south across Section D or northeast across Section F would include the proposed 400kV overhead line visible above trees, but would form a small element of expansive views.
- 7.5.730 On the top of Tickenham Ridge within 1km of the proposed 400kV overhead line on Naish Hill in Section E (and close to the boundary with Section F) the route is parallel and passes under the proposed 400kV overhead line on Whitehouse Lane, near Naish Farm, on Caswell Hill and near Prior's Wood and Noah's Ark Zoo Farm. Receptors along these parts of the route would have expansive views of the proposed 400kV overhead line across farmland on elevated land with views along the line on the top of the ridge and north as it passes over the footpath and continues down the ridge towards Section F. This would replace views of the F Route and W Route that would be removed.

- 7.5.731 In Section E and within 1km the Gordano Round splits into two routes at Prior's Wood as one route forms the southern part of the circular walk extending east and the other the northern part. The first and southern part of the route extends south along the edge of Prior's Wood and Noah's Ark Zoo Farm within 1km and views would be as described above. The route then heads east at Clevedon Road between 1 and 3km from the proposed 400kV overhead line passing over fields and through woodland towards Failand. For most of this part of the route east of Charlton Drive there would be no views of the proposed 400kV overhead line due to screening by mature woodland and landform.
- 7.5.732 The second and northern part of the route continues east at Caswell Hill through Prior's Wood and across fields at Charlton Drive (on the edge of the 1km boundary) to woodland on Windmill Hill beyond 1km. It is anticipated the proposed 400kV overhead line would be visible in places above woodland in views west. The Gordano Round then continues (between 1 and 3km away) northeast down Windmill Hill, along Coombe Lane and then east along Happerton Lane to Pill Road. Generally no views of the proposed 400kV overhead line would be experienced by receptors using the route on Windmill Hill and Coombe Lane due to landform, woodland and hedgerow screening. However in places on Windmill Hill and along Happerton Lane receptors would experience expansive distant views north to Section F and G. The top of the proposed 400kV overhead line would be visible in places above and backgrounded by trees and built form, but this would form a small element of expansive views. The existing G Route 132kV overhead line would be removed from distant views, including the two tall pylons crossing the River Avon.
- 7.5.733 Given the high sensitivity of users of the Gordano Round and Links in Sections E and F and the magnitude of effect experienced by footpath users, which would generally be negligible, the significance of effect during operation would typically be **negligible** as illustrated in **Inset 7.208**. A **minor adverse** or **moderate adverse** significance of effect would be experienced on completion on sections of the route close to the Proposed Development.



Inset 7.208 (of **Volume 5.7.3, Figure 7.31.12**): Significance of Visual Effects on the Gordano Round Long Distance Routes and Gordano Links in Sections E and F within the 3km Study Area during Operation

### ***NCR 334 (Clifton Link): Assessment of Visual Effects***

7.5.734 NCR 334 Clifton Link runs through Section E and into a small part of Section F (where it connects with NCR 26) and is within 3km of the LoD for the Proposed Development. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.72 to 7.14.74**.

### **Construction Effects of Preferred Route (Option A) – Sections E and F**

7.5.735 In Section E where the cycle route runs through Portbury within 1km views typically would be screened by hedgerows and the landform of Conygar Hill and The Mount with occasional glimpsed northerly views of at-height working anticipated above built form in Portbury. Here users of Route 334 of the NCR 334 generally would experience a negligible magnitude of effect on views from construction activity.

7.5.736 Where the cycle route passes over the M5 motorway on a bridge, on the boundary with Section F, the proposed 400kV overhead line on the preferred route (Option A)



in Section F would have a moderate adverse magnitude of effect on receptor views for a very short section with a low adverse magnitude of effect experienced either side of the bridge. Receptors would have views of construction activity along the new 400kV overhead line passing over the cycle route and long views of this activity extending east and west along the line parallel to the M5 motorway and passing over Tickenham Ridge.

- 7.5.737 In Section E between 1 and 3km from the proposed 400kV overhead line the cycle route continues north south along Failand Lane between Portbury and Lower Failand. At Lower Failand the cycle route continues east and then southeast towards Abbots Leigh beyond 3km from the LoD for the Proposed Development. Generally receptors using the cycle route would have no views of construction activity due to landform and mature roadside hedgerows screening views. At Lower Failand some distant views north are available from higher ground towards Sections F and G. In these locations receptors would experience distant views of at-height working along the new 400kV overhead line in places above intervening trees, built form and docks, but this would form a small element of the view. Construction activity to remove the G Route including the two tall pylons crossing the River Avon would also be a discernible but distant element of the view. During construction the effect on views experienced by users between 1 and 3km in Section E would be of negligible magnitude.
- 7.5.738 For preferred route (Option A), although route users in Sections E and F are of high sensitivity, given the typically negligible magnitude of effect on views during construction, overall a **negligible** significance of effect on views would generally be experienced. There would be a **minor adverse** significance of effect for a section of the route within 1km and a **moderate adverse** significance of effect experienced for a very short section where the cycle route crosses the M5.

#### Construction Effects of Alternative Route (Option B) – Sections E and F

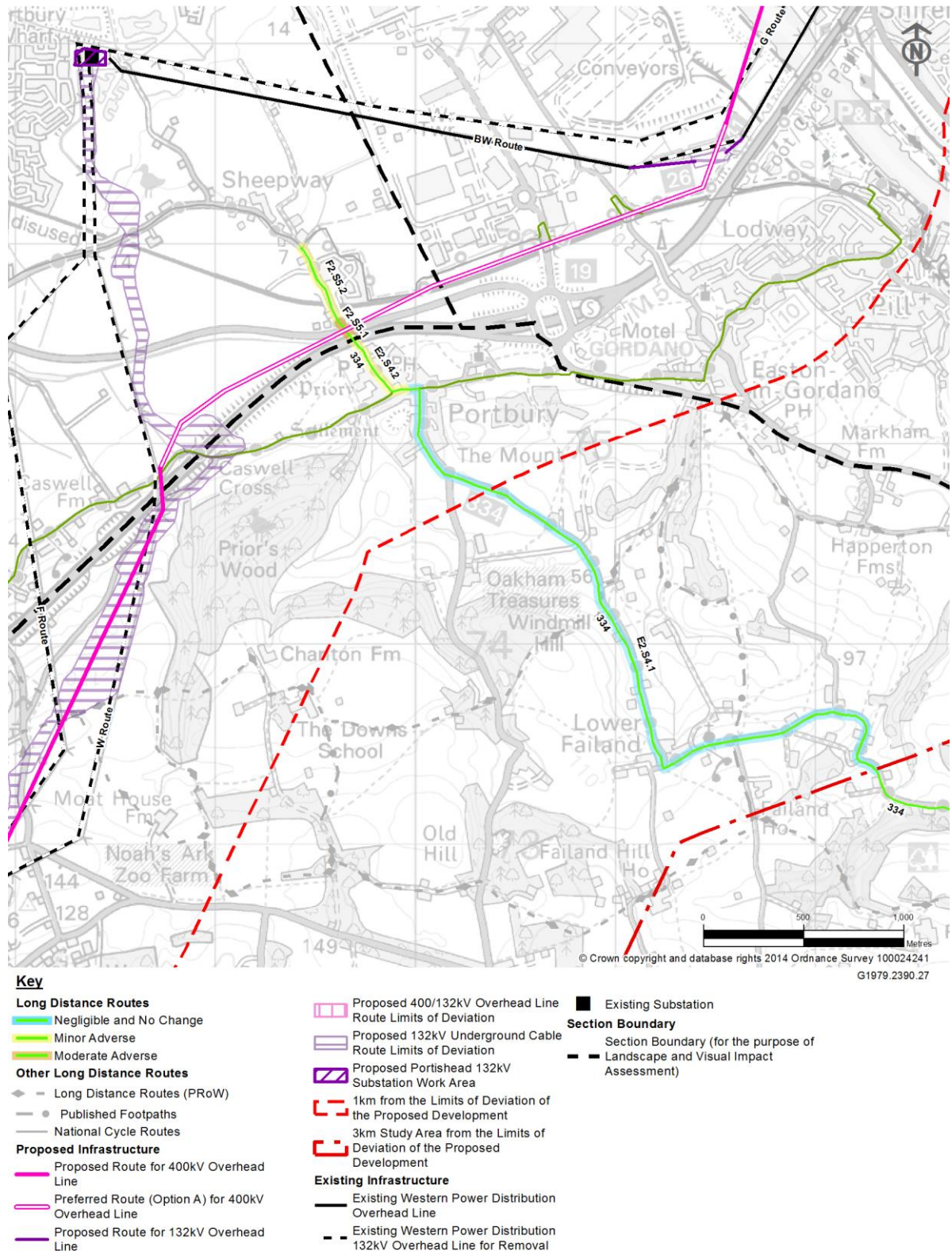
- 7.5.739 The construction effects of alternative route (Option B) would be predominantly negligible as described for preferred route (Option A), although on a very short section of the route where it crosses the M5 there would be temporary views of at-height works and cranes extending onto Tickenham Ridge and across Clapton Moor in the distance, however these elements would be barely perceptible.
- 7.5.740 For alternative route (Option B), although route users in Sections E and F are of high sensitivity, given the typically negligible magnitude of effect on views during construction, overall a **negligible** significance of effect on views would generally be experienced.

#### Operational Effects of Preferred Route (Option A) – Sections E and F

- 7.5.741 In Section E where the cycle route runs through Portbury within 1km views typically would be screened by hedgerows and the landform of Conygar Hill and The Mount with occasional glimpsed views anticipated above built form in Portbury to the northern part of the route in Section F. Here users of National Cycle Route 334 Clifton Link generally would experience a negligible magnitude of effect on views from the proposed 400kV overhead line.
- 7.5.742 Where the cycle route passes over the M5 motorway on a bridge, on the boundary with Section F, the proposed 400kV overhead line on the preferred route (Option A)

in Section F would have a moderate adverse magnitude of effect on receptor views for a very short section with a low adverse magnitude of effect experienced either side of the bridge. Receptors would have views of the proposed 400kV overhead line passing over the cycle route and with long views east and west along the line parallel to the M5 motorway and passing over Tickenham Ridge. The existing 132kV overhead lines would be removed from views west passing over Tickenham Ridge and across Clapton Moor on a similar alignment to the proposed 400kV line.

- 7.5.743 In Section E between 1 and 3km from the proposed 400kV overhead line the cycle route continues north south along Failand Lane between Portbury and Lower Failand. At Lower Failand the cycle route continues east and then southeast towards Abbots Leigh beyond 3km from the LoD for the Proposed Development. Generally receptors using the cycle route would have no views of the proposed 400kV overhead line due to landform and mature roadside hedgerows screening views. At Lower Failand some distant views north are available from higher ground towards Section F and G. In these locations receptors would experience distant views to the top of the proposed 400kV overhead line visible in places above and backgrounded by trees, built form and docks, but this would form a small element of distant views. The G Route would be removed from distant views, including the two tall pylons crossing the River Avon. During operation the effect on views experienced by users between 1 and 3km in Section E would be of negligible magnitude.
- 7.5.744 For preferred route (Option A), although route users in Sections E and F are of high sensitivity, given the typically negligible magnitude of effect on views during operation, overall a **negligible** significance of effect on views would generally be experienced. There would be a **minor adverse** significance of effect for a section of the route within 1km and a **moderate adverse** significance of effect experienced for a very short section where the cycle route crosses the M5 as illustrated in **Inset 7.209**.

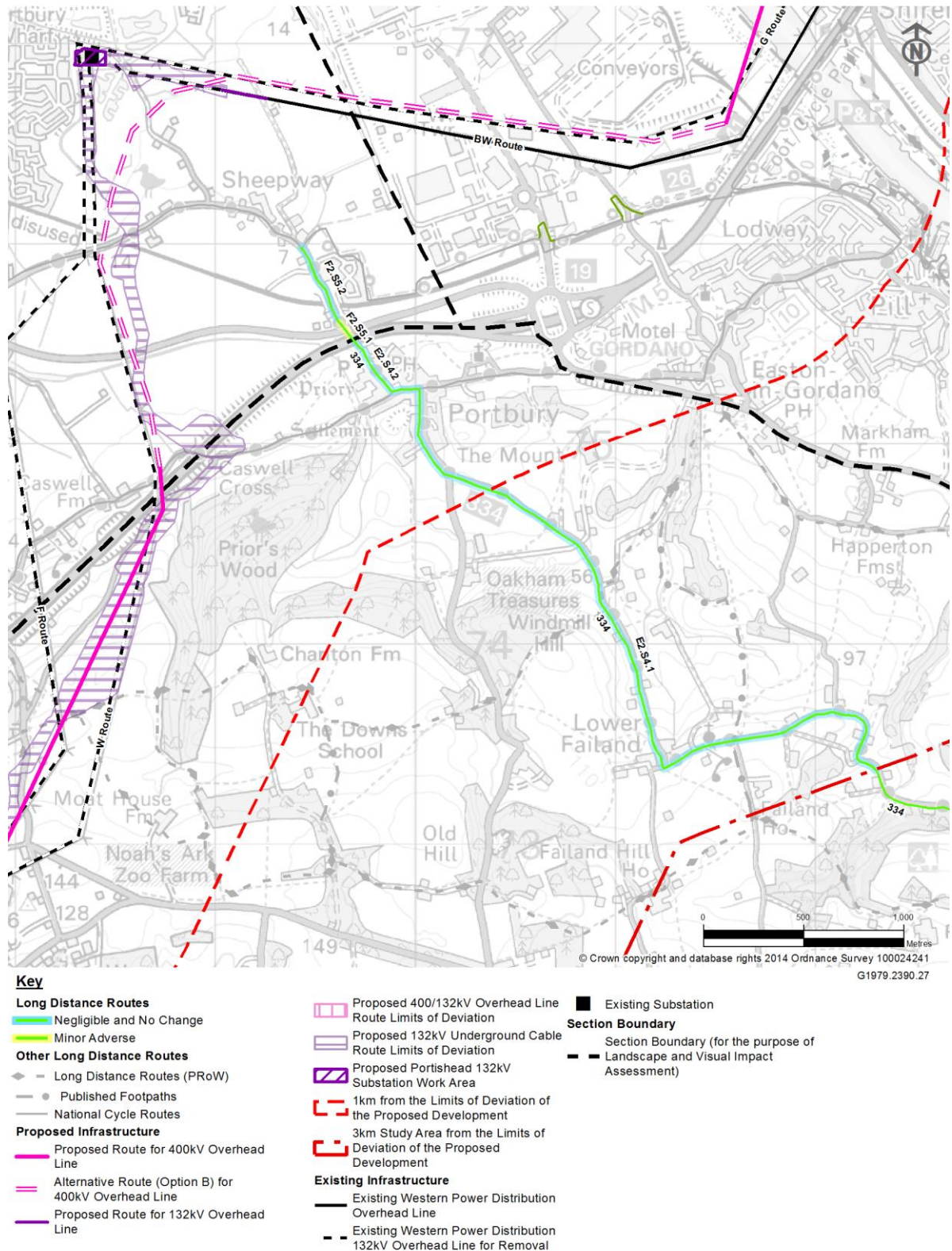


Inset 7.209 (of **Volume 5.7.3, Figure 7.31.12**): Significance of Visual Effects on National Cycle Route 334 Long Distance Route in Sections E and F on preferred route (Option A) within the 3km Study Area during Operation

#### Operational Effects of Alternative Route (Option B) – Sections E and F

- 7.5.745 The operational effects of alternative route (Option B) would be predominantly negligible as described for preferred route (Option A), although there would be a low adverse magnitude of effect on views on a very short section of the route where it crosses the M5. The existing 132kV overhead lines would be removed from views west passing over Tickenham Ridge and across Clapton Moor on a similar alignment to the proposed 400kV line.
- 7.5.746 For alternative route (Option B), although route users in Sections E and F are of high sensitivity, given the typically negligible magnitude of effect on views during operation, overall a **negligible** significance of effect on views would generally be experienced. There would be a **minor adverse** significance of effect experienced for a very short section where the cycle route crosses the M5 as illustrated in **Inset 7.210**.





Inset 7.210 (of **Volume 5.7.3, Figure 7.31.13**): Significance of Visual Effects on National Cycle Route 334 Long Distance Route in Sections E and F on alternative route (Option B) within the 3km Study Area during Operation

### ***River Avon Trail: Assessment of Visual Effects***

- 7.5.747 The River Avon Trail runs within 3km of the Proposed Development in Section G and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheet at **Volume 5.7.3, Figure 7.14.75**.

#### Construction Effects – Section G

- 7.5.748 The River Avon Trail is a 23 miles route on the south bank of the River Avon between Pill and Bath. The magnitude of effect on views from the River Avon Trail at Pill during construction (also part of NCR 41 and Summits of Somerset and Avon LDR), typically would be low adverse to negligible. The route runs within 1 km of the LoD for the Proposed Development in Section G and people on this route have open views from Pill towards the M5 motorway, with views of the removal of the G Route and construction of the proposed 400kV overhead line running over the River Avon, with Avonmouth docks in the distance. A low adverse magnitude of effect would be experienced on this western section of the cycle route. East of Pill (between 1 and 3km) views are largely screened which would result in a negligible magnitude of effect during construction.
- 7.5.749 Although users of the River Avon Trail are of high sensitivity, given that the magnitude of effect on views experienced by route users would generally be negligible, the overall significance of effect during construction would predominantly be **negligible**, with a section at the western extent of the LDR experiencing a **minor adverse** significance of effect during construction.

#### Operational Effects in Section G

- 7.5.750 The magnitude of effect on views from the River Avon Trail at Pill (also part of NCR 41 and Summits of Somerset and Avon LDR) on completion of the Proposed Development, typically would be low adverse to negligible. The route runs within 1km of the LoD for the Proposed Development in Section G and people on this route have open views from Pill towards the M5 motorway and the proposed 400kV overhead line running over the River Avon, with Avonmouth docks in the distance. During operation a low adverse magnitude of effect would be experienced on this western section of the cycle route. East of Pill (between 1 and 3km) views are largely screened which would result in a negligible magnitude of effect on completion.
- 7.5.751 Although users of the River Avon Trail are of high sensitivity, given that the magnitude of effect on views experienced by route users would be predominantly negligible, the overall significance of effect during operation would be **negligible**, with a section of the cycle route at the western extent of the LDR experiencing a **minor adverse** significance of effect on completion.

**NCR 41: Assessment of Visual Effects**

- 7.5.752 NCR 41 runs through Section G within 1km and 3km of the Proposed Development and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.75 to 7.14.81**.

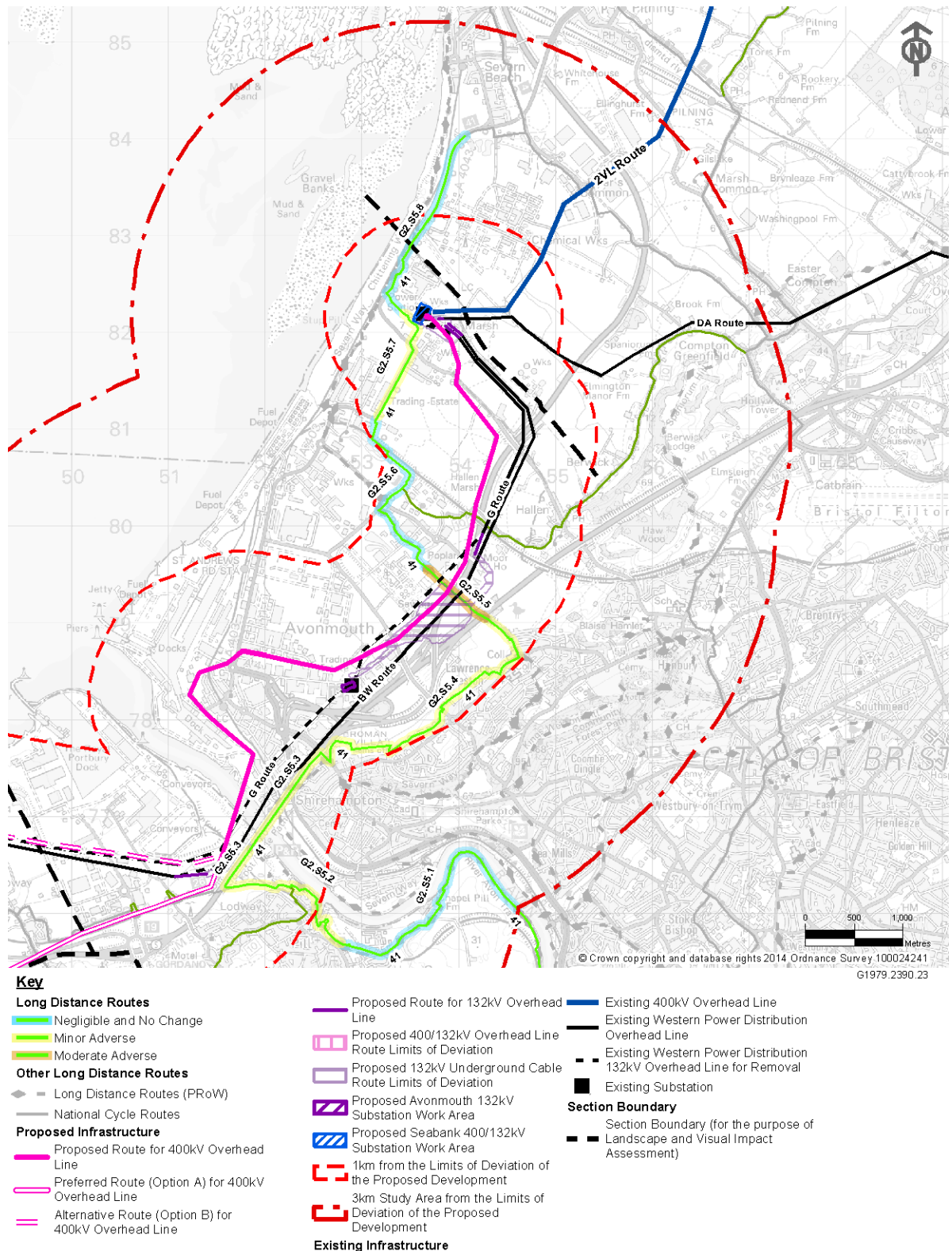
Construction Effects – Section G

- 7.5.753 Views from NCR 41 where it crosses the River Avon would be of low adverse magnitude as views would be restricted by motorway barriers with only temporary views of at-height works likely to be visible, and seen in the context of the M5 and other urban development. The magnitude of effect on views from the NCR 41 on the southern bank of the River Avon during construction (also part of the River Avon Trail and Summits of Somerset and Avon LDR), would range between low adverse and negligible. Cyclists on this route have more open views up to 1km distant towards the M5 motorway, with views of the removal of the G Route and construction of the proposed 400kV overhead line running over the River Avon, with Avonmouth docks in the distance, resulting in a low adverse magnitude of effect on this part of the cycle route. East of Pill (between 1 and 3km distant) views are largely screened which would result in a negligible magnitude of effect during construction.
- 7.5.754 During construction the magnitude of effect on views from NCR 41 running parallel with the M5 and northwest edge of Lawrence Weston, typically would be negligible increasing to moderate adverse where the route would pass through the working area on Lawrence Weston Road.
- 7.5.755 NCR 41 runs along the A403 north from Avonmouth Docks along the coast toward Seabank Power Station to Severn Beach and receptors would a magnitude of effect which varies between negligible and low adverse, depending on whether the view toward the Proposed Development is obscured by intervening industry. Construction of the proposed 400kV overhead line would be visible in glimpsed distant views east towards the M5 motorway for the majority of the route, and there would be views (0.5 to 1km distant) near Seabank Substation and Avonmouth Docks in the south. At-height works and for a short period cranes would be visible above trees and built form. Similar views would be available south on the A403 and would be backgrounded by industry at Avonmouth docks beyond.
- 7.5.756 Although cycle route users on NCR 41 in Section G are of high sensitivity, given that the predicted magnitude of effect on views during construction is typically negligible, overall a **negligible** significance of effect on views would be experienced. During construction a **moderate adverse** significance of effect would be experienced on NCR 41 for a short distance close to working areas on Lawrence Weston Road and a **minor adverse** significance of effect would be experienced on a section of the cycle route at and near the River Avon crossing and on a section of the A403 between Avonmouth and Seabank Power Station (Chittening Road).

## Operational Effects – Section G

- 7.5.757 Views from NCR 41 where it crosses the River Avon would be of low adverse magnitude as views would be restricted by motorway barriers with only temporary views of the tops of pylons likely to be visible, which would replace existing pylons in the view and would be seen in the context of the M5 and other urban development. The magnitude of effect on views from the NCR 41 on the southern bank of the River Avon (also part of the River Avon Trail and Summits of Somerset and Avon LDRs) on completion of the Proposed Development, typically would range between low adverse and negligible. Cyclists on this route have more open views up to 1km distant towards the M5 motorway, with views of the removal of the G Route and construction of the proposed 400kV overhead line running over the River Avon, with Avonmouth docks in the distance, resulting in a low adverse magnitude of effect on this part of the cycle route. East of Pill (between 1 and 3km distant) views are largely screened which would result in a negligible magnitude of effect during operation.
- 7.5.758 On completion the magnitude of effect on views from NCR 41 running parallel with the M5 and the northwest edge of Lawrence Weston, typically would be low adverse increasing to moderate adverse where the cycle route would run close to and pass beneath the proposed 400kV overhead line. The proposed 400kV overhead line would be visible along a similar alignment to the G Route (which would be removed) and would be partially filtered by mature belts of vegetation with a greater extent of pylons visible above.
- 7.5.759 NCR 41 runs along the A403 north from Avonmouth Docks along the coast and receptors typically would experience a low adverse magnitude of effect on completion. The proposed 400kV overhead line would be visible in glimpsed distant views east towards the M5 motorway for the majority of the route, and in close proximity near to Seabank Substation and Avonmouth Docks in the south. 400kV pylons would be visible above trees and built form above backgrounding of Spaniorum Hill and Lawrence Weston. The proposed 400kV overhead line would be visible in views south on the A403 and would be backgrounded by industry at Avonmouth docks beyond.
- 7.5.760 Although cycle route users on NCR 41 in Section G are of high sensitivity, given that the predicted magnitude of effect on views during operation typically ranges between negligible and low adverse, the overall significance of effect on views would generally be no greater than **minor adverse**. On completion a **moderate adverse** significance of effect would be experienced for a short distance close to the proposed 400kV overhead line on Lawrence Weston Road as illustrated in **Inset 7.211**.





Inset 7.211 (of Volume 5.7.3, Figure 7.31.14): Significance of Visual Effects on National Cycle Route 41 Long Distance Route in Section G within the 3km Study Area during Operation

### ***Severn Way: Assessment of Visual Effects***

- 7.5.761 The Severn Way runs within 3km of the Proposed Development in Section G and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.82 to 7.14.88**.

#### Construction Effects – Section G

- 7.5.762 The magnitude of effect on views from the Severn Way along the northern bank of the River Avon typically would be negligible beyond 1km from the LoD for the Proposed Development and low adverse within 1km. Construction works removing the existing G Route 132kV overhead line where it crosses the river and the construction of the new 400kV overhead line would be visible from opposite the settlement of Pill. The construction works would be visible backgrounded by industrial warehouses, docks and the M5 motorway bridge crossing the river.
- 7.5.763 Through Lawrence Weston a negligible magnitude of effect on views would generally be experienced by receptors on the Severn Way. Views would largely be screened by built form with long distance views of temporary at-height works available in places over rooftops, through open spaces or at gaps between properties. Views extend to the industry in Avonmouth with dock structures visible on the coast. At height works to remove a section of the existing 132kV overhead line and construct the proposed 400kV overhead line would be visible in the distance above the M49 motorway and parallel to the BW Route, and in places the G Route, backgrounded by industry.
- 7.5.764 On Lawrence Weston Road within 1km of the Proposed Development a moderate adverse magnitude of effect would be experienced for a short section of the route that passes through the construction area.
- 7.5.765 During construction the magnitude of effect on the Severn Way running south along the coast towards Seabank Power Station from Severn Beach and toward Avonmouth, typically would be negligible. At-height works and cranes would be visible for a short period in distant glimpsed views east above trees and beyond Seabank Power Station.
- 7.5.766 Given the high sensitivity of users of the Severn Way and the magnitude of effect on views experienced by route users which is generally negligible, the overall significance of effect during construction would be **negligible**, with shorter sections of the route closest to the Proposed Development experiencing a **minor adverse** and **moderate adverse** significance of effect.

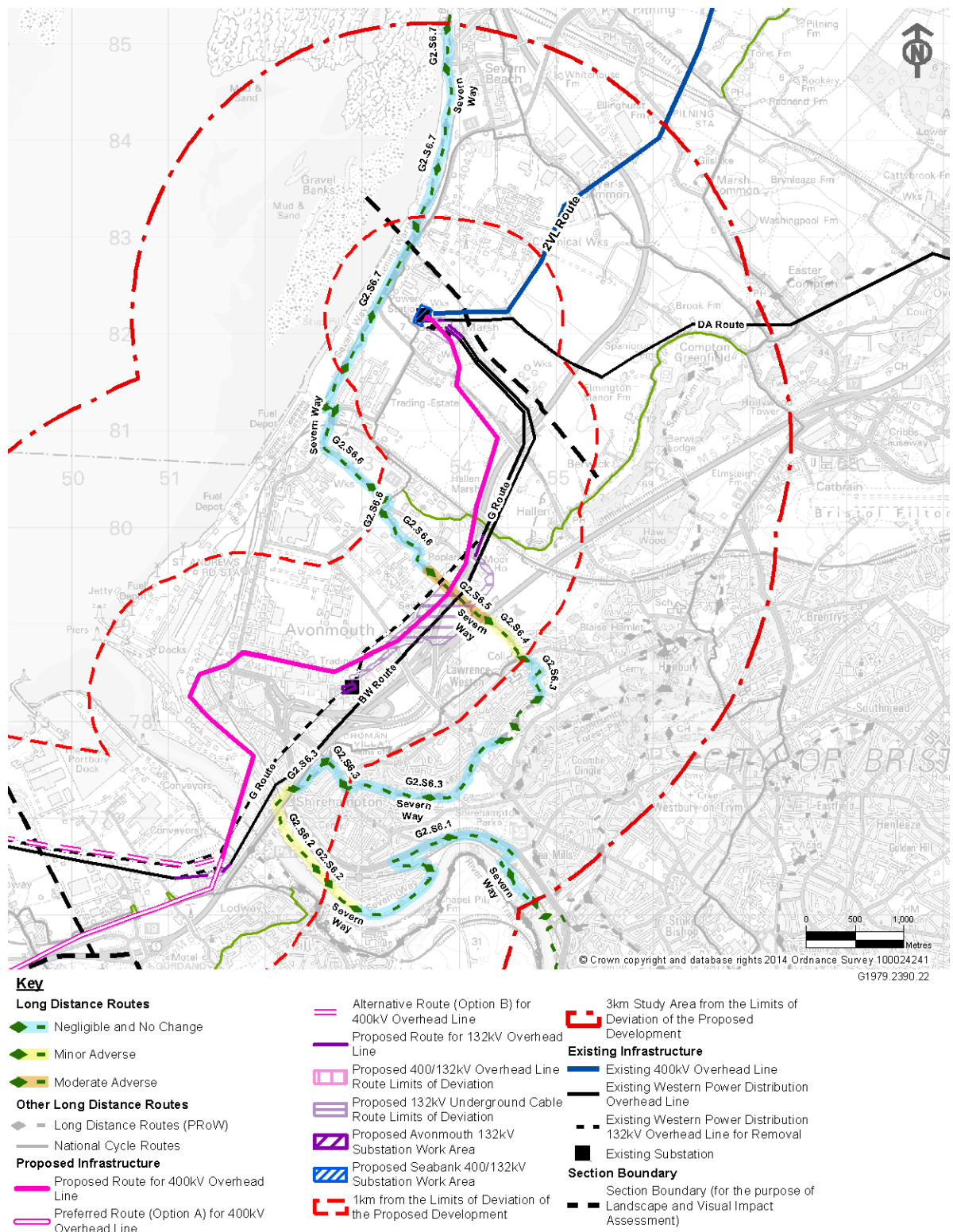
#### Operational Effects – Section G

- 7.5.767 The magnitude of effect on views from the Severn Way along the northern bank of the River Avon, typically would be negligible beyond 1km from the LoD for the Proposed Development and low adverse within 1km. The proposed 400kV overhead line would be visible crossing the river on tall pylons of a reduced height, compared to the G Route river crossing pylons which would be removed, and visible from opposite the settlement of Pill. Further east the meandering course of the river and steep wooded valley sides would largely screen views of the proposed 400kV overhead line. The proposed 400kV overhead line would be introduced

along a similar alignment to the existing but at a reduced height crossing the river, backgrounded by industrial warehouses, docks and the M5 motorway bridge crossing the river.

- 7.5.768 Through Lawrence Weston a negligible magnitude of effect on views would generally be experienced by receptors on the Severn Way. Views would largely be screened by built form with long distance views available in places over rooftops, through open spaces or at gaps between properties. Views extend to the industry in Avonmouth with dock structures visible on the coast. The proposed 400kV overhead line would be visible in the distance above the M49 motorway and parallel to the BW Route, and in places the G Route, backgrounded by industry.
- 7.5.769 On Lawrence Weston Road within 1km of the LoD for the Proposed Development the proposed 400kV overhead line would be visible in close proximity where it would pass over the Severn Way Long Distance Route (and also the NCR 41 and the Summits of Somerset and Avon LDR) adjacent to the M49 motorway. For this short section of the route receptors would have views northeast and southwest along the proposed 400kV overhead line adjacent to the motorway with the BW Route visible parallel beyond the motorway. A section of the G Route would be removed and replaced with 132kV underground cables where it crosses the cycle route and footpath, reducing the magnitude of effect of the proposed 400kV overhead line. Even so the magnitude of effect on completion would remain moderate adverse closest to the proposed new 400kV overhead line and would remain low adverse on the short section of the Severn Way to the southeast.
- 7.5.770 On the Severn Way, north of Avonmouth and parallel to the A403, the proposed 400kV overhead line would be visible in occasional glimpsed views above trees, built form and industry, along with existing 132kV overhead lines and a 400kV overhead line visible adjacent. On completion this part of the Severn Way would generally experience a negligible magnitude of effect on views.
- 7.5.771 Given the high sensitivity of users of the Severn Way and the magnitude of effect on views experienced by route users which is generally negligible, the overall significance of effect on completion would be **negligible**. On completion users of this LDR would experience a **minor adverse** and **moderate adverse** significance of effect on shorter sections of the route closest to the Proposed Development as illustrated in **Inset 7.212**.





Inset 7.212 (of Volume 5.7.3, Figure 7.31.14): Significance of Visual Effects on the Severn Way Long Distance Route in Section G within the 3km Study Area during Operation



***Community Forest Path: Assessment of Visual Effects***

- 7.5.772 The Community Forest Path runs between 1 and 3km from the LoD for the Proposed Development in Section G.

**Construction Effects – Section G**

- 7.5.773 The Community Forest Path long distance public route 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 road bridges’ (The Long Distance Walkers Association Website: 2001-2012). In Section G receptors using the footpath would generally experience a negligible magnitude of effect on views, with views of the construction works screened on the majority of the route by landform and woodland on Kings Weston Hill. There would be occasional distant views towards Seabank Power Station in the north from Easter Compton and at the top of Spaniorum Hill through gaps in woodland. Receptors at these locations would experience distant views of cranes and at-height works for a short period on the proposed 400kV overhead line, with existing 132kV overhead lines and the DA Route also visible in the distance.
- 7.5.774 The magnitude of effect on views experienced by high sensitivity users of the Community Forest Path would be predominantly negligible due to distance and vegetation screening. As a result the overall significance of effect on views experienced during construction would be **negligible**.

**Operational Effects – Section G**

- 7.5.775 In Section G receptors using the footpath would experience a generally negligible magnitude of effect on views during operation, with the majority of views of the proposed 400kV overhead line screened. The LDR runs between 1 and 3km from the LoD for the Proposed Development and distant views from the Community Forest Path to the proposed 400kV overhead line are generally obscured by landform and woodland on Kings Weston Hill. Occasional 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. On completion receptors at these locations would experience distant views of the proposed 400kV overhead line.
- 7.5.776 The magnitude of effect on views experienced by high sensitivity users of the Community Forest Path would be predominantly negligible due to the distance of the viewer, vegetation screening and the presence of existing overhead lines in the view. As a result the overall significance of effect on views experienced during operation would be **negligible**.

### ***Bristol City Triangular Walk: Assessment of Visual Effects***

- 7.5.777 The Bristol City Triangular Walk runs between 1 and 3km from the LoD for the Proposed Development in Section G.

#### **Construction Effects – Section G**

- 7.5.778 The magnitude of effect on views experienced by high sensitivity users of the Bristol City Triangular Walk would be negligible due to distance and screening by a combination of intervening topography, vegetation and built form. As a result the overall significance of effect on views experienced during construction would be **negligible**.

#### **Operational Effects – Section G**

- 7.5.779 The magnitude of effect on views experienced by high sensitivity users of the Bristol City Triangular Walk would be negligible due to distance and screening. As a result the overall significance of effect on views experienced during construction would be **negligible**.

### ***NCR 4: Assessment of Visual Effects***

- 7.5.780 NCR 4 runs through parts of Section G between 1 and 3km from the LoD for the Proposed Development and beyond. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.89 to 7.14.90**.

#### **Construction Effects – Section G**

- 7.5.781 During construction the magnitude of effect on NCR 4 (between 1 and 3km) running from close to the base of Spaniorum Hill northwest towards Severn Beach and north toward Pilning, typically would be negligible with a low adverse effect in occasional glimpsed views. From the base of Spaniorum Hill only at-height works and cranes would be visible for a short period above trees, the M49 motorway and beyond the G Route and the BW Route. Receptors using the cycle route would experience similar distant views from the B4055 Blackhorse Hill, at Easter Compton, with a negligible magnitude of effect on views due to the increased distance. Typically views would be available between properties lining the road and gaps in field boundaries.
- 7.5.782 Views from the NCR 4 south of the M5 motorway are largely obscured by King Weston and Spaniorum Hills such that the magnitude of effect during construction on users of this southern section would be negligible.
- 7.5.783 Although users of NCR 4 in Section G are of high sensitivity, given the generally negligible magnitude of effect on views anticipated during construction, overall the significance of effect on views from this cycle route within 3km would be **negligible**.

#### **Operational Effects – Section G**

- 7.5.784 On completion the magnitude of effect on NCR 4 (between 1 and 3km) running from close to the base of Spaniorum Hill northwest towards Severn Beach and north toward Pilning, typically would be negligible with a low adverse effect in occasional glimpsed views. From the base of Spaniorum Hill the proposed 400kV overhead line would be visible in views across the M49 motorway towards Seabank with 400kV pylons screened at the base and beyond the G Route and the BW

Route. Receptors using the cycle route would experience views from the B4055 Blackhorse Hill, at Easter Compton, with a low adverse magnitude of effect on views. The 400kV overhead line would be visible above trees in the distant views at Seabank Power Station and across Hallen Marsh. Typically views would be available between properties lining the road and gaps in field boundaries. Where the cycle route runs towards the coast the proposed 400kV overhead line would be introduced into distant views adjacent to the existing 132kV overhead lines with industry in Avonmouth and Severnside Works in the distance.

- 7.5.785 Views from the NCR 4 south of the M5 motorway are largely obscured by King Weston and Spaniorum Hills such that the magnitude of effect during operation on users of this southern section would be negligible.
- 7.5.786 Although users of NCR 4 in Section G are of high sensitivity, given the magnitude of effect on views anticipated during operation is generally negligible, overall the significance of effect on views from this cycle route within 3km would also be **negligible**.

#### ***M5 Motorway: Assessment of Visual Effects***

- 7.5.787 The M5 Motorway runs through Sections A to G within 3km of the LoD for the Proposed Development and beyond and receptors are of medium sensitivity to change in views. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.13.1 to 7.13.6** and the photograph sheets at **Volume 5.7.3, Figures 7.14.19 to 7.14.24**.

#### Construction Effects – Section A

- 7.5.788 In Section A, construction of the proposed 400kV overhead line and CSE compounds and removal of the F Route typically would have a negligible to low adverse magnitude of effect. In many places there would be no views of the construction of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form. However cranes would be visible, often above trees and built form, for a short period during construction works. Typically receptor views are experienced for short periods along the overall route.
- 7.5.789 Overall in Section A, given the medium sensitivity of motorway users and the generally negligible to low adverse magnitude of effect anticipated, the significance of effect on views during construction would typically be **negligible** to **minor adverse**.

#### Construction Effects – Section B

- 7.5.790 In Section B, construction effects on receptor views from the M5 motorway within 3km of the LoD for the Proposed Development are identified below; however these views typically would occur for short lengths along the overall motorway.
- 7.5.791 An overall low magnitude of effect is anticipated during construction in motorists' views from the M5 motorway in the north of Section B, between the road bridge (leading to Rooksbridge) in the southwest, and the Mendip Hills AONB in the northeast, where the motorway runs under Webbington Road.
- 7.5.792 Construction operations required to remove the F Route, to install the 400kV underground cables and to construct the proposed 400kV overhead line and CSE

compound would be visible in oblique views in the north of Section B, including close views which are partly filtered and screened in places by intervening hedgerow and trees.

- 7.5.793 The magnitude of construction visual effects from the majority of the M5 motorway elsewhere in Section B would generally be negligible due to distance, and filtering and screening by intervening hedgerow, trees and built form.
- 7.5.794 Overall in Section B, given the medium sensitivity of motorway users and the generally negligible magnitude of effect anticipated, the significance of effect on views during construction would generally be **negligible**, with a **minor adverse** significance of effect experienced on a shorter section of the M5 in the north of Section B.

#### Construction Effects – Section C

- 7.5.795 For a short distance north of the Loxton Gap, in Section C, the F Route runs parallel and in close proximity to the M5 motorway. Here removal of the F Route would be highly visible to receptors. Cranes dismantling the F Route through the Lox Yeo Valley would be visible for a short period and would be temporary structures within views along the M5 motorway. Close proximity views would be available from receptors where the motorway would be parallel to the proposed compound area and long views along the construction area would be experienced. Excavation and installation of 400kV underground cables would be in near views through the Mendip Hills AONB. Overall, motorists typically would experience a moderate to low adverse magnitude of effect within 1km of the LoD for the Proposed Development in Section C. The construction of the proposed 400kV overhead line and the CSE compound in Section B south of the Mendip Hills would be just visible in the distance to the south with cranes anticipated to be visible above trees. Between 1 and 3km from the LoD for the Proposed Development more distant views toward construction activity would result in a generally low adverse magnitude of effect experienced by road users, with a negligible experienced further north near Banwell where views would be obscured by the motorway cutting.
- 7.5.796 Overall in Section C, given the medium sensitivity of motorway users and the generally low adverse magnitude of effect anticipated, the significance of effect on views during construction would generally be **minor adverse**, with a **minor to moderate adverse effect** anticipated for a short section of the M5 close to the Proposed Development.

#### Construction Effects – Section D

- 7.5.797 Along the M5 motorway in Section D, receptor views of construction activity would be fleeting and typically would be glimpsed above and between intervening trees and built form. The magnitude of effect on receptor views would be no greater than low adverse and would generally be negligible. It is anticipated that a low adverse magnitude of effect would be experienced on a short section of the motorway near Kingston Seymour where receptors would be closer to construction activity.
- 7.5.798 Overall in Section D, given the medium sensitivity of motorway users and the generally negligible magnitude of effect anticipated, the significance of effect on views during construction would typically be **negligible** with a **minor adverse** experienced by motorway users on a short section of the M5 near Kingston Seymour.



### Construction Effects of Preferred Route (Option A) – Section E (and Section F)

- 7.5.799 During construction in Section E (and Section F), receptors using the M5 motorway would experience a negligible magnitude of effect for most of the route through Section E between 1 and 3km of the LoD for the Proposed Development, with no views from some stretches of the motorway. Views of construction works for the proposed 400kV overhead line, installation of the W Route 132kV underground cables and removal of the F Route and the W Route typically would consist of cranes visible for a short period on Tickenham Ridge in Section E, and above trees across the Moors in Sections D and F.
- 7.5.800 Further east on the M5, within 1km of the Proposed Development, construction of the proposed 400kV overhead line on the preferred route (Option A), installation of the 132kV underground cables and removal of the F Route and the W Route would generally have a low to moderate adverse magnitude of effect on the fleeting views experienced by receptors. Working areas and cranes erecting pylons on the proposed 400kV overhead line and removing the existing 132kV overhead lines would be parallel and near to the motorway between Caswell Lane and Portbury. Receptors would have near views of construction works with work activities visible on the ridge slopes.
- 7.5.801 For motorway users in Section E (and Section F) if preferred route (Option A) was used, given the medium sensitivity of motorists and the magnitude of effect anticipated, which ranges between negligible and low to moderate adverse, the significance of effect on views during construction would range between **negligible** in the west (between 1 and 3km) and **minor to moderate adverse** to the east (within 1km).

### Construction Effects of Alternative Route (Option B) – Section E (and Section F)

- 7.5.802 Effects on views during construction between 1 and 3km from the Proposed Development if alternative route (Option B) were used would be the same as those described for preferred route (Option A) above, with a negligible magnitude of effect anticipated.
- 7.5.803 Further east on the M5, within 1km of the Proposed Development, construction of the proposed 400kV overhead line on the alternative route (Option B), installation of the 132kV underground cables and removal of the F Route and the W Route would have a low adverse magnitude of effect on fleeting views experienced by receptors. Working areas and cranes erecting pylons on the proposed 400kV overhead line and removing the existing 132kV overhead lines would be near to the motorway at Caswell Cross. Receptors would have near views of construction works with work activities visible. It is anticipated cranes erecting pylons for the proposed 400kV overhead line on the alternative route (Option B) and removing the existing 132kV overhead lines would be just visible for a short period in distant fleeting views above trees across Clapton Moor and Portbury Dock in Sections F and G.
- 7.5.804 For motorway users in Section E (and Section F) if alternative route (Option B) was used, given the medium sensitivity of motorists and the magnitude of effect anticipated which ranges between negligible and low adverse, the overall significance of effect on views during construction would range between **negligible** in the west (between 1 and 3km) and **minor adverse** in the east (within 1km).

### Construction Effects of Preferred Route (Option A) and Alternative Route (Option B) – Section G

- 7.5.805 Receptors using the M5 motorway in Section G typically would experience a negligible magnitude of effect in views during construction as a result of either preferred route (Option A) or alternative route (Option B). The M5 motorway passes over the River Avon at the Avon crossing and continues northeast on supports passing through the settlement of Avonmouth and Shirehampton in an elevated position. The M5 then joins the M49 and both motorways continue northeast to the east of existing overhead lines. Receptors would have fleeting views of temporary construction operations for the proposed 400kV overhead line close to the motorway for long sections in the south and views of the removal of the G Route. Views typically would be of at-height works and cranes for a short period due to the elevated position of the motorway. Views of works relating to installation of the 132kV underground cables would also be visible north of Junction 18.
- 7.5.806 Overall in Section G, given the medium sensitivity of motorway users and the typically negligible magnitude of effect anticipated, the significance of effect on views during construction would generally be **negligible**.

### Overall Construction Effects – Sections A to G

- 7.5.807 Overall during construction, motorists using the M5 between Sections A and G would generally experience a **negligible** significance of effect on views, with a significance of effect no greater than **minor to moderate adverse** experienced in places.

### Operational Effects – Section A

- 7.5.808 In Section A, the proposed 400kV overhead line and CSE compounds would generally have a magnitude of effect no greater than low adverse on the section of the M5 to the north of Bridgwater. To the south of Bridgwater there would be no views of the proposed 400kV overhead line and CSE compounds due to screening from trees, hedgerows and built form and the magnitude of effect during operation on this section of the M5 would be negligible. Typically receptor views are experienced for short periods along the overall route.
- 7.5.809 East of Bridgwater a magnitude of effect no greater than low beneficial would be experienced by motorists on a section of the M5 where the F Route overhead line would be removed from views, although nearer views of the adjacent VQ Route would remain and there would be more distant views north of the new 400kV overhead line visible above trees and on Puriton Ridge.
- 7.5.810 Overall in Section A, the medium sensitivity of motorway users combined with a magnitude of effect ranging between low beneficial, negligible and low adverse would result in a generally **negligible** significance of effect on views during operation.

### Operational Effects – Section B

- 7.5.811 Operational effects on receptor views from the M5 motorway within 3km of the LoD for the Proposed Development in Section B are identified below; however these views are typically for short periods along the overall route.
- 7.5.812 The greatest adverse magnitude of effect anticipated in views from the M5 motorway in Section B within 3km of the Proposed Development would be

moderate to low adverse experienced in motorist views from the M5 in the north, between the road bridge leading to Rooks Bridge in the southwest and the Mendip Hills in the northeast, where the motorway runs under Webbington Road. The F Route would be removed from the oblique view including where it runs close to and parallel the M5 in the north where there is some filtering and screening in the view by intervening hedgerow and trees. The proposed CSE compound and 400kV overhead line would be introduced closer in the view than the F Route resulting in a partial alteration to the existing view and the introduction of the more prominent 400kV overhead line, and the proposed CSE compound, which would be partially filtered and screened by intervening hedgerow and trees.

- 7.5.813 Elsewhere in Section B, the magnitude of visual effects experienced by M5 motorists would generally be negligible due to distance, and filtering and screening by intervening hedgerow, trees and built form, and due to the presence of existing overhead lines closer in the view including the ZG in the south and the Bridgwater to Weston-super-Mare low voltage overhead line (built on steel lattice towers) which crosses and runs roughly parallel to the M5 to the east of Brent Knoll. For a very short section of the M5 at the southern extent of Section B a low adverse magnitude of effect would be experienced on completion where there are views toward the proposed 400kV overhead line on Puriton Ridge.
- 7.5.814 Overall in Section B, given the medium sensitivity of motorway users and the generally negligible magnitude of effect anticipated, the significance of effect on views during operation would generally be **negligible**. M5 road users on short sections to the north in Section B would experience a **minor to moderate adverse** significance of effect and for a short section to the south in Section B a **minor adverse** significance of effect.

#### Operational Effects – Section C

- 7.5.815 In Section C, the M5 motorway runs northeast to southwest parallel to the F Route. The F Route would be removed from views in close proximity to the motorway and in open distant views along the Lox Yeo Valley and across the Mendip Hills AONB.
- 7.5.816 Due to the proposed undergrounding of new 400kV cables and the removal of F Route through the Lox Yeo Valley, it is anticipated that motorists travelling north and south along the M5 motorway within 1km of the Proposed Development in Section C would experience a moderate beneficial magnitude of effect during the operation of the Proposed Development. The CSE compound and 400kV overhead line proposed to the south of the Mendip Hills AONB in Section B is anticipated to be screened by a motorway embankment but partly visible in distant views south above intervening trees. Between 1 and 3km the magnitude of effect on completion would be low beneficial where road users would experience more distant views of the F Route removal and negligible further north toward Banwell where views would generally be obscured.
- 7.5.817 Overall in Section C, given the medium sensitivity of motorway users and the magnitude of effect anticipated which ranges from moderate beneficial to low beneficial, the significance of effect on views during operation would predominantly be **minor beneficial**, with a **moderate beneficial** significance of effect experienced on a shorter section close to the Proposed Development.

#### Operational Effects – Section D

- 7.5.818 Along the M5 motorway in Section D, receptor views of the 400kV overhead line would be fleeting and typically would be glimpsed above and between intervening trees and built form. The magnitude of effect on receptor views would be no greater than low adverse and would generally be negligible. A low adverse magnitude of effect is anticipated on the short section of the near Kingston Seymour where receptors would be closer to the 400kV overhead line with views of the change in direction at Lampley Road.
- 7.5.819 Overall in Section D, given the medium sensitivity of motorway users and the generally negligible magnitude of effect anticipated, the significance of effect on views during operation would typically be **negligible**, with a **minor adverse** significance of effect experienced by motorway users on a short section of the M5 near Kingston Seymour.

#### Operational Effects of Preferred Route (Option A) – Section E (and Section F)

- 7.5.820 During operation in Section E (and Section F), receptors using the M5 motorway would experience a negligible magnitude of effect for the route through Section E between 1km and 3km of the LoD for the Proposed Development, with no views along some parts of the motorway. There would be some distant glimpsed views south across the Moors of Section D and the proposed 400kV overhead line would be visible in the distance above trees across Kenn Moor and Nailsea Moor on a similar alignment to the existing overhead line. The existing 132kV overhead line would be removed from views above trees across Section D.
- 7.5.821 Within 1km of the LoD for the Proposed Development there would be adverse effects on views from the M5 motorway ranging in magnitude from low adverse to moderate adverse, with the predominant and greatest scale of effect where the motorway is closest to the proposed 400kV line or where there are clear direct views down the carriageway towards the Avonmouth industrial area. The 132kV overhead lines would be removed from some of the longer views north towards Portishead Substation. These views are often glimpsed and often filtered by mature hedgerow and tree vegetation. There would be views of the new 400kV line on preferred route (Option A) as it runs approximately parallel to the motorway and heads east into Section G.
- 7.5.822 In Section E (and Section F) if preferred route (Option A) was used, given the medium sensitivity of motorway users and the magnitude of effect anticipated, which ranges between negligible and low to moderate adverse, the overall significance of effect on views during operation would range between **negligible** in the west (between 1 and 3km) and **minor to moderate adverse** to the east (within 1km).

#### Operational Effects of Alternative Route (Option B) – Section E (and Section F)

- 7.5.823 Effects on views during operation between 1 and 3km from the Proposed Development if alternative route (Option B) were used would be the same as those described for preferred route (Option A) above, with a negligible magnitude of effect anticipated.
- 7.5.824 The proposed 400kV overhead line on the alternative route (Option B) would generally have a low adverse magnitude of effect on receptor views where the proposed 400kV overhead line would be visible on Tickenham Ridge, passing over



the motorway and Clapton Moor in Section F. The W Route and the F Route would be removed from views where they are presently visible on the northern slopes of Tickenham Ridge and pass over the motorway and across Section F. It is anticipated the proposed 400kV overhead line on the alternative route (Option B) would be just visible in distant fleeting views above trees across Clapton Moor and Portbury Dock.

- 7.5.825 In Section E (and Section F) if alternative route (Option B) was used, given the medium sensitivity of motorway users and the magnitude of effect anticipated, which ranges between negligible and low adverse, the overall significance of effect on views during operation would range between **negligible** in the west (between 1 and 3km) and **minor adverse** to the east (within 1km).

#### Operational Effects of Preferred Route (Option A) – Section G

- 7.5.826 If preferred route (Option A) was used receptors using the M5 motorway in Section G typically would experience a low adverse adverse magnitude of effect on views of the proposed 400kV overhead line, with a negligible effect anticipated between 1 and 3km due to distance and intervening built form and vegetation which would limit views. Within 1km the M5 motorway passes over the River Avon at the Avon crossing and continues northeast on supports passing through the settlement of Avonmouth and Shirehampton in an elevated position. The M5 then joins the M49 and both motorways continue northeast to the east of existing overhead lines. Receptors would have transient views of the proposed 400kV overhead line close to the motorway for long sections replacing views of the G Route removed, and adjacent to the BW Route and Avonmouth to Seabank 132kV overhead line beyond and parallel to the motorway. At the bridge over the River Avon receptors would have views of the proposed 400kV overhead line crossing the river parallel and adjacent to the BW Route. The proposed 400kV overhead line crossing the river would replace the existing two tall river crossing pylons on the G Route and would be of a reduced height. Views north would include the proposed 400kV overhead line along the edge of the River Avon and the settlement of Avonmouth. Further north the proposed 400kV overhead line would be visible adjacent to the BW Route and the G Route crossing the area parallel to the M5 and M49 motorways with dock structures visible beyond.
- 7.5.827 Overall in Section G if preferred route (Option A) was used, given the medium sensitivity of motorway users and the typically low adverse magnitude of effect anticipated, the significance of effect on views during operation would be **minor adverse**.

#### Operational Effects of Alternative Route (Option B) – Section G

- 7.5.828 If alternative route (Option B) was used, the magnitude of effect on views would range between negligible and low adverse. Within 1km and west of the Avon crossing views of the Proposed Development would be largely obscured by intervening built form resulting in a negligible magnitude of effect on views. Further east receptors would have transient views of the proposed 400kV overhead line close to the motorway for long sections replacing views of the G Route (removed), and adjacent to the BW Route and Avonmouth to Seabank 132kV overhead line beyond and parallel to the motorway. At the bridge over the River Avon receptors would have views of the proposed 400kV overhead line crossing the river parallel

and adjacent to the BW Route. The proposed 400kV overhead line crossing the river would replace the existing two tall river crossing pylons on the G Route and would be of a reduced height. Views north would include the proposed 400kV overhead line along the edge of the River Avon and the settlement of Avonmouth. Further north the proposed 400kV overhead line would be visible adjacent to the BW Route and the G Route crossing the area parallel to the M5 and M49 motorways with dock structures visible beyond. A negligible magnitude of effect would be anticipated between 1 and 3km due to distance and intervening built form and vegetation which would limit views.

- 7.5.829 Overall in Section G if alternative route (Option B) was used, given the medium sensitivity of motorway users and the typically negligible to low adverse magnitude of effect anticipated, the significance of effect on views during operation would be no greater than **minor adverse**.

#### Overall Operational Effects – Sections A to G

- 7.5.830 Overall during operation, motorists using the M5 between Sections A to G would generally experience a change in views ranging between **negligible** and **minor adverse** significance. A **minor to moderate adverse** significance and **minor to moderate beneficial** significance of effect would be experienced in places.

#### ***Main intercity Railway Line between Bristol and Plymouth: Assessment of Visual Effects***

- 7.5.831 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.

#### Construction Effects

- 7.5.832 In the short-term rail user views would be fleeting and in most sections roadside and railside vegetation or built form would screen views towards construction of the Proposed Development in Section A, B and D. The top of cranes and at-height works constructing the proposed 400kV overhead line and removing the F Route would be intermittently visible above trees for short sections. The topography is generally flat and there would be some open glimpsed views at gaps in trees and vegetation towards construction works visible above trees in the distance but these would only be a small component of the view.
- 7.5.833 For a short section north of the Morrisons distribution centre in Section A receptors would have fleeting views east to the M5 motorway and across Horsey Level and Puriton Ridge towards construction of the proposed 400kV overhead line and the Bridgwater Tee CSE compounds and the F Route removal in the distance above trees.
- 7.5.834 In Section D receptors would experience oblique fleeting views of at-height works and cranes visible above trees in the distance constructing the proposed 400kV overhead line and removing the F Route. Within 1km of the LoD for the Proposed Development receptors would have fleeting localised views of construction operations where the railway line would pass underneath temporary scaffolding for the F Route removal and construction of the proposed 400kV overhead line.

Receptors would have fleeting views of working areas, the construction haul road and other work activities to the north and south of the railway line.

- 7.5.835 Overall in Section A, B and D, given the medium sensitivity of railway users and the generally negligible to low adverse magnitude of effect anticipated, the significance of effect on views during construction would typically be **minor adverse to negligible**.

#### Operational Effects

- 7.5.836 In the short and medium-term during operation rail user views would be fleeting and in most sections roadside and railside vegetation or built form would screen views towards the Proposed Development in Section A, B and D. The top of the proposed 400kV overhead line would be intermittently visible above trees for short sections and the F Route would be removed. The topography is generally flat and there would be some open glimpsed views at gaps in trees and vegetation towards the Proposed Development visible above trees in the distance but these would only be a small component of the view.
- 7.5.837 For a short section north of the Morrisons distribution centre in Section A receptors would have fleeting views east to the M5 motorway and across Horsey Level and Puriton Ridge towards the proposed 400kV overhead line, supported by T-pylons, and the Bridgwater Tee CSE compounds with the F Route removed from in the distance above trees.
- 7.5.838 In Section D receptors would experience oblique fleeting views of the proposed 400kV overhead line visible above trees in the distance with the F Route removed. Within 1km of the LoD for the Proposed Development receptors would have fleeting localised views of the proposed 400kV overhead line where it would pass over the railway line and the F Route would be removed. Receptors would have fleeting views along the proposed 400kV overhead line to the north and south of the railway line and the F Route would be removed from similar views.
- 7.5.839 Overall in Section A, B and D, given the medium sensitivity of railway users and the generally negligible to low adverse magnitude of effect on views towards the Proposed Development, the significance of effect on views during operation would typically be **minor adverse to negligible**.

#### ***West Somerset Coast Path: Assessment of Visual Effects***

- 7.5.840 The West Somerset Coast Path runs through Section H within 3km of the proposed Hinkley Line Entries and beyond and users are of high sensitivity to change. Existing views along the route are illustrated on the photograph location plans at **Volume 5.7.3, Figure 7.26.1** and the photograph sheets at **Volume 5.7.3, Figures 7.27.11 to 7.27.12**.

#### Construction Effects

- 7.5.841 Construction effects on sequential views from the West Somerset Coastal Path typically would be of **negligible** magnitude and significance within 1km of proposed construction works. Construction works are not anticipated to be distinguishable in views from this long distance footpath further to the west or east due to distance and localised screening by intervening built form, trees and hedgerows.

### Operational Effects

- 7.5.842 Operational effects on sequential views from the West Somerset Coastal Path within 3km of the Proposed Development in Section H typically would be of a negligible magnitude of effect within 1km of the proposed line entries. Proposed line entries would have no effect on views from this long distance footpath further to the east due to distance and localised screening by intervening built form, trees and hedgerow at Stolford. The panoramic long distance view would comprise the existing Hinkley Point Power Station Complex and the proposed Hinkley Point C Power Station; however proposed line entries would not be distinguishable in the view particularly as there are overhead lines closer in the view to the south and southeast. Similarly views from this LDR further west would be obscured by a combination of intervening vegetation and the existing building complex at the power station which would screen views of the proposed line entries.
- 7.5.843 Although users of the coastal path are of high sensitivity, given the typically negligible magnitude of effect, overall the significance of effect during operation on sequential views from the West Somerset Coast Path would be **negligible**.

### ***Decommissioning Effects on Long Distance Footpath and Cycle Routes, Published Footpath Routes, the M5 and Main Intercity Railway***

- 7.5.844 During decommissioning of the proposed 400kV overhead line, CSE compounds, Sandford Substation and the proposed 400kV and 132kV underground cables across Sections A to G, temporary adverse visual effects associated with the decommissioning of the Proposed Development would be of a similar significance of effect to those identified for long distance footpath and cycle routes, published footpath routes, the M5 and Main Intercity Railway during 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.
- 7.5.845 Following decommissioning of the Proposed Development across Sections A to G, some views in particular views from receptors closest to the proposed 400kV overhead line, CSE compounds and Sandford Substation (within 1km), would experience a beneficial effect in the view. Effects typically would range from **moderate** to **minor beneficial** significance depending on the proportion of the view previously affected by the Proposed Development.



### **Assessment of Lighting during Construction**

- 7.5.846 Normal construction work would not require lighting. However, winter working may require task specific lighting due to the short day lengths. Visual effects would be limited in locations (and duration at anyone location) and would only be experienced at the beginning and end of the day for a short period of time. Planned temporary construction lighting may be required for installing protective scaffold netting over roads, which has to be done when the roads are not busy, and for other works required to be undertaken outside of the normal working hours. Use of low level directional lighting and motion sensor lighting would limit light pollution and effects on views.
- 7.5.847 Receptors would have views towards temporary low level lighting for short periods of time and this would typically have a low alteration to the existing view and would not increase construction effects on views. Typically use of lighting during construction would be visible in a small proportion of views with a low or negligible magnitude of effect resulting in a minor adverse to negligible significance of effect on views.
- 7.5.848 24hr working would be required at underground cable jointing bays, but these works would be done undercover and light spill is not predicted to occur. Motion sensor lighting would be required for safety reasons at underground cable jointing bays and around main compound sites. This would have a negligible effect on views due to the duration motion sensor lighting would be lit at any one time.
- 7.5.849 During operation Sandford Substation would not be manned and lighting would only be used if maintenance works are required. Therefore no permanent lighting effects are predicted. Any emergency works requiring lighting would be an infrequent event and for short periods and is therefore unlikely to have an effect on views.

### **Construction Programme Sensitivity Analysis**

- 7.5.850 As considered in **Volume 5.5.1, section 5.6** there is the potential for changes to the construction programme (**Volume 5.3.2, Appendix 3B**) to arise due to the DCO being determined later than 2015 or changes to connection agreements (see **Volume 5.2.1**) or a combination of both of these influences.
- 7.5.851 Therefore, this chapter has also considered, at a high level, the potential for visual effects to occur for each of the construction programme scenarios detailed at **Volume 5.5.1, Table 5.4**.
- 7.5.852 Variation 1 and 2 of the construction programme scenarios would result in the construction programme being for a similar timescale, albeit at different commencement and completion dates up to three years later than presently agreed. These variations in programme would not alter the visual effects predicted in section 7.5 of this chapter.
- 7.5.853 Variation 3 of the construction programme scenarios would result in the timescale for construction of the Proposed Development increasing by three years. Visual receptors in Section C would potentially experience views of construction operations for the 400kV underground cables route for a longer duration of up to six and a half years (as opposed to four years in the current programme), albeit outside of the winter period. The duration of visual effects would increase from

short-term (0 to 5 years) to medium-term (5 to 15 years) which would result in some visual receptors experiencing a greater adverse significance of effect on views during construction. Due to the extent of 400kV underground cables work proposed in Section B and D it is not anticipated that visual receptors would experience any change in the duration that these works would be visible.

- 7.5.854 Visual receptors in other sections would experience views of construction operations for a similar timescale to that presently considered, albeit at different commencement and completion dates up to three years later than presently agreed. These variations in programme would not alter the visual effects predicted in section 7.5 of this chapter.

#### **Limits of Deviation and the Order Limits**

- 7.5.855 LoD (lateral, longitudinal and vertical) relating to the proposed route of the overhead line and underground cables, and flexibilities relating to the siting of certain construction components within the Order Limits are discussed at the beginning of this section under 'sources of effect' and in more detail at **Volume 5.5.1, section 5.6**.
- 7.5.856 LoD and the Order Limits have been considered when assessing the predicted significance of effect of the Proposed Development on visual amenity. The LoD of the Proposed Development and the components with the potential to be sited anywhere within the Order Limits would not result in a variation to the significance of effect on visual receptors identified above within each Section of the Proposed Development. This is because the maximum distance or measurement of variation within which these works would be constructed is not considered great enough to alter the significance of visual effects.
- 7.5.857 This visual assessment has also considered the potential effects on trees and hedgerow within the LoD and the Order Limits, as identified in the AIA. The AIA at **Volume 5.21.1, section 7.1** states that over the entire route (in Sections A to H), on the balance of probabilities, the number of additional tree losses caused by variations in design would be roughly equal to those trees that consequently could be retained. The AIA includes an assessment of change in effects only where movement of the overhead line or underground cables would have a significantly greater net impact (as defined in **Volume 5.21.1, section 7.1**) than the preferred alignment.
- 7.5.858 The AIA at **Volume 5.21.1, section 7.6** identifies the number of trees, tree groups and hedgerow that could be affected by the Proposed Development, generally in addition to those already proposed for removal or pruning. These include trees and hedgerows located within or adjacent to temporary working areas (for example, for pylon construction and scaffold erection) that could theoretically be retained, and those within the LoD of the 400kV and 132kV overhead lines and underground cables. In combination, these would not be affected by the connection as assessed but could be affected in the event of necessary deviation within the LoD (with other trees and hedges thereby not affected) or where micro-siting constraints preclude their retention. Where component movement would result in a *significant* net change in magnitude of impact on trees and hedgerow, these are identified in each Section assessment at **Volume 5.21.1, section 7.6**.

## **Climate Change Effects**

- 7.5.859 In line with EU guidance on Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013), and GLVIA 3<sup>rd</sup> edition, consideration is given to the effects of climate change on visual amenity and or features.
- 7.5.860 GLVIA3 states that a baseline for a landscape and visual impact assessment should try to assess what factors will influence visual amenity before a development takes place and also over the medium to long-term in the absence of a development. The assessment of visual effects is therefore made not only at a single point in time but is set against a backdrop of continual change.
- 7.5.861 In the draft consultation version of GLVIA3, the LI identifies climate influence as a key variable in defining visual amenity and *'a major force for change within the landscape that will potentially affect landscape character, perceptions of valued landscapes and the integrity of landscape elements in the years ahead'*.
- 7.5.862 Climate change impacts are therefore taken into account in this context even though it may be difficult to predict what may happen at a local level.
- 7.5.863 Changes to landscape and views predicted in the Southwest of England by the partnership group Climate South West in its report Warming to the Idea<sup>21</sup> include:
- The drying of important peatlands as a result of increased drought, endangering ecosystems and public water supplies;
  - Increased uncertainty for the agricultural sector with regard to crop types, water availability, pests and diseases. This is significant for the south west where 70% of land is taken up by agriculture. These changes could also lead to indirect changes to landscape. Some benefits may arise as a result of longer growing seasons and increased potential for novel agricultural crops;
  - Changes to important “island” habitats, such as the Puriton Hills and the Mendip Hills, where species are likely to begin to move “uphill” until they can go no further;
  - Changes to designated landscapes and features as a result of changes in water, temperature and storminess, for example the rhines in the Levels, designated geomorphological features (SAC, SSSIs); and
  - Increased storminess, erosion and a sea level rise of 20 centimetres by 2030 would cause changes to the freshwater habitats in the Somerset Levels, compromise sea defences and increase the frequency of coastal flood events with associated effects on the tourism economy.
- 7.5.864 The proposed 400kV overhead line would result in direct adverse effects on views within Sections A to B and Sections D to H, due to the introduction of a linear development (comprising conductors suspended from arms on supports at regular distances). Overall this would affect visual amenity adversely.
- 7.5.865 Whilst there are potentially important changes to these landscapes as a result of climate change, it is not predicted that there would be a change from rural designation to semi-rural or urban, or from urban to rural designation. In addition, the susceptibility to change in views of these landscapes is already influenced by the presence of existing overhead lines. These would remain in the future, in the absence of the Proposed Development and are unlikely to be affected by climate

change; even with increased storminess, the risks to electricity infrastructure are predicted to be low (Ref 7.22).

- 7.5.866 As a result, the overall assessment of the effects of the Proposed Development would not change.

#### **Indicative Access for Future Maintenance**

- 7.5.867 National Grid would require access to ensure the Proposed Development could be appropriately maintained, as detailed in **Volume 5.3.1, section 3.7**. The 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. The indicative accesses for future maintenance are shown at **Volume 5.3.3, Figure 3.5 to 3.6**.
- 7.5.868 Indicative access to maintain the Proposed Development would be temporary, infrequent and for a short duration. Receptors with views towards indicative accesses would have workers, 4x4 vehicles or tractor and trailer temporarily visible as they pass by and undertake maintenance inspections and operations. In some instances temporary stone roads or aluminium trackway may be visible. Most visual receptors would experience a very low alteration to the view. In the short-term maintenance access and operations would affect a very small proportion of the view and the scale of change from the predicted view would be barely perceptible with a negligible magnitude of effect on views. Most visual receptors would experience an effect of **negligible** significance.
- 7.5.869 Some visual receptors would have indicative accesses for future maintenance pass through the grounds of their property, along PRowS or along adjacent roads and fields. For a short duration these visual receptors would experience a low alteration to views and a low proportion of the view would be affected for the short-term with a low magnitude of effect on views. Receptors would experience effects of no greater than **minor adverse** significance on views. Visual receptors effected are identified and further detail provided in the Visual Assessment Tables at **Volume 5.7.2, Appendix 7A to 7I**.



## 7.6 Inter-relationship of Potential Effects

- 7.6.1 Visual effects have been considered in the Amenity Assessment, provided at **Volume 5.15.1**. The amenity effects assessment considers effects arising as a result of the inter-relationship of environmental effects which together could affect the amenity value of receptors during construction, operation and decommissioning.
- 7.6.2 Landscape planting proposals (both guaranteed embedded mitigation and the OSPES enhancement measures and mitigation which cannot be guaranteed as detailed in section 7.7 below) have been devised in consultation with the ecologists preparing the Biodiversity and Nature Conservation assessment, provided at **Volume 5.8.1**. The proposals and the associated effects these may have on ecology are clearly set out and addressed in **Volume 5.8.1**. No further inter-related effects are anticipated.
- 7.6.3 The potential effects on flood risk as a result of temporary topsoil stockpiling and temporary steel mesh fencing fitted with olive green tarpaulin to the boundary of some construction compounds and work areas has been considered in the Hinkley Point C Connection Route Flood Risk Assessment, provided at **Volume 5.23.5**. Drainage channels would be built into the bunds to allow for the flow of surface water across the compounds and tarpaulin fixed to steel mesh fence panels would be mounted so that there was a minimum 0.6m high gap at the bottom of the tarpaulin to allow water to pass through the mesh fence panels; thereby ensuring no net loss of flood storage as a result of the construction compounds.
- 7.6.4 As identified in the Biodiversity and Nature Conservation assessment at **Volume 5.8.1, section 8.7**, bird diverters are required on the proposed 400kV conductors directly spanning the King's Sedgemoor Drain (in Section A), and the Huntspill River and River Brue (in Section B), marking the overhead line either side of the watercourse. Bird diverters have been considered in this visual assessment, when assessing the effect of the proposed 400kV overhead line on visual amenity in Section A and B; however the bird diverters themselves would result in limited localised landscape effects.
- 7.6.5 Other embedded mitigation, that is to say, built into the design of the Proposed Development, has been considered in this visual assessment; no additional environmental mitigation proposals are anticipated to affect visual amenity and or visual receptors to the extent that they would change the magnitude and or significance of effects judgements recorded in this chapter.

## 7.7 Mitigation

7.7.1 This part of the chapter describes landscape mitigation proposals that National Grid can guarantee and will deliver via Requirements set out in the DCO. These guaranteed mitigation measures are taken account of in the assessment of residual effects at section 7.8 of this chapter.

7.7.2 This visual assessment (and the landscape assessment at **Volume 5.6.1** does not take account of the anticipated beneficial effects of enhancement work proposed in the OSPES at **Volume 5.25**. National Grid cannot guarantee the OSPES works because it relies on landowners' agreement and LPAs' actions, and therefore cannot be taken into account in the assessment of residual effects. However whilst there is some uncertainty regarding the OSPES, it is requested that PINS has regard to these enhancements, which have a 'reasonable chance' of delivery.

### **Mitigation during Construction**

7.7.3 Mitigation of construction effects on views will be secured via the CEMP at **Volume 5.26.1**, which is itself the subject of a Requirement in the DCO.

7.7.4 The CEMP includes measures for lighting during construction of the Proposed Development, detailed at **Volume 5.26.1**. The use of low level directional lighting at work areas and access and egress, and for welfare and site security cabins would minimise effects on the landscape and views, as would motion sensor lighting in areas of high security risk and outside covered structures at cable jointing bays for security and access and egress.

7.7.5 The Draft CEMP includes additional measures relevant to mitigating visual (and landscape) effects during construction, detailed at **Volume 5.26.1**. General measures will include identification of trees, tree groups and hedges that would require removal, protection for those to be retained close to the works, and proposals for reinstatement detailed in plans. All works will be undertaken to British Standards. Stockpiled soils will be protected, traffic would be managed and the siting and height of temporary buildings, cabins, equipment and lighting carefully considered to minimise visual effects.

7.7.6 Measures will be undertaken to mitigate visual effects of the following temporary construction compounds and working areas:

- A38 Bristol Road (overhead line) Compound;
- River Axe underground cable works and cable bridge option near Waterfront Farm, Biddisham Lane;
- Towerhead Road Compound and 400kV underground cable works;
- Engine Lane 132kV underground cable works, Nailsea; and
- Nailsea Compound and 132kV underground cables works on the northwest edge of Nailsea.

7.7.7 Appropriate construction mitigation measures will be undertaken to screen views from nearby receptors, such as:

- temporary topsoil bunding with stockpiles around the edges of the compounds and some work areas; and
- temporary steel mesh fencing erected to a minimum height of 2m and fitted with olive green tarpaulin along some boundaries of the compounds or work areas.

**Mitigation during Operation**

- 7.7.8 Embedded mitigation built into the design of the Proposed Development is detailed in **Volume 5.2.1** and **Volume 5.5.1, section 5.6** and includes reference to:
- careful routeing of the proposed Bridgwater to Seabank connection having regard to the Holford Rules;
  - removal of the F Route and the G Route between Bridgwater and Avonmouth Substations;
  - partial removal of other 132kV overhead lines in the vicinity of or crossed by the route of the proposed 400kV overhead line;
  - 400kV underground cables proposed through the Mendip Hills AONB; and
  - careful siting of new site-specific infrastructure such as CSE compounds and Substation having regard to the Horlock Rules.
- 7.7.9 Measures to mitigate adverse landscape and visual effects of the Proposed Development during operation are detailed below.
- 7.7.10 Planting is often used to mitigate adverse effects of new structures in views. It is not feasible or desirable to seek to screen views of pylons by planting trees or shrubs close to these structures. If planted close to pylons, trees:
- could infringe safety clearances;
  - would take many years to approach the heights of pylons;
  - would interfere with farming and other land uses; and
  - would look out of character when seen as ‘clumps’ of trees or copses at intervals coinciding with pylon positions.
- 7.7.11 Planting will be used to mitigate adverse landscape and visual effects of new site-specific infrastructure comprising CSE compounds, Sandford Substation and the River Axe and Towerhead Brook cable bridge crossings. 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.
- 7.7.12 The proposals for planting comprise four principal activities. These include mitigation measures which are guaranteed and National Grid can deliver; and other measures which cannot be guaranteed because others need to be involved and National Grid do not have the commitment necessary.
- 7.7.13 Mitigation measures which National Grid can guarantee and will deliver via Requirements set out in the DCO comprise:
- 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.
- 7.7.14 Planting proposals which National Grid cannot guarantee because others need to be involved and National Grid do not have the commitment necessary comprise:

- planting replacement trees, tree groups and hedges in new locations with landowner agreement as part of reinstatement of land (following construction); and
- new planting enhancement works as part of the OSPES that relies on landowners' agreement and the LPAs' actions.

7.7.15 Guaranteed planting of replacement trees, tree groups and hedges 'in-situ' as part of reinstatement of land is detailed in the AIA at **Volume 5.21.1, section 9**. Guaranteed new planting of trees, tree groups and hedges with new site-specific infrastructure, comprising CSE compounds, Sandford Substation and bridge crossings, is detailed further below. These guaranteed mitigation measures have been considered in this visual assessment and are taken account of in the assessment of residual effects at section 7.8 of this chapter. Planting replacement trees, tree groups and hedges in new locations with landowner agreement is detailed in the AIA at **Volume 5.21, section 9**. New planting enhancement works as part of the OSPES is detailed in **Volume 5.25**. These measures are not guaranteed and have not been considered as part of this visual assessment. However whilst there is some uncertainty regarding these measures, it is requested that PINS has regard to these proposals, which have a 'reasonable chance' of delivery.

#### **New Planting of Trees, Tree Groups and Hedges with New Site-specific Infrastructure**

7.7.16 National Grid can guarantee new planting of trees, tree groups and hedges with new site-specific infrastructure and this will be delivered via Requirements set out in the DCO. New site-specific infrastructure comprises CSE compounds, the proposed Sandford Substation site and bridge crossings where mitigation planting will give beneficial screening to the lower elevations of new built form and give longer-term screening to taller structures.

7.7.17 Guaranteed site-specific mitigation proposals are described below in relation to the relevant Sections of the Proposed Development, and are illustrated on the Figures listed below at **Volume 5.7.3**.

- **Figures 7.32.1 to 7.32.4:** Bridgwater Tee 400kV CSE Compound Landscape Mitigation and Detailed Planting Plans;
- **Figures 7.33.1 to 7.33.5:** South of Mendip Hills 400kV CSE Compound Landscape Mitigation and Detailed Planting Plans;
- **Figure 7.34.1:** River Axe Cable Bridge Option Landscape Mitigation and Detailed Planting Plan;
- **Figures 7.35.1 to 7.35.5:** Sandford 400kV/132kV Substation Landscape Mitigation and Detailed Planting Plans; and
- **Figure 7.36.1:** Towerhead Brook Bridge Landscape Mitigation and Detailed Planting Plan.

7.7.18 The figures for site-specific landscape mitigation identified above include planting plans that detail the location, number, species, size and planting density of the proposed planting. Planting would consist of native species of local provenance



where available with all trees and hedge plants, seed sources and nursery root management specified in accordance with UK Forestry Standard Guidelines: Forests and Climate Change (Ref 7.23).

- 7.7.19 Mitigation proposals will be implemented in accordance with the Landscape Specification at **Volume 5.7.2, Appendix 7K** that will be delivered via Requirements set out in the DCO. The Landscape Specification has been produced using National Building Specification Landscape (NBS Landscape) (Ref 7.24) and describes the materials, standards and workmanship expected during construction, implementation and maintenance of site-specific hard and soft landscape mitigation works. This includes cultivation, importing of materials and other operations to ensure plant establishment.
- 7.7.20 Monitoring and review of the planting works will be undertaken by the managing organisation and where relevant in liaison with the landowner. The managing organisation will review and update the maintenance and management strategy on an annual basis to ensure it is meeting the management aims and objectives. This will include assessing if the mitigation measures are achieving the aims and objectives to reduce adverse visual effects, enhance landscape character and reduce the influence of the new site-specific infrastructure in the wider landscape, as described below.
- 7.7.21 Any trees or shrubs planted that, within a period of five years after planting, are removed, die or become seriously damaged or diseased, will be replaced in the first available planting season with a specimen of the same species and size as that originally planted, unless otherwise agreed.
- 7.7.22 The following establishment periods for reinstated and new grassland, hedgerows and trees proposed as replacement or mitigation planting have been considered as part of this visual assessment. However the time it would take for replacement and new planting to reach maturity is influenced by the size and species planted:
- 1-3 years for grasslands;
  - 3-5 years for hedgerows; and
  - 15 years onwards for trees.
- 7.7.23 Residual effects have been assessed in the long-term after 15 years when site-specific mitigation planting would have reached maturity and would provide filtering and screening in views. The height of planting after 15 years is identified below and detailed further on the site-specific mitigation Figures listed above:
- native tree planting 7-10m high;
  - native understorey shrub planting 4-6m high; and
  - native hedgerow planting 1.5m high (dependant on maintenance).
- 7.7.24 The planting heights identified have been used in the assessment of residual visual effects of the Proposed Development provided later in this chapter at section 7.8.
- 7.7.25 The guaranteed embedded site-specific mitigation proposals for new infrastructure that are to be secured via Requirements set out in the DCO are described in turn below.

### ***Section A: Bridgwater Tee 400kV CSE Compound***

- 7.7.26 The Bridgwater Tee CSE compounds are proposed adjacent to the VQ Route and the proposed 400kV overhead line across Horsey Level in Section A.
- 7.7.27 Site-specific mitigation proposals are illustrated at **Volume 5.7.3, Figure 7.32.1 to 7.32.4** and will:
- reinforce field boundaries to provide additional filtering and screening of the proposed CSE compounds and to reinforce landscape character;
  - reflect the pattern and composition of hedgerows, hedgerow trees and woodland blocks typical of the Somerset Levels landscape in Section A; and
  - minimise adverse effects in views across the relatively open Horsey Level landscape and in more distant views from elevated viewpoints on Puriton Ridge.
- 7.7.28 Mitigation planting includes native trees and shrub species, of local provenance where available, and will be designed to reflect and support the local hedgerow and woodland pattern of the area.
- 7.7.29 New hedgerow planting is proposed to ‘gap up’ and thicken existing hedgerows near the Bridgwater Tee CSE compounds.
- 7.7.30 Site-specific mitigation proposals also include native structure planting, scattered trees and native hedgerow planting, similar in character to existing vegetation surrounding Withy Pool on Horsey Level, intended to filter and screen new infrastructure at CSE compounds.
- 7.7.31 Site-specific mitigation planting around the eastern CSE compound consists of additional planting to ‘thicken’ existing hedgerows using whips and feathered trees.

### ***Section B: South of Mendip Hills 400kV CSE Compound***

- 7.7.32 In the northern part of Section B, siting the proposed CSE compound in the field adjacent the minor road bridge and the M5 motorway, will help minimise the influence of this new structure in the surrounding landscape (and in views) due to screening by the motorway and bridge embankments, by embankment trees and shrubs, and by field boundary hedgerow and trees. Mitigation proposals for landscape and views aim to reinforce existing low level screening of the proposed CSE compound, and are illustrated at **Volume 5.7.3, Figure 7.33.1 to 7.33.5**.
- 7.7.33 Mitigation proposals will provide beneficial screening to the lower elevations of new built form as it establishes and will give longer term screening to taller structures. New native structure planting is proposed to the north, east and west of the proposed CSE compound and to the east of the existing minor road bridge embankments. Over time proposed planting will mature and reduce the influence of the proposed CSE compound in the surrounding landscape.
- 7.7.34 Proposed mitigation planting will minimise adverse effects in views from PRoW (AX 21/3, AX 2/15 and AX 15/2) to the north, from Riverside Farm on Biddisham Lane to the southeast, from Riversmeet Farm and adjacent properties to the northwest on Whitehouse Lane, and from the M5 motorway, as well as in views from receptors on higher ground in Section C.
- 7.7.35 Additional woodland structure planting, scattered trees and pollarded willow planting is proposed to the northeast of the existing minor road bridge embankments along the boundary to the M5 motorway and field boundaries; to

minimise adverse effects in views from the M5 motorway and receptors with views from footpaths and properties to the north in Loxton and Webbington. The existing hedgerow and ditch to the south of the proposed CSE compound site and further structure planting on the south eastern boundary is proposed to minimise adverse effects in views from properties on Biddisham Lane, in particular Riverside Farm. Along the field boundaries to the south of the CSE compound pollarded willows are proposed interspersed along the existing hedgerow to filter views from the southwest.

### ***Section B: River Axe Cable Bridge Option***

- 7.7.36 In the northern part of Section B, the route of the proposed 400kV underground cables would run northeast from the South of Mendip Hills CSE compound, and would run over or under the River Axe via a cables bridge or HDD as detailed at **Volume 5.3.1, section 3.7**. The preferred installation option in this location is the cables bridge.
- 7.7.37 If the River Axe cables bridge option is constructed in the location proposed, mitigation planting will be provided as shown on **Figure 7.34.1 at Volume 5.7.3**. This figure illustrates planting along the River Axe to filter and screen views towards the cables bridge from Waterfront Farm and in north easterly views including from properties on Kennel Lane. North of the River Axe close to the cables bridge option, native hedgerow and structure planting will be supplemented with extra-heavy standard native trees to provide additional height and some instant screening of the cables bridge. South of the River Axe, native hedgerow with extra-heavy standard native trees will be planted to filter and screen views from Waterfront Farm, supplemented with native structure planting adjacent to existing trees along the south western boundary of this property.
- 7.7.38 The above mitigation planting along the River Axe will be 5m from the top of bank to maintain access to the watercourse for the Environment Agency.

### ***Section D: Sandford 400kV and 132kV Substation***

- 7.7.39 Sandford Substation is proposed in the southern part of Section D north of Sandford. Mitigation proposals relating to Sandford Substation are illustrated at **Volume 5.7.3, Figures 7.35.1 to 7.35.5**.
- 7.7.40 Mitigation proposals around the proposed substation have been prepared in accordance with landscape guidelines included in North Somerset Council's 'North Somerset Landscape Character Assessment' (Ref 7.25). Sandford Substation is proposed in a relatively open landscape with little woodland. However, lines of riparian trees along rhynes and ditches, and orchards surrounded by shelterbelt trees are characteristic features of the landscape. This type of planting has been incorporated into mitigation proposals for the proposed substation.
- 7.7.41 Existing trees, shrubs and hedgerow within the proposed 400kV and 132kV underground cable routes would be removed during construction. Replacement trees and shrubs will not be planted above the underground cables.
- 7.7.42 Drove Way runs in a north-south direction to the east of the proposed substation, passing over the disused railway on Drove Way Bridge. The embankments of this bridge are heavily vegetated with trees and shrubs, which will be retained and

reinforced with new tree and shrub planting to provide additional screening of the proposed substation from the east.

- 7.7.43 Mitigation planting proposed along Parish Rhyne which is to be retained and realigned as part of the proposed substation includes native hedgerow, riparian tree planting and aquatic planting that will be in keeping with the local character of the area.
- 7.7.44 The proposals for the area between the existing rhyne and Drove Way incorporate proposed meadow grassland and scrub with scattered tree planting to enhance wildlife habitats. Landscape mitigation proposals include orchard planting around the northern and western boundaries of the proposed substation, to create a landscape buffer and partial screening to the proposed substation. Orchards and native tree planting proposed immediately adjacent the substation will provide partial filtering and screening of the proposed substation in views. To assist the establishment of new orchard planting, the mitigation proposes that the outer edges are to be planted with shelter belt trees. The detailed design and proposed management of orchards has been prepared in accordance with Natural England guidelines.
- 7.7.45 Native woodland structure planting is included in mitigation planting along the eastern boundary of the proposed substation. This will provide screening of proposed infrastructure and will provide longer term screening to taller structures in views from receptors to the east, including on Drove Way.
- 7.7.46 The retention and enhancement of the existing orchard tree planting next to Drove Way Farm south of the dismantled railway line shown in the mitigation proposals will assist in filtering and screening views from the south.
- 7.7.47 Presently, the Strawberry Line long distance route (cycleway and footpath) runs along the road on Drove Way and over Drove Way Bridge adjacent the substation site. The mitigation proposals include the re-alignment of the Strawberry Line long distance route along the disused railway. The re-alignment will continue approximately along the route of the disused railway between the existing route of the Strawberry Line at Thatcher's orchard in the south to Drove Way Bridge adjacent to the substation, continuing adjacent the bridge embankment and connecting to the existing route of the Strawberry Line on the east side of Drove Way. The re-alignment will provide a surfaced 3m wide footpath cycleway off road with native woodland structure planting providing a buffer and partial screen to the substation. The mitigation proposals include a public car park with ten parking spaces adjacent to the re-aligned Strawberry Line as a start and finish point to the route.
- 7.7.48 The mitigation proposals envisage that existing vegetation along the disused railway line will be enhanced with new planting and will be managed to provide greater screening of the proposed substation in views from the potential re-alignment of the Strawberry Line long distance route along the dismantled railway. It also will provide additional screening in views for properties to the south along Nye Road.
- 7.7.49 An attenuation pond with marginal aquatic vegetation is included on the east side of the proposed substation in the proposals.



***Section D: Towerhead Brook Bridge***

- 7.7.50 In the southern part of Section D, the route of the proposed 400kV underground cables would run northeast over Towerhead Brook via a permanent cables bridge as detailed at **Volume 5.3.1, section 3.7**.
- 7.7.51 Mitigation planting is proposed along each side of the proposed cables bridge over Towerhead Brook, and will comprise native hedgerow, and native extra-heavy standard trees. Planting will replace hedgerow and trees removed to accommodate the permanent cables bridge crossing and to filter and screen views towards the bridge crossing from a number of properties on higher ground on Mead Lane to the northeast. Site-specific mitigation proposals are illustrated at **Volume 5.7.3, Figure 7.36.1**.

***Section G: Seabank Substation Extension***

- 7.7.52 Mitigation planting is not proposed around the proposed extension to Seabank Substation as adverse visual effects in a limited number of views are not significant in this location. The substation is adjacent Seabank Power Station and the landscape is heavily influenced by the power station, existing overhead lines and surrounding industry.

## **7.8 Residual Effects**

- 7.8.1 Residual visual effects on receptors during the construction and the operation of the Proposed Development are considered below for each Section of the Proposed Development.
- 7.8.2 Residual visual effects take account of landscape mitigation proposals that National Grid can guarantee and will deliver via Requirements set out in the DCO, as detailed in section 7.7 of this chapter. These comprise:
- 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.
- 7.8.3 Residual effects during the operation of the Proposed Development are assessed as those which would occur from the Proposed Development fifteen years after completion, taking account of guaranteed new planting of trees, tree groups and hedges with site-specific infrastructure detailed in section 7.7.
- 7.8.4 The verified photomontages at **Volume 5.18** take account of guaranteed site-specific mitigation proposals and illustrate the Proposed Development both on completion and during operation after fifteen years when mitigation planting would have established. Photomontages are provided during winter when the trees have no leaves. Where practical summer photomontages of guaranteed mitigation planting with site-specific infrastructure are provided to illustrate the change in views when trees are in leaf and provide greater filtering or screening.
- 7.8.5 The assessment of residual visual effects below and the verified photomontages at **Volume 5.18.2** do not take account of planting works National Grid cannot guarantee. These planting works are detailed at section 7.7 of this chapter and comprise:
- planting replacement trees, tree groups and hedges in new locations with landowner agreement as part of reinstatement of land (following construction); and
  - new planting enhancement works as part of the OSPES, that relies on landowners' agreement and the LPAs' actions.
- 7.8.6 Whilst there is some uncertainty regarding these measures, it is requested that PINS has regard to these proposals, which have a 'reasonable chance' of delivery.

### **Residual Effects during Construction**

- 7.8.7 The Draft CEMP referred to above at section 7.7 of this chapter and provided at **Volume 5.26.1** would provide additional measures to minimise visual (and landscape) effects during proposed construction works. Implementation of the CEMP would further reduce the magnitude of visual effects resulting from proposed construction works. However it is anticipated that the significance of residual effects on views during construction would be the same as those predicted in the visual assessment at section 7.5 of this chapter.

**Residual Effects during Operation**

7.8.8 The assessment of residual effects during operation takes account of guaranteed mitigation planting with new site-specific infrastructure and comprises mitigation proposals for proposed CSE compounds, Sandford Substation and bridge crossings. The guaranteed site-specific mitigation planting is detailed in section 7.7 of this chapter and illustrated at **Volume 5.7.3, Figures 7.32 to 7.36**. The height of planting after 15 years is detailed on these figures and listed below:

- native tree planting 7-10m high;
- native understorey shrub planting 4-6m high; and
- native hedgerow planting 1.5m high (dependant on maintenance).

7.8.9 The assessment of residual effects on views during the operation of the Proposed Development in Sections A to H is detailed below.

***Section A: Puriton Ridge***

7.8.10 **Volume 5.18.2, Figures 18.2.1 to 18.2.3, 18.2.6 and 18.2.8** (Photomontages) illustrate site-specific mitigation at the proposed Bridgwater Tee CSE compounds on completion and after 15 years.

7.8.11 For the majority of receptors in Section A residual effects during operation after 15 years would remain the same as those on completion. However around the proposed CSE compounds tree and shrub planting would have matured to provide a more robust screen of the lower parts of the proposed CSE compounds in views with only the tops of gantries and sealing ends visible.

7.8.12 Effects on views towards the proposed CSE compounds would reduce however the significance of the residual effect would remain the same after 15 years as on completion due to effects of the proposed 400kV overhead line. This would apply to views from the following public and private visual receptors listed below and detailed at **Volume 5.7.2, Appendix 7A**:

- receptors A1.F4 PRoW BW2/46, A1.F5 PRoW BW28/2 and A1.F7 PRoW BW28/1;
- receptor A1.R2 M5 motorway;
- receptor A1.R5 Bath Road and A1.R7 A39 Puriton Hill;
- receptors A1.H1 to A1.H5 properties on Horsey Lane including Manor Farm and Board's Farm;
- receptors A1.H9 to A1.H13 properties on the A39 Bath Road between Bradney Lane and Crandon Bridge;
- receptors A1.H22 to A1.H25 properties on the A39 Puriton Hill;
- receptors A1.H20 and A1.H21 properties on the eastern edge of King's Down residential development; and
- receptor A1.B4 British Institute for Brain Injured Children at Knowle Hall.

***Section B: Somerset Levels and Moors South***

7.8.13 **Volume 5.18.2, Figures 18.2.26 to 18.2.29 and 18.2.32 to 18.2.33** (Photomontages) illustrate site-specific mitigation at the proposed South of Mendip Hills CSE compound on completion and after 15 years.

- 7.8.14 For the majority of receptors in Section B residual effects during operation after 15 years would remain the same as those in the short and medium-term. However around the proposed South of Mendip Hills CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the proposed CSE compound in views with only the tops of gantries and sealing ends and the terminal pylon being visible.
- 7.8.15 The magnitude of effect on views towards the proposed CSE compound would reduce however overall the significance of the residual effects would remain the same after 15 years as in the short and medium-term due to the visual effect of the proposed 400kV overhead line. This would apply to views from the following public and private visual receptors listed below and detailed at **Volume 5.7.2, Appendix 7B**:
- receptor B1.F27: PRoW AX 21/3 and PRoW AX 2/15 along the south side of the River Axe;
  - receptor B1.F28: PRoW AX 21/3 west of the M5 motorway and footbridge along the south side of the River Axe;
  - the M5 motorway LDR;
  - receptor B1.R31: a northern section of Biddisham Lane;
  - receptor B1.H140: Riverside Farm;
  - receptor B1.H141: Chestnuts Farm;
  - receptor B1.H142: Waterfront Farm and Holiday Cottages;
  - receptors B1.H144 to B1.H147: properties on Kennel Lane;
  - receptor B1.F32: PRoW AX15/2 northeast of Kennel Lane;
  - receptor B1.H149: properties on Cowslip Lane;
  - receptor B1.R34 Sevier Road and Shiplate Road; and
  - receptor B1.H152: properties on White House Lane.
- 7.8.16 Mitigation planting would also reduce effects in some views south from the Mendip Hills AONB discussed below under Section C; however overall the significance of the residual effects would remain the same after 15 years.
- 7.8.17 Replacement hedgerow planting reinstating field boundaries across the route of the proposed 400kV underground cables and the construction access route and working area associated with the installation of underground cables would have also matured after 15 years.
- 7.8.18 Effects on views from the M5 motorway towards the Proposed Development would reduce in significance after 15 years.

### ***Section C: Mendip Hills AONB***

- 7.8.19 **Volume 5.18.2, Figures 18.2.54 to 18.2.60** (Photomontages) illustrate site-specific mitigation at the proposed South of Mendip Hills CSE compound on completion and after 15 years.
- 7.8.20 Hedgerow planting reinstating field boundaries within the proposed 400kV underground cable swathe within Section C would have matured after 15 years. Visual effects resulting from the removal of hedgerow within the construction area for the proposed underground ground cables would therefore be far less apparent after 15 years.



- 7.8.21 The proposed 400kV overhead line would remain in views across the Somerset Levels and Moors in Section B. The magnitude of visual effect experienced by public and private receptors on the southern edge of the Mendip Hills AONB, with views towards the proposed South of Mendip Hills CSE compound would reduce where tree, shrub and hedgerow planting would have matured to provide a more robust screen to the lower parts of the proposed CSE compound. These visual receptors are listed below and detailed at **Volume 5.7.2, Appendix 7C**:
- receptors C1.H14 and C1.H15: properties on Webbington Road;
  - receptors C1.M1 and C1.M2: Webbington Farm and Holiday Cottages, and Webbington Hotel;
  - receptor C1.H1 and C1.H2: Dinghurst Farm on Shiplate Road and a property on higher ground northwest of Dinghurst Farm;
  - receptors C1.F1 PRow AX21/2 west of Loxton;
  - receptors C1.H3: properties on Sevier Road;
  - receptor C1.F1: limited sections of PRow AX 21/2 west of Loxton;
  - receptors C1.H5, and C1.H7 to C1.H11: properties in Loxton on higher ground, and on lower ground with views south between trees; and
  - receptor C1.F2: PRow AX 21/1, also the West Mendip Way LDR on Loxton Hill.
- 7.8.22 However, overall the significance of the residual effect in views from the above receptors would remain the same after 15 years as in the medium-term due to the effect of the proposed 400kV overhead line.

#### ***Section D: Somerset Levels and Moors North***

- 7.8.23 **Volume 5.18.2, Figures 18.2.1 to 18.2.3, 18.2.6 and 18.2.8** (Photomontages) illustrate site-specific mitigation at the proposed Sandford Substation on completion and after 15 years.
- 7.8.24 For the majority of receptors in Section D residual effects after 15 years would remain the same as those on completion. However around the proposed Sandford Substation tree planting along the rhynes and ditches, within the orchards and the shelterbelts would have matured to provide a more robust screen to adjacent receptors.
- 7.8.25 The low lying landform and mature tree belts in this landscape means that the substation is only visible from PRow, properties and roads close to the substation. Effects on views from receptor D1.H13 Drove Farm would reduce to **moderate adverse** significance as orchard and tree planting along the southern boundary of the substation mature and screen views of all but the tops of gantries and the terminal pylon.
- 7.8.26 Along receptor D1.F1 PRow AX29/48 and D1.R4 Drove Way, also part of the Strawberry Line LDR and NCR 26, effects on views would reduce as tree planting would obscure most of the substation however they would remain of **moderate adverse** significance as the terminal pylons and the uppermost parts of some gantries would remain visible above intervening trees.
- 7.8.27 Further details of the residual visual effects on receptors identified above are at **Volume 5.7.2, Appendix 7D**.

### ***Section E: Tickenham Ridge***

- 7.8.28 In Section E replacement hedgerow planting 'in-situ' to reinstate field boundaries across the route of the proposed 132kV underground cables (replacing the W Route overhead line) would have matured after 15 years and would have become similar in scale to the hedgerows removed as part of the works.
- 7.8.29 Replacement tree planting 'in-situ' to replace trees lost across the construction access routes and working areas associated with the installation of 132kV underground cables would have established after 15 years and would have become similar in scale to most trees removed as part of the works. Where replacement tree planting 'in-situ' would replace mature trees removed during the works these would take 25-30 years to mature and become similar in scale to mature trees removed.
- 7.8.30 Replacement hedgerow and tree planting following construction of the proposed 400kV overhead line and installation of the 132kV underground cables would establish and provide some filtering and screening of the proposed 400kV overhead line. This planting would be limited to where it would not infringe electricity safety clearances, but would assist in reducing the influence of the proposed 400kV overhead line. However replacement planting would not result in a reduced significance of effect in Section E.
- 7.8.31 In Section E residual effects on views resulting from the proposed 400kV overhead line on Tickenham Ridge would remain similar as anticipated in the short and medium-term.

### ***Section F: Portishead***

- 7.8.32 Residual effects on views resulting from the proposed 400kV overhead line (and the removal of the F Route and the W Route, and the installation of 132kV underground cables) across Clapton Moor on the preferred route (Option A) and on the alternative route (Option B) would remain the same as anticipated on completion of the Proposed Development in Section F.
- 7.8.33 Replacement hedgerow planting 'in-situ' to reinstate field boundaries across the route of the proposed 132kV underground cables replacing the W Route and across the construction access route and working area associated with the installation of 132kV underground cables would have matured after 15 years and be similar in scale to the hedgerows removed as part of the works.
- 7.8.34 Overall, the significance of the residual effect in views from receptors in Section F would remain the same after 15 years as in the medium-term due to the proposed 400kV overhead line being visible above mature replacement hedgerow in places on both the preferred route (Option A) and the alternative route (Option B).

### ***Section G: Avonmouth***

- 7.8.35 Residual effects on views resulting from the proposed 400kV overhead line throughout Section G, including on the preferred route (Option A) and on the alternative route (Option B) south of the River Avon, would remain the same as anticipated in the short and medium term.

**Section H: Hinkley Line Entries**

- 7.8.36 **Volume 5.18.2, Figures 18.2.108 to 18.2.113** (Photomontages) illustrate planting proposed as part of the landscape restoration scheme for the proposed Hinkley Point C Power Station on completion and after 15 years.
- 7.8.37 For the majority of receptors in Section H residual effects would remain the same as those anticipated in the short and medium-term. Planting proposed as part of the landscape restoration scheme for the proposed Hinkley Point C Power Station, would be established fifteen years after implementation, and would provide some filtering and screening of the proposed Hinkley Line Entries, as well as of the proposed Hinkley Point C Power Station. The landscape restoration proposals would comprise new broad-leaved woodland on the slopes of new gently rolling hills to the west and southwest of the proposed Hinkley Line Entries and to the south of the proposed Hinkley Point C Power Station.
- 7.8.38 Visual effects would reduce in views from the following receptors:
- receptor H1.H27: Doggetts;
  - receptor H1.F18: PRow WL 23/56 on the north eastern edge of Shurton;
  - receptor H1.F16: PRow running east from Benhole Lane towards Wick Moor Drove (an alternative PRow route on the proposed Hinkley Point C Power Station site);
  - receptor H1.H31: Properties on the northern edge of Shurton; and
  - receptor H1.H28: Newnham House in the south.

## 7.9 Cumulative Effects

- 7.9.1 The cumulative visual assessment is provided at **Volume 5.17** and includes potential cumulative effects of the Proposed Development together with other major development proposals.
- 7.9.2 Cumulative effects on visual receptors are anticipated with regard to seventeen developments together with the Proposed Development. One relates to the effect of the possible Huntspill Energy Park (ID 16) at Woolavington Level. The other three relate to the possible visual effect of thirteen wind turbines with four proposed east of West Huntspill (ID 24), five across Woolavington Level (ID 22) and four south of Rooks Bridge (ID 25). Visual effects would be experienced in combination with the proposed 400kV overhead line in views from receptors on the northern slopes of Puriton Ridge in Section A and across the Levels and Moors in Section B. The predicted potential residual cumulative effect on the significance of visual receptors in Section A and Section B would be **major adverse** for certain receptors near to the Proposed Development but also with views of the wind turbines. The greater source of effect would be the wind turbines.
- 7.9.3 Seven significant potential cumulative visual effects are predicted in Section D. Four relate to the effect of the possible Photovoltaic Parks at Banwell (ID 32), Congresbury (ID 38) and (ID 42) and (ID 43) south of Hewish, where visual effects would be experienced in combination with the proposed 400kV overhead line in views from receptors in Hewish and Puxton; and from PRowS and roads in the area. The other three relate to the possible visual effect of a new industrial unit and wind turbine (ID 44) on the west edge of Yatton, a mixed use development to the northern edge of Yatton and a mixed use development (ID 47) on the northwest edge of Nailsea. The seven potential projects are close to the Proposed Development and visual effects would be experienced in combination with the proposed 400kV overhead line in views from receptors in settlements and using LDR, NCR, PRow and roads in Section D. The predicted significance of potential residual cumulative effect on the majority of visual receptors in Section D would be no greater than **moderate adverse** with most receptors experiencing a **minor adverse** or **negligible** significance of effect. However, a limited number of receptors would experience a significance of effect of **major adverse** associated with developments (ID 44, 46 and 47). In all of these cases, the greater source of effect would be from the three other developments rather than the Proposed Development.
- 7.9.4 The other cumulative visual effects from other possible projects would be in Sections G and H.
- 7.9.5 In Section G, five significant potential cumulative visual effects are predicted. The first relates to the effect of the possible construction of 16 concrete silos (ID 54) at Royal Portbury Docks in combination with the proposed 400kV overhead line. The predicted potential residual cumulative visual effect on receptors to the north and south of the River Avon would be no greater than **moderate adverse** significance. The second relates to a potential solar photovoltaic farm at Hallen where the predicted cumulative residual visual effect would be no greater than moderate adverse. The final three relate to the possible visual effect of two new power stations at Severnside Works (ID 79 and 80), adjacent to Seabank Power Station and the Severnside area (ID 81) in the north of Section G, in combination with the proposed 400kV overhead line. The predicted potential significance of residual



cumulative effect on a limited number of visual receptors in Section G with views of both the Proposed Development and development in the Severnside area would be **major adverse**, where the greater source of effect would be the development in the Severnside area. Most other receptors would experience a significance of effect no greater than **moderate adverse** due to the industrial nature of the area.

- 7.9.6 In Section H which relates to the construction of the Hinkley Point C Nuclear Power Station, the predicted potential residual cumulative effect on the significance of visual receptors would range from **major adverse** to **minor adverse** for certain receptors near to the Proposed Development but with also views of the Hinkley Point C Nuclear Power Station. Where effects are **moderate adverse** or greater, the greater source of effect would be the Hinkley Point C Nuclear Power Station.
- 7.9.7 The predicted effects of the Proposed Development cumulatively with other developments would not give rise to a greater significance of adverse effect on visual receptors than that caused by the other developments alone, with the exception of the solar panel developments. The significance of effect of the solar panel developments would be **minor adverse**, however the effects arising from the Proposed Development would be **moderate adverse**. The effects of the Proposed Development with the solar farms cumulatively would be **moderate adverse** with the Proposed Development giving rise to greater effects than the solar farms.
- 7.9.8 With reference to paragraph 7.28 of *the Guidelines for Landscape and Visual Impact Assessment 3<sup>rd</sup> Edition (2013)*, the Proposed Development would not comprise a 'tipping point' which would give rise to greater significance of adverse effects on views cumulatively with other projects.

## 7.10 Conclusions

- 7.10.1 This part of the chapter summarises the residual effects anticipated on visual amenity in Sections A to H during the proposed construction, operation and decommissioning of the Proposed Development. Operational effects of the Proposed Development in views in the short and medium-term (at the opening year until year 15) are assessed at section 7.5 of this chapter.
- 7.10.2 Residual operational effects at year 15 onwards (in the long-term) are assessed at section 7.8 of this chapter. Residual visual effects predicted at year 15 take account of the effect of established site-specific landscape mitigation proposals and in-situ replacement planting discussed at section 7.7 and 7.8 of this chapter.

### **Section A: Puriton Ridge: Assessment of Visual Effects**

#### ***Construction Effects***

- 7.10.3 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.
- 7.10.4 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.
- 7.10.5 These receptors include users of PRowS on the top of Puriton Ridge near Chisland Covert that would pass under temporary scaffolding through 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.
- 7.10.6 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.

#### ***Operational Effects***

- 7.10.7 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.

7.10.8 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.

7.10.9 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.

7.10.10 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.

### ***Residual Effects***

7.10.11 For the majority of receptors in Section A residual effects after 15 years would remain the same as those on completion. However around the Bridgwater Tee CSE compounds tree and shrub planting would have matured to provide a more robust screen of the lower parts of the proposed CSE compounds in views with only the tops of gantries and sealing ends visible. Effects on views towards the proposed CSE compounds would reduce however the significance of the residual effect would remain the same after 15 years as on completion due to effects of the proposed 400kV overhead line.

7.10.12 Receptors that would experience visual effects of greater than minor significance are identified in the table below.

Table 7.12 Section A: Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
A1.F4	PRoW BW2/46 on southern slope of Puriton Ridge	Moderate adverse	Moderate adverse	Moderate adverse
A1.F5	PRoW BW 28/2 on northern slope of Puriton Ridge at Puriton	Moderate adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
A1.F7	PRoW BW 28/1 on Puriton Ridge west of Chisland Covert	Moderate adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				
A1.H1	Manor Farm, Horsey Lane, Horsey, Bridgwater	Moderate adverse	Moderate adverse	Moderate adverse
A1.H9	Number 47 Bath Road, Bridgwater	Moderate adverse	Moderate adverse	Moderate adverse
A1.H10	Number 70 Lyndhurst on A39 Bath Road, Bridgwater	Minor adverse	Moderate adverse	Moderate adverse
A1.H11	83 Bath Road, Bridgwater	Minor adverse	Moderate adverse	Moderate adverse
A1.H13	85 Bath Road, Bridgwater	Minor adverse	Moderate adverse	Moderate adverse
A1.H25	Caravan and property under construction at Knowle Park	Moderate adverse	Moderate adverse	Moderate adverse
A1.H28	Hillside Farm, Woolavington Road, Puriton	Moderate adverse	Moderate adverse	Moderate adverse
A1.H29	East Farm, Woolavington Road, Puriton	Moderate adverse	Moderate adverse	Moderate adverse
A1.H30	Property on Woolavington Road west of Martland Farm, Puriton	Moderate adverse	Moderate adverse	Moderate adverse



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

### ***Construction Effects***

- 7.10.13 Construction effects typically are of relatively short duration. Construction activities associated with the proposed Bridgwater to Seabank Connection in Section B, include:
- overhead line works for the new 400kV overhead line;
  - overhead line works affecting four spans of 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
  - removal of the F Route.
- 7.10.14 These construction works 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 where possible, would be replanted.
- 7.10.15 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 during construction, 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.
- 7.10.16 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.
- 7.10.17 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.

### ***Operational Effects***

- 7.10.18 The proposed 400kV overhead line in Section B, and the South of Mendip Hills CSE compound and potential cable 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.
- 7.10.19 Proposed link pillars (1.5m high x 1m long x 0.6m wide) would introduce a relatively small scale feature into some views towards the proposed underground cable route, filtered and screened in places by intervening hedgerow and trees. These new features would be visible to varying degrees and would result in a low adverse or negligible magnitude of effect where these features are perceptible.
- 7.10.20 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 during operation 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.
- 7.10.21 Some receptors closest to the proposed 400kV overhead line, and the South of Mendip Hills CSE compound and the potential cable 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.
- 7.10.22 Visual effects of the greatest significance during operation 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.

### Residual Effects

- 7.10.23 For the majority of receptors in Section B residual effects after 15 years would remain the same as that on completion, and in the medium-term. However around the proposed South of Mendip Hills CSE compound tree and shrub planting would have matured to provide a more robust screen of the lower parts of the proposed CSE compound in views with only the tops of gantries and sealing ends and the terminal pylon being visible.
- 7.10.24 Effects on views towards the proposed CSE compound would reduce however overall the significance of the residual effect would remain the same after 15 years as on completion due to effects of the proposed 400kV overhead line. This would apply to views from public and private receptors in the northern part of Section B, and in some views south from the Mendip Hills AONB in Section C.
- 7.10.25 Receptors in Section B that would experience adverse visual effects of greater than minor significance are identified below:

Table 7.13 Section B: Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
B1.F7	PRoW AX 23/3 between Southwick Road in the south and Yardwall Road in the north	Minor adverse	Moderate adverse	Moderate adverse
B1.F8	PRoW AX 23/5 along Green Drove	Moderate adverse	Moderate adverse	Moderate adverse
B1.F9	PRoW AX 23/6 south of Mark Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.F12	Section of PRoW AX 23/10 running roughly east west along Back Lane	Moderate adverse	Moderate adverse	Moderate adverse
B1.F15	PRoW AX 23/14 near Vole	Moderate adverse	Moderate adverse	Moderate adverse
B1.F18	PRoW AX23/15 and AX17/30 along Pillrow Wall	Moderate adverse	Moderate adverse	Moderate adverse
B1.F21	PRoW AX17/12 between Kingsway and Gills Lane	Moderate adverse	Moderate adverse	Moderate adverse
B1.F27	PRoW AX 2/15 running northwest southeast along the south bank of the River Axe	The PRoW would be temporarily closed	Moderate adverse	Moderate adverse
Outdoor Recreation and Tourist Facilities				
B1.M4	Car park adjacent to the B3139 Causeway and the Huntspill River	Moderate adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
B1.M5	Walkers on the south bank of the Huntspill River and anglers on the north bank to the east of the Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.M6	Walkers and anglers on the banks of the Huntspill River to the west of the Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.M7	Cripp's Farm Caravan Holiday Park and Luxury Cottages on Merry Lane	Moderate adverse	Moderate adverse	Moderate adverse
B1.M8	Coombes Cider Mill Caravan Park on Mark Causeway	Moderate adverse	Minor beneficial	Minor beneficial
<b>Roads</b>				
B1.R4	Burtle Road	Minor adverse	Moderate adverse	Moderate adverse
B1.R10	Southwick Road running northeast southwest across Mark Moor	Minor adverse	Moderate adverse	Moderate adverse
B1.R10a	Unnamed track running southeast of Southwick Road	Minor adverse	Moderate adverse	Moderate adverse
B1.R11	Butt Lake Road and Tile House Road	Minor adverse	Moderate adverse	Moderate adverse
B1.R12	Yardwall Road south of Butt Lake Road	Minor adverse	Moderate adverse	Moderate adverse
B1.R18	Vole Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.R21	Pill Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.R22	Pill Road	Moderate adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				
B1.H9	Pear Tree Farm	Minor adverse	Moderate adverse	Moderate adverse
B1.H16	Homestead Farm on the B3139 Causeway	Moderate adverse	Minor adverse	Minor adverse
B1.H28	Cotelea and Cote Corner on Burtle Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H28a	Properties on Burtle Road at Cote including Cotelea and Cote Corner	Minor adverse	Moderate adverse	Moderate adverse
B1.H34	Cripps Farm	Minor adverse	Moderate adverse	Moderate adverse
B1.H35	Southwick Farm (and holiday cottages)	Moderate adverse	Moderate adverse	Moderate adverse



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
B1.H36	Bowbridge Farm (adjacent to Knowle View Farm)	Minor adverse	Moderate adverse	Moderate adverse
B1.H37	Laurel Dene Cottages	Moderate adverse	Moderate adverse	Moderate adverse
B1.H43	Yard Well Manor Farm	Minor adverse	Moderate adverse	Moderate adverse
B1.H44 to B1.H47	Properties on Yardwall Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H50	Wainbridge Farm, Mark Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.H51	Court Farm, Mark Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.H52	Property on Mark Causeway, opposite Ash Dean and The Yews	Moderate adverse	Moderate adverse	Moderate adverse
B1.H53	Court Villa, Mark Causeway	Moderate adverse	Moderate adverse	Moderate adverse
B1.H76	Brick property on the south side of road adjacent to the F Route, Northwick Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H77	Sunnydene, Northwick Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H81	Wellfield Cottage/Farm, Vole Road	Minor adverse	Moderate adverse	Moderate adverse
B1.H82	Wellfield House, Vole Road	Minor adverse	Moderate adverse	Moderate adverse
B1.H83	Vole House, Vole Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H84	Pear Tree House, Vole Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H92	Meadowcroft, Kingsway	Minor adverse	Moderate adverse	Moderate adverse
B1.H94	Lower Plaish Farm, Kingsway	Minor adverse	Moderate adverse	Moderate adverse
B1.H95	New Homestead Farm, Kingsway	Minor adverse	Moderate adverse	Moderate adverse
B1.H96	Paddons, Kingsway	Minor adverse	Moderate adverse	Moderate adverse
B1.H97	Rose Farm and Slade Farm, Kingsway	Minor adverse	Moderate adverse	Moderate adverse
B1.H105	South View Farm, A38 Bristol Road, Tarnock	Minor adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
B1.H108	Properties at Tarnock including Tarnock Cottage and neighbouring properties on the A38 Bristol Road	Moderate adverse	Moderate adverse	Moderate adverse
B1.H109	The Willows and Little Willows on Chapel Road, Rooks Bridge	Moderate adverse	Moderate adverse	Moderate adverse
B1.H112	Bungalow north of Chapel Road, Rooks Bridge	Minor adverse	Moderate adverse	Moderate adverse
B1.H118a and B1.H118b	The Elms Farm on Gills Lane, and a property on Mead Lane	Minor adverse	Moderate adverse	Moderate adverse
B1.H140	Riverside Farm on the northern end of Biddisham Lane	Moderate adverse	Minor adverse	Minor adverse
B1.H141	Chestnuts Farm on the northern end of Biddisham Lane	Moderate adverse	Minor adverse	Minor adverse
B1.H142	Waterfront Farm on the northern end of Biddisham Lane	Moderate adverse	Moderate to minor adverse	Minor adverse
B1.H145 to B1.H147	Properties on Kennel Lane	Moderate adverse	Minor adverse	Minor adverse
B1.H148	Property north of Webbington Road	Moderate adverse	Minor beneficial	Minor beneficial

## **Section C: Mendip Hills AONB: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.26 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.
- 7.10.27 Adverse visual effects in views from receptors in the Mendip Hills AONB (Section C) would predominantly 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.
- 7.10.28 Temporary adverse effects would be experienced in some southerly and south-westerly views across the Somerset Levels and Moors resulting from the construction of the Proposed Development in Section B.
- 7.10.29 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 construction works associated with the Proposed Development in the southern part of Section D.
- 7.10.30 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.
- 7.10.31 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.

### ***Operational Effects***

- 7.10.32 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. Remaining effects of the proposed 400kV underground cables in views would relate to link box pillars at cable jointing bays, and limited tree loss in the cable swathe. 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 a low adverse or negligible magnitude of effect where these features are perceptible.

- 7.10.33 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 132kV overhead line, which would no longer appear in views.
- 7.10.34 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.

### ***Residual Effects***

- 7.10.35 Visual effects resulting from the removal of hedgerow and trees within the construction area for the proposed underground cables swathe would be far less apparent after 15 years.
- 7.10.36 The proposed 400kV overhead line would remain in views across the Somerset Levels and Moors in Section B. Effects on views from the public and private receptors on the southern edge of the Mendip Hills AONB towards the proposed CSE compound south of the Mendip Hills would reduce where tree and shrub planting would have matured to provide a more robust screen to the lower parts of the proposed CSE compound.
- 7.10.37 Overall the significance of the residual effect in views from above receptors would remain the same after 15 years as on completion due to the effect of the proposed 400kV overhead line.
- 7.10.38 Receptors in Section C that would experience adverse visual effects of greater than minor significance are identified below:

Table 7.14 Section C: Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
C1.F3	PRoW AX 21/7 and AX 21/4 to the east of Loxton	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F9	PRoW AX 29/39, AX 29/23, and AX 29/40 on higher ground south and southeast of Barton	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F10	Southern section of PRoW AX 29/28 between Barton in the south and Yarberry Farm in the north	Moderate adverse	Moderate beneficial	Moderate beneficial



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
C1.F13	The western part of PRow AX 29/14 running roughly east west between Max Mill Lane and Banwell Road	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F14	PRow AX 3/21 running between Max Mill Lane in the south and The Rhodyate in the north	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F16	PRow AX 3/4 south of Castle Hill, and PRow AX 29/16 west of Banwell Road	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F17	PRow AX 3/1 running roughly east west between The Rhodyate and Banwell Road	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.F23	Western extent of PRow AX 3/22, east of Banwell Road	Moderate adverse	Moderate beneficial	Moderate beneficial
<b>Outdoor Recreation and Tourist Facilities</b>				
C1.M1 and C1.M2	Webbington Farm Holiday Cottages and Webbington Hotel	Moderate adverse	Minor beneficial	Minor beneficial
<b>Houses</b>				
C1.H10 and C1.H11	Properties on higher ground within the northern part of Loxton	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.H12	Property at the end of Church Lane	Minor adverse	Moderate beneficial	Moderate beneficial
C1.H14	Webbington Farm and Holiday Cottages	Moderate adverse	Minor beneficial	Minor beneficial
C1.H16	Property on Barton Road north of Webbington Farm	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.H19	'The Paddock' off Barton Road	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.H24	'Laurel Farm' on Barton Road	Minor adverse	Moderate beneficial	Moderate beneficial
C1.H28	'Lime Trees' north of Barton Road	Minor adverse	Moderate beneficial	Moderate beneficial
C1.H34	Property and cottages at Max Mills Farm	Minor adverse	Moderate beneficial	Moderate beneficial
C1.H35	Rhodyate Farm and neighbouring properties on The Rhodyate	Moderate adverse	Moderate beneficial	Moderate beneficial
C1.H56	Towerhead House on Towerhead Road	Moderate adverse	Minor beneficial	Minor beneficial

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
C1.H57	Orchard Lea on Towerhead Road	Moderate adverse	Moderate beneficial	Moderate beneficial

## **Section D: Somerset Levels and Moors North: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.39 Construction effects typically are of relatively short duration. Construction activities associated with the Proposed Development would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.
- 7.10.40 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 Development on:
- Towerhead Road in Towerhead;
  - at the northern end of Mead Lane in Sandford;
  - on Drove Way and in Nye north of Sandford;
  - across Puxton Moor;
  - on Dolemoor Lane, the A370 Weston Road and along Congresbury Yeo;
  - on Kennmoor Road;
  - across Nailsea Moor;
  - on West End Lane in West End;
  - along the western settlement edge of Nailsea;
  - on Church Lane in Tickenham;
  - along the B3130 Clevedon Road in Stone-edge Batch; and
  - near Churchill Substation close to Stockwood Lane and Iwood Lane.
- 7.10.41 Construction operations in the southern part of Section D would be required for the proposed Sandford Substation west of Drove Way; for construction of the proposed AT Route connection on steel lattice pylons and N Route connection on wood poles from the substation to the AT Route and N Route, and removal of the AT Route and N Route between this connection and the F Route; and for construction of the proposed 400kV overhead line supported by T-pylons and the proposed 400kV underground cables.
- 7.10.42 The greatest adverse magnitude of effect on views arising from construction would be from visual receptors at Drove Way Farm on Drove Way closest to the compound and construction area of the proposed Sandford Substation, N Route wood poles and AT Route underground cables. Construction of the proposed 400kV overhead line and removal of the F Route and N Route would also be visible further away. Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where the construction operations would be adjacent in close proximity and occupy a large extent of the view.
- 7.10.43 Other receptors that would experience the greatest adverse effects would have 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.

### ***Operational Effects***

- 7.10.44 During operation of the Proposed Development in Section D the majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views for the short and medium-term. The significance of effect on most views would be reduced due to the presence of other existing overhead lines in views, the distance of the viewer and the effects of intervening trees and hedgerows. For the majority of visual receptors the F Route is presently in views above trees, with the AT Route, W Route and N Route also visible above trees in some views. In most views the F Route would be replaced with the proposed 400kV overhead line, which would be more visible above trees and hedgerows due to the greater height of the pylons.
- 7.10.45 The Proposed Development would result in a low alteration to the existing view and a moderate or low proportion of the view affected. This would result in a **minor adverse** or **negligible** significance of effect in most receptor views. In some receptor views a beneficial effect would be experienced where the F Route or W Route would be removed and the proposed 400kV overhead line would be further away.
- 7.10.46 Visual effects of the greatest adverse significance would be experienced by visual receptors closest to the Proposed Development during operation and within 1km of the LoD on:
- Drove Way north of Sandford;
  - in Nye north of Sandford;
  - across Puxton Moor and on the edge of East Rolstone;
  - on Dolemoor Lane, the A370 Weston Road and along Congresbury Yeo;
  - on Wemberham Lane west of Yatton;
  - on North End Road, Lampley Road and Kenn Road near North End;
  - on Kennmoor Road;
  - along Nailsea Wall and the River Kenn;
  - across Nailsea Moor and on Causeway;
  - on Nailsea Moor Lane in West End;
  - on Church Lane in Tickenham; and
  - along the B3130 Clevedon Road in Stone-edge Batch.
- 7.10.47 Visual effects of the greatest beneficial significance would be experienced by visual receptors within 1km of the LoD and closest to the F Route, W Route and N Route to be removed where the Proposed Development would be further away during operation. These receptors are located on:
- the northern end of Mead Lane in Sandford;
  - on Puxton Lane south of Puxton;
  - on the west edge of Nailsea and between Engine Lane and West End Lane; and
  - on the northwest edge of Nailsea.
- 7.10.48 The Proposed Development in the southern part of Section D would comprise the proposed 400kV underground cables through the Mendip Hills connecting to the proposed Sandford Substation west of Drove Way; the proposed 400kV overhead line supported by T-pylons; the proposed AT Route connection on steel lattice



pylons between Sandford Substation and the AT Route; and the N Route connection on wood poles from Sandford Substation to the N Route.

- 7.10.49 The greatest adverse magnitude of effect on views during operation in the short and medium-term would be from visual receptors at Drove Way Farm on Drove Way closest to the proposed Sandford Substation, N Route wood poles and AT Route underground cables. The proposed 400kV overhead line would also be visible further away. Receptors would experience a high adverse magnitude of effect resulting in a **major adverse** significance of effect in the short and medium-term where Sandford Substation and the N Route supported by wood poles would be adjacent and occupy a large extent of the view.
- 7.10.50 Other receptors that would experience the greatest adverse effects during operation would have short and medium-term effects of **moderate adverse** significance on views where the Proposed Development would be seen in across a large proportion of the view. This would occur at the PRowS and properties described below.
- 7.10.51 There would be a moderate beneficial magnitude of effect resulting in a **moderate beneficial** significance of effect on views from a number of public and private receptors where the F Route, a section of the AT Route, W Route or N Route would be removed from views. From some receptors the proposed 400kV overhead line would be introduced into views but would be further away and less visible.
- 7.10.52 Receptors that would experience a **moderate beneficial** significance of effect include Mead Farm on Mead Lane, South Farm and South Farm bungalow on Puxton Lane, Greenhill bungalow in West End, properties on the west edge of Nailsea on Engine Lane and properties on the northwest settlement edge of Nailsea. Receptors would have either the F Route, N Route, AT Route or the W Route removed from close to properties with the proposed 400kV overhead line visible further away above trees.

### ***Residual Effects***

- 7.10.53 For the majority of receptors in Section D residual effects after 15 years would remain the same as those on completion. However around the proposed Sandford Substation tree planting along the rhynes and ditches, within the orchards and the shelterbelts would have matured to provide a more robust screen to adjacent receptors.
- 7.10.54 The low lying landform and mature tree belts in this landscape means that the substation is only visible from PRow, properties and roads close to the substation. Effects on views from receptor D1.H13 Drove Way Farm would reduce to moderate adverse significance as orchard and tree planting along the southern boundary of the substation mature and screen views of all but the tops of gantries and the terminal pylon.
- 7.10.55 Along Nye Road effects on views would reduce as tree planting would obscure most of the substation however they would remain of moderate adverse significance as the terminal pylons and the uppermost parts of some gantries would remain visible above intervening trees. Where the Strawberry Line is along a short section of Nye Road, south of the proposed substation, effects would reduce to minor adverse significance as tree planting would screen all but the top of the terminal pylon reducing the prominence of the substation in views.

7.10.56 Receptors that would experience visual effects of greater than minor significance are identified in the table below.

Table 7.15 Section D: Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
D1.F1	PRoW AX29/48 north of Sandford and across Puxton Moor	Moderate adverse	Moderate adverse	Moderate adverse
D1.F7	PRoW AX29/48 north of Sandford and across Puxton Moor	Moderate adverse	Moderate adverse	Moderate adverse
D1.F8	PRoW AX3/42 across Puxton Moor along Havage Drove	Minor adverse	Moderate adverse	Moderate adverse
D1.F9	PRoW AX24/11 and AX3/42 across Puxton Moor between Puxton Road and Hayage Drove	Moderate adverse	Moderate adverse	Moderate adverse
D1.F11	PRoW AX24/7A across Puxton Moor along Oldbridge River and Meerwall Rhyne north of Rockers Rhyne	Moderate adverse	Moderate adverse	Moderate adverse
D1.F20	PRoW AX24/5 parallel to Oldbridge River across Puxton Moor	Minor adverse	Moderate adverse	Moderate adverse
D1.F27	PRoW AX24/4 along Oldbridge River between Puxton Lane and Old Bridges	Minor adverse	Moderate adverse	Moderate adverse
D1.F29	PRoWs AX16/21 and AX16/22 on Dolemoor Lane east of Oldbridge River	Moderate adverse	Moderate adverse	Moderate adverse
D1.F31	PRoW AX16/44 between the A370 Weston Road and Pilhay Bridge	Moderate adverse	Moderate adverse	Moderate adverse
D1.F33	PRoW LA21/28 along Congresbury Yeo between Pilhay Bridge and Pilhay Farm	Moderate adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
D1.F41	PRoW LA21/32 north of Lampley Road	Moderate adverse	Moderate adverse	Moderate adverse
D1.F46	Footpath LA13/49 along North Drove and across Nailsea Moor between Nailsea Wall and Causeway (part of the Nailsea Round published walk)	Moderate adverse	Moderate adverse	Moderate adverse
D1.F47	PRoW LA13/1 across Nailsea Moor between Nailsea Wall and Causeway (part of the Nailsea Round published walk)	Moderate adverse	Minor beneficial	Minor beneficial
D1.F49	PRoWs LA13/4, LA13/5 and LA13/6 between West End Lane and Engine Lane west of Nailsea	Moderate adverse	Minor beneficial	Minor beneficial
D.F50	PRoW LA13/1, LA13/8, LA13/9, LA13/10, LA13/45 to the west of Nailsea along Parish Brook between Causeway and Middle Yeo (part of the Nailsea Round published walk)	Moderate adverse	Moderate adverse	Moderate adverse
D.F51	PRoW LA16/17, LA16/18 and LA16/21 south of Stone-edge Batch along Land Yeo	Moderate adverse	Moderate adverse	Moderate adverse
<b>Outdoor Recreation and Tourist Facilities</b>				
D1.M3	Users of Acorn Carp Fishery on Lampley Road	Minor adverse	Moderate adverse	Moderate adverse
<b>Roads</b>				
D1.R27	Causeway between Nailsea and Tickenham	Moderate adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
D1.H4	Properties on Towerhead Road on the eastern edge of Towerhead	Moderate adverse	Minor beneficial	Minor beneficial
D1.H5	Residential properties on Mead Lane north of Sandford	Moderate adverse	Minor beneficial	Minor beneficial
D1.H6	Mead Farm and two storey property at the northern end of Mead Lane	Moderate adverse	Moderate beneficial	Moderate beneficial
D1.H13	Droeway Farm on Drove Way	Moderate adverse	Major adverse	Moderate adverse
D1.H14	Nye Farm on Drove Way	Moderate adverse	Moderate adverse	Moderate adverse
D1.H15	Nut Tree Farm on Nye Road	Minor adverse	Moderate adverse	Moderate adverse
D1.H26	Single property on the eastern edge of East Rolstone	Minor adverse	Moderate adverse	Moderate adverse
D1.H49	Property on Dolemoor Lane	Minor adverse	Moderate adverse	Moderate adverse
D1.H58	Caravan properties at Moorland Park	Moderate adverse	Moderate adverse	Moderate adverse
D1.H60	Pilhay Farm adjacent to Congresbury Yeo north of Hewish, off the A370 Weston Road	Minor adverse	Moderate adverse	Moderate adverse
D1.H61	Properties and businesses on Wemberham Lane	Minor adverse	Moderate adverse	Moderate adverse
D1.H62	Properties and businesses on Wemberham Lane	Minor adverse	Moderate adverse	Moderate adverse
D1.H71	Ham Farm on Ham Lane on the northern boundary of North End	Minor adverse	Moderate adverse	Moderate adverse
D1.H74	Bridge House south of North End Road in North End	Minor adverse	Moderate adverse	Moderate adverse
D1.H77	Group of three properties on Lampley Road including Meadow View and The Haven	Minor adverse	Moderate adverse	Moderate adverse



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
D1.H78	Two properties on Lampley Road	Minor adverse	Moderate adverse	Moderate adverse
D1.H80	Residential property and horticultural nursery on Lampley Road	Moderate adverse	Moderate adverse	Moderate adverse
D1.H88	Hope Farm on Kenn Road	Minor adverse	Moderate adverse	Moderate adverse
D1.H89	Oaklands Farm on Kenn Road	Minor adverse	Moderate adverse	Moderate adverse
D1.H99	Rose bungalow and Manor Farm on Kennmoor Road	Moderate adverse	Moderate adverse	Moderate adverse
D1.H100	Rose bungalow and Manor Farm on Kennmoor Road	Moderate adverse	Moderate adverse	Moderate adverse
D1.H105	Single property along Nailsea Wall near the existing pumping station	Minor adverse	Moderate adverse	Moderate adverse
D1.H106	Nailsea Wall Farm on Nailsea Wall Lane in West End	Minor adverse	Moderate adverse	Moderate adverse
D1.H124	Properties 50-58 Engine Lane on the west edge of Nailsea	Moderate adverse	Minor beneficial	Minor beneficial
D1.H125	Properties on the northwest edge of Nailsea on the corner of North Street and Engine Lane, Leighwood Drive, Barnwood Court, North Lane, Fir Leaze, Brunel Road and Hanham Way	Moderate adverse	Moderate beneficial	Moderate beneficial
D1.H127	Properties on Rhyne View	Moderate adverse	Moderate beneficial	Moderate beneficial
D1.H128	Properties on Causeway View on the northwest settlement edge of Nailsea	Moderate adverse	Moderate beneficial	Moderate beneficial

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
D1.H130 & D1.H131	Properties on Godwin Drive and Pound Lane on the northwest edge of Nailsea	Moderate adverse	Minor beneficial	Minor beneficial
D1.H147	Stone-edge Farm and two adjacent properties on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
D1.H148	Property on Clevedon Road in Stone-edge Batch	Moderate adverse	Minor adverse	Minor adverse
D1.H150	Tickenham Court House on Church Lane, Tickenham	Moderate adverse	Moderate adverse	Moderate adverse
D1.H155	Properties on the northwest edge of Nailsea on Parish Brook Road	Moderate adverse	Moderate adverse	Moderate adverse
D1.H156	Causeway House on Causeway north of Nailsea	Minor adverse	Moderate adverse	Moderate adverse
D1.H159	Little Duck Lodge bungalow on Church Lane, Tickenham	Moderate adverse	Moderate adverse	Moderate adverse
D1.H161	20-48 Engine Lane, Nailsea	Moderate adverse	Minor beneficial	Minor beneficial
D1.H162	2-20 Engine Lane, Nailsea	Moderate adverse	Minor beneficial	Minor beneficial
D1.H163	Gaulacre Cottage, Engine Lane, Nailsea	Moderate adverse	Minor adverse	Negligible
<b>Receptors within 1km of the Proposed Works at Churchill Substation</b>				
CH1.F1	PRoW AX14/59 between Stock Lane and Congresbury Yeo near Churchill Substation	Moderate adverse	Negligible	Negligible
CH1.F2	PRoW AX14/57 the northern section of the route south from AX14/59 near Churchill Substation	Moderate adverse	Negligible	Negligible
CH1.H1	Two storey property at the junction of Stock Lane and Iwood Lane	Moderate adverse	Negligible	Negligible

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
CH1.H2	Stoneycroft House to the immediate north of AX14/59	Moderate adverse	Negligible	Negligible

## **Section E: Tickenham Ridge: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.57 The temporary nature of construction effects typically are of relatively short duration. Construction activities associated with the proposed 400kV overhead line, 132kV underground cables route and removal of the F Route and W Route in Section E would be short-term with visual receptors experiencing temporary adverse effects. Public and private visual receptors would experience either a moderate or low adverse magnitude of effect in views with a high or partial alteration to the existing view and a moderate or small proportion of the view affected for the short-term. This would result in short-term effects of **moderate adverse** or **minor adverse** significance of effect on views during construction operations in most receptor views.
- 7.10.58 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:
- Stone-edge Batch;
  - on the southern slopes of Tickenham Ridge;
  - at the junction of Cadbury Camp Lane, Cuckoo Lane and Whitehouse Lane;
  - on Naish Hill off Whitehouse Lane;
  - on the northern slopes of Tickenham Ridge between Caswell Hill and Prior's Wood; and
  - on Caswell Hill.
- 7.10.59 On the preferred route (Option A) in Section F visual effects of the greatest significance would also be experienced by visual receptors on the north and east edge of Portbury in Section E, closest to construction operations.
- 7.10.60 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where the construction operations would be adjacent in close proximity and occupy a large extent of the view. Removal of the F Route and W Route would also be seen nearby across a large proportion of the view.
- 7.10.61 Receptors include users of PRowS (part of the Gordano Round LDR) on Naish Hill and Caswell Hill, a PRow part of Nailsea Round Loop Walk 4 on the southern slopes of Tickenham Ridge, and PRowS through Mogg's Wood and on Cadbury Camp Lane. Receptors using these routes would pass close to 132kV underground cable works and under overhead line works with conductors installed above them. The F Route and W Route would be removed and visible near to receptors where they pass over the PRow. A PRow part of the Gordano Round on Caswell Hill would be temporarily closed and diverted where it would pass through work areas for the 132kV underground cables. Receptors using the Gordano Round LDR would also pass close to HDD works at Whitehouse Lane.
- 7.10.62 Receptors in properties and a pub in Stone-edge Batch on Clevedon Road, Tickenham Hill and Old Lane; two properties on Cadbury Camp Lane; and Caswell Cross Cottages on Caswell Hill would be close to 132kV underground cable works and 400kV overhead line works including the construction haul road and temporary scaffolding. Receptors in properties on Old Lane, Cadbury Camp Lane and at Caswell Cross Cottages would have construction compounds and HDD works near.



- 7.10.63 The magnitude of effect on views of receptors near Portbury would depend on the route of the new 400kV overhead line through Section F. The proposed 400kV overhead line on the preferred route (Option A) through Section F would have a low adverse magnitude of effect on views from receptors of high sensitivity, resulting in a **minor adverse** significance of effect on views. Receptors would have a moderate or low proportion of the view affected for the short-term with at-height working to assemble 400kV pylons visible beyond the M5 motorway, and to the southwest erection and removal of overhead lines and construction of 132kV underground cables through farmland would be visible on the slopes of Tickenham Ridge and along a small section of Caswell Lane and Caswell Hill. Temporary scaffolding would be visible over the M5 motorway and The Portbury Hundred with HDD works and a construction compound near to Caswell Cross.
- 7.10.64 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have a low adverse or negligible magnitude of effect on views from receptors near Portbury as it would be further west with construction operations visible in the distance above trees and on the slopes of Tickenham Ridge. Receptors would experience a minor adverse significance of effect on views where pylon erection and removal, temporary scaffolding and HDD works would be in the distance.

### ***Operational Effects***

- 7.10.65 During operation of the Proposed Development in Section E public and private visual receptors would experience a moderate or low adverse magnitude of effect in views for the short and medium-term. For the majority of visual receptors the F Route and W Route would be removed and replaced with the proposed 400kV overhead line supported by T-pylons, which would be more visible on the ridge landform above trees and hedgerows due to the greater height of the pylons and the solid structure of the T-pylon. This would result in a moderate or low alteration to the existing view where a moderate or low proportion of the view would be affected. The proposed 400kV overhead line in Section E generally would have a **moderate adverse** or **minor adverse** significance of effect on views.
- 7.10.66 The proposed 400kV overhead line passing over Tickenham Ridge would be visible particularly where it crosses the top of the ridge where there is limited backgrounding. This would be visible to receptors in Section E and in distant views from the south in Section D and the north in Sections F and G.
- 7.10.67 Visual effects of the greatest adverse significance would be experienced by visual receptors closest to the Proposed Development during operation and within 1km of the LoD at:
- Stone-edge Batch
  - on the southern slopes of Tickenham Ridge;
  - at the junction of Cadbury Camp Lane, Cuckoo Lane and Whitehouse Lane;
  - on Naish Hill off Whitehouse Lane;
  - on the northern slopes of Tickenham Ridge between Caswell Hill and Prior's Wood; and
  - on Caswell Hill at Caswell Cross.

- 7.10.68 On the preferred route (Option A) in Section F visual effects of the greatest significance would also be experienced by visual receptors on the north, east and west edge of Portbury in Section E, closest to the proposed 400kV overhead line.
- 7.10.69 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect where the proposed 400kV overhead line would be seen in the short and medium-term with a moderate proportion of the view affected. The F Route and W Route would be removed from views.
- 7.10.70 Receptors include users of PRowS (part of the Gordano Round LDR) on Naish Hill and Caswell Hill, a PRow part of Nailsea Round Loop Walk 4 on the southern slopes of Tickenham Ridge, and PRowS through Sir John's Wood, Mogg's Wood and near Cadbury Camp Lane. Receptors using these routes would pass close to the proposed 400kV overhead line and some would pass under conductors.
- 7.10.71 Receptors on the eastern edge of Tickenham and in properties and a pub in Stone-edge Batch on Clevedon Road, Tickenham Hill and Old Lane; properties on Cadbury Camp Lane; Naish Hill off Whitehouse Lane; and Caswell Cross Cottages on Caswell Hill would be close to the proposed 400kV overhead line.
- 7.10.72 The magnitude of effect on views of receptors near Portbury would depend on the route of the proposed 400kV overhead line through Section F. The proposed 400kV overhead line on the preferred route (Option A) through Section F would have a moderate adverse magnitude of effect on views from receptors of high sensitivity including PRowS and properties. This would result in a **moderate adverse** significance of effect on views. Receptors would have a moderate proportion of the view affected for the short and medium-term with the proposed 400kV overhead line visible beyond the M5 motorway, and to the southwest on the slopes of Tickenham Ridge.
- 7.10.73 The proposed 400kV overhead line on the alternative route (Option B) through Section F would have a low adverse or negligible magnitude of effect on views from receptors near Portbury as it would be further west visible in the distance above trees and on the slopes of Tickenham Ridge. Receptors would experience a **minor adverse** significance of effect on views where the proposed 400kV overhead line would be in the distance.

### ***Residual Effects***

- 7.10.74 In Section E hedgerow planting reinstating field boundaries across the route of the proposed 132kV underground cables (replacing the W Route overhead line) and new tree planting to replace trees lost across the construction access routes and working areas associated with the installation of 132kV underground cables would have matured after 15 years and would have become similar in scale to the trees and hedgerows removed as part of the works.
- 7.10.75 Receptors that would experience visual effects of greater than minor significance are identified in the tables below for both the preferred route (Option A) and the alternative route (Option B).

Table 7.16 Section E Preferred Route (Option A): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
E1.F3	PRoW LA16/2 between Old Lane in Stone-edge Batch and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F4	PRoW LA16/1 part of the Nailsea Round Loop Walk 4 published route between Tickenham Hill in Stone-edge Batch and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F5	PRoW LA20/26 through Mogg's Wood between Tickenham Hill and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F7	PRoW LA20/84 along the eastern end of Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F8	PRoW LA5/4 on Naish Hill between Cadbury Camp Lane and Naish Farm	Minor adverse	Moderate adverse	Moderate adverse
E1.F10	PRoW LA20/29 part of the Gordano Round Long Distance Route between Naish Farm and Whitehouse Lane on Naish Hill	Moderate adverse	Moderate adverse	Moderate adverse
E1.F11	PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round Long Distance Route between Whitehouse Lane and Prior's Wood	Moderate adverse	Moderate adverse	Moderate adverse
E1.F19	PRoW LA15/1 and LA15/2 west of Portbury between the M5 and Caswell Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.F21	PRoW LA15/3 through Portbury on Priory Road, Station Road and the narrow bridge over the M5	Minor adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
E1.F22	PRoW LA15/4 east of Portbury between Station Road and Church Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.F23	PRoW LA15/4 and LA15/5 east of Portbury between Church Lane and High Street	Minor adverse	Moderate adverse	Moderate adverse
<b>Outdoor Recreation and Tourist Facilities</b>				
E1.SP1	Tickenham Golf Club and golf course on Clevedon Road	Minor adverse	Moderate adverse	Moderate adverse
E1.M1	The Star Inn Public House on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.M7	Allotments on Station Road in Portbury adjacent to the M5 motorway	Minor adverse	Moderate adverse	Moderate adverse
E1.POS 1	Playing field along edge of settlement, south of M5 and to the rear of Priory Road and north of High Street	Minor adverse	Moderate adverse	Moderate adverse
<b>Roads</b>				
E1.R9	Caswell Lane	Minor adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				
E1.H1	Properties on Clevedon Road on the eastern edge of Tickenham	Minor adverse	Moderate adverse	Moderate adverse
E1.H3	239 Woodcot on Clevedon Road on the eastern edge of Tickenham	Minor adverse	Moderate adverse	Moderate adverse
E1.H5	Evergreen on Old Lane in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H6	Little Valley Farm House on Old Lane in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
E1.H7	Merridown House on Old Lane leading off from Clevedon Road	Moderate adverse	Minor adverse	Minor adverse
E1.H8	Numbers 12 and 14 near the Star Inn PH on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H9	Property adjacent to the Star Inn PH on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H10	Batch Farm and The Gables on Tickenham Hill in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H11	The Elms on Tickenham Hill in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H12	Panorama on Tickenham Hill in Stone-edge Batch	Minor adverse	Moderate adverse	Moderate adverse
E1.H15	Hale's Farm on Tickenham Hill	Minor adverse	Moderate adverse	Moderate adverse
E1.H16	Long Wood - 2-storey detached property on north side of Clevedon Road	Minor adverse	Moderate adverse	Moderate adverse
E1.H27	Cuckoos Mead on Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.H28	Spindle Wood on Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.H29	Deep Acre and Birchwood on Cadbury Camp Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H30	Properties on Cadbury Camp Lane with views south including High Trees, Chumock Wood, Badger's Wood, Lime Ridge, Harewood, Woodpeckers, Woodsmoke, Longridge House and Tanglewood	Minor adverse	Moderate adverse	Moderate adverse
E1.H32	Properties at Naish Farm off Whitehouse Lane	Minor adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
E1.H33	Little Naish off Whitehouse Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H34	Single storey cottage on Whitehouse Lane near Little Naish	Minor adverse	Moderate adverse	Moderate adverse
E1.H36	Caswell Cross Cottages on Caswell Hill	Moderate adverse	Moderate adverse	Moderate adverse
E1.H37	Keepers Cottage in Prior's Wood off Caswell Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H38	Cottage on Caswell Lane on the western edge of Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H40	Properties on high ground on Caswell Lane and High Street on the southern edge of Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H41	Properties on Station Road in Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H42	Properties on the corner of Station Road and Priory Road in Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H44	Properties on Priory Road on the northern edge of Portbury adjacent to the M5 motorway	Minor adverse	Moderate adverse	Moderate adverse
E1.H45	Properties on Priory Road on the eastern edge of Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H47	Properties 20, 22 and 24 on High Street on the eastern edge of Portbury	Minor adverse	Moderate adverse	Moderate adverse
E1.H50	Private property within Folly Farm Cottages	Minor adverse	Moderate adverse	Moderate adverse

Table 7.17 Section E Alternative Route (Option B): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
E1.F3	PRoW LA16/2 between Old Lane in Stone-edge Batch and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F4	PRoW LA16/1 part of the Nailsea Round Loop Walk 4 published route between Tickenham Hill in Stone-edge Batch and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F5	PRoW LA20/26 through Mogg's Wood between Tickenham Hill and Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F7	PRoW LA20/84 along the eastern end of Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.F8	PRoW LA5/4 on Naish Hill between Cadbury Camp Lane and Naish Farm	Minor adverse	Moderate adverse	Moderate adverse
E1.F10	PRoW LA20/29 part of the Gordano Round Long Distance Route between Naish Farm and Whitehouse Lane on Naish Hill	Moderate adverse	Moderate adverse	Moderate adverse
E1.F11	PRoW LA20/56, LA15/24 and LA15/20 part of the Gordano Round Long Distance Route between Whitehouse Lane and Prior's Wood	Moderate adverse	Moderate adverse	Moderate adverse
Outdoor Recreation and Tourist Facilities				
E1.SP1	Tickenham Golf Club and golf course on Clevedon Road	Minor adverse	Moderate adverse	Moderate adverse

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
E1.M1	The Star Inn Public House on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				
E1.H1	Properties on Clevedon Road on the eastern edge of Tickenham	Minor adverse	Moderate adverse	Moderate adverse
E1.H3	239 Woodcot on Clevedon Road on the eastern edge of Tickenham	Minor adverse	Moderate adverse	Moderate adverse
E1.H5	Evergreen on Old Lane in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H6	Little Valley Farm House on Old Lane in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H7	Merridown House on Old Lane leading off from Clevedon Road	Moderate adverse	Minor adverse	Minor adverse
E1.H8	Numbers 12 and 14 near the Star Inn PH on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H9	Property adjacent to the Star Inn PH on Clevedon Road in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H10	Batch Farm and The Gables on Tickenham Hill in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H11	The Elms on Tickenham Hill in Stone-edge Batch	Moderate adverse	Moderate adverse	Moderate adverse
E1.H12	Panorama on Tickenham Hill in Stone-edge Batch	Minor adverse	Moderate adverse	Moderate adverse
E1.H15	Hale's Farm on Tickenham Hill	Minor adverse	Moderate adverse	Moderate adverse
E1.H16	Long Wood - 2-storey detached property on north side of Clevedon Road	Minor adverse	Moderate adverse	Moderate adverse



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
E1.H27	Cuckoos Mead on Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.H28	Spindle Wood on Cadbury Camp Lane	Moderate adverse	Moderate adverse	Moderate adverse
E1.H29	Deep Acre and Birchwood on Cadbury Camp Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H30	Properties on Cadbury Camp Lane with views south including High Trees, Chumock Wood, Badger's Wood, Lime Ridge, Harewood, Woodpeckers, Woodsmoke, Longridge House and Tanglewood	Minor adverse	Moderate adverse	Moderate adverse
E1.H32	Properties at Naish Farm off Whitehouse Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H33	Little Naish off Whitehouse Lane	Minor adverse	Moderate adverse	Moderate adverse
E1.H34	Single storey cottage on Whitehouse Lane near Little Naish	Minor adverse	Moderate adverse	Moderate adverse
E1.H36	Caswell Cross Cottages on Caswell Hill	Moderate adverse	Moderate adverse	Moderate adverse
E1.H50	Private property within Folly Farm Cottages	Minor adverse	Moderate adverse	Moderate adverse

## **Section F: Portishead: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.76 There are two potential options for the route of the proposed 400kV overhead line in Section F, referred to as the preferred route (Option A); and an alternative route (Option B). Effects on visual receptors are described below for each of these in turn.
- 7.10.77 Construction effects typically are of relatively short duration. Construction activities associated with the proposed 400kV overhead line (on either the preferred route (Option A) or alternative route (Option B)), the installation of proposed 132kV underground cables replacing the W Route removed, and removal of the F Route and the W Route in Section F would be short-term with visual receptors experiencing temporary adverse effects. Temporary adverse visual effects would also be experienced in views where the new 400kV overhead line on alternative route (Option B) would run over the BW Route requiring the removal of four spans of the BW Route (and the installation of two spans of temporary overhead line) and the installation of new 132kV underground cables running to the southeast of Portishead Substation.
- 7.10.78 Construction work at Portishead Substation (including the removal of the F Route and the W Route connection at the substation, and the installation of 132kV underground cables into the substation by HDD or potentially via a 132kV cable bridge), would also be seen in some public and private views, visible as part of either the preferred route (Option A) or the alternative route (Option B).
- 7.10.79 Additional work would be seen at Portishead Substation in the short-term during the construction of the new 400kV overhead line on alternative route (Option B), including the removal of the BW Route entering the substation and the installation of 132kV underground cables.
- 7.10.80 Construction of the proposed 400kV overhead line on the preferred route (Option A) would involve construction works over a greater area in Section F than for the proposed 400kV overhead line on the alternative route (Option B). The preferred route (Option A) would involve the proposed 400kV overhead line being constructed on an alignment different from the F Route and the W Route to be removed.
- 7.10.81 For each option the amount of work on the 132kV network would be very similar although the alternative route (Option B) would be constructed on the same or similar alignment to the W Route and would require works to the western section of the BW Route.
- 7.10.82 The proposed 400kV overhead line in Section F on either the preferred route (Option A) or alternative route (Option B) would have an adverse effect on views from public and private visual receptors. Some receptors would also have views of construction works on the higher ground of Tickenham Ridge in Section E, with some at-height working visible against the sky especially where it would occur on the highest point of the ridge with limited backgrounding.
- 7.10.83 Visual effects of the greatest significance would be experienced by visual receptors closest to the site of the proposed works including people:
- on the north-eastern end of Caswell Lane (adjacent to the proposed W Route removal, installation of 132kV underground cables, and construction of the

proposed 400kV overhead line on either the preferred route (Option A) or the alternative route (Option B);

- on the bridge over the M5 motorway and The Portbury Hundred, and adjacent to Station Road, The Portbury Hundred and the M5 (close to the construction of the proposed 400kV overhead line on the preferred route (Option A)); and
- within and adjacent to Portbury Wharf Nature Reserve and on Sheepway south of the Nature Reserve (close to the 132kV removal and underground works as part of either route option and the construction of the proposed 400kV overhead line on the alternative route (Option B)).

7.10.84 Views from the north-eastern section of Caswell Lane (Receptor F1.R1) in Section F (beyond Upper Caswell Farm) would include construction of the proposed 400kV overhead line on the preferred route (Option A) or on alternative route (Option B), where the proposed 400kV overhead line would cross Caswell Lane to the east of the W Route to be removed, and would either turn northeast to run approximately parallel to the M5 (Option A) or would run north across Clapton Moor towards Portbury Wharf Nature Reserve (Option B). Works to construct the proposed 400kV overhead line on either route options would be visible from this part of Caswell Lane, along with works to remove the W Route and to install the proposed 132kV underground cables via open cut trenches (including along Caswell Lane running under the M5 motorway) or by HDD under the motorway.

7.10.85 Views from the north-eastern section of Caswell Lane referred to above, would experience a localised temporary **moderate adverse** magnitude and significance of effect during construction of the proposed 400kV overhead line on either the preferred route (Option A) or alternative route (Option B).

### ***Operational Effects***

7.10.86 The new 400kV overhead line in Section F on either the preferred route (Option A) or on an alternative route (Option B) would have an adverse effect on public and private visual receptors in the local area. Receptors would also have views of the proposed 400kV overhead line on the higher ground of Tickenham Ridge in Section E, where the proposed 400kV overhead line would be particularly visible against the sky especially where it would run across the highest point of the ridge with limited backgrounding.

7.10.87 The greatest effects on views would be experienced by visual receptors close to the proposed 400kV overhead line (on either route Options) and would include users of PRow, cycleways, Portbury Wharf Nature Reserve and the nearest residential properties.

7.10.88 The preferred route (Option A) is approximately 1.7km long in Section F and diverts northeast away from the W Route to run approximately parallel to the M5 motorway. The LoD for Option A would be between 0m and 125m north of the M5. For some receptors on Station Road (and in Portbury in Section E) the proposed 400kV overhead line on the preferred route (Option A) would be introduced into views where no overhead lines are presently visible.

7.10.89 The alternative route (Option B) is approximately 2.9km long in Section F and follows the alignment of the W Route and the F Route more closely, running

approximately parallel to the W Route across Clapton Moor towards Portbury Wharf Nature Reserve. The proposed 400kV overhead line on alternative route (Option B) would then divert northeast across Portbury Wharf Nature Reserve southeast of existing 132kV overhead lines before changing direction north of the BW Route and taking an alignment parallel to the retained BW Route and similar to the G Route which would be removed.

- 7.10.90 The F Route and the W Route would be removed from views as part of either the preferred route (Option A) or alternative route (Option B), and the proposed 400kV overhead line introduced into views towards either route option. The F Route and the W Route would also be removed from views where they cross Tickenham Ridge (in Section E) and would be replaced with the proposed 400kV overhead line. The G Route would be removed from views but the BW Route would remain in views. However, the proposed 400kV overhead line on alternative route (Option B) would remove three spans on the western section of the BW Route from receptor views particularly within the northern part of Section F.

### ***Residual Effects***

- 7.10.91 In Section F hedgerow planting reinstating field boundaries across the route of the proposed W Route 132kV underground cables and new tree planting to replace trees lost across the construction access route and working area associated with the installation of 132kV underground cables would have matured after 15 years and be similar in scale to the trees and hedgerows removed as part of the works.
- 7.10.92 Receptors that would experience visual effects of greater than minor significance are identified in the tables below for both the preferred route (Option A) and the alternative route (Option B).

Table 7.18 Section F Preferred Route (Option A): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
F1.F4	PRoW LA15/2 on the foot and cycle bridge over the M5 motorway and The Portbury Hundred; on and adjacent to Station Road; and south towards The Portbury Hundred and M5 motorway	Moderate adverse	Moderate adverse	Moderate adverse
F1.F9	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Moderate beneficial	Moderate beneficial
F1.F10	Footpath within Portbury Wharf Nature Reserve	Minor adverse	Moderate beneficial	Moderate beneficial
F1.F11	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Moderate beneficial	Moderate beneficial

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
F1.F12	Footpath within Portbury Wharf Nature Reserve between the Nature Reserve car park on Wharf Lane and the footpath junction adjacent to the disused railway	Moderate adverse	Moderate beneficial	Moderate beneficial
<b>Outdoor Recreation and Tourist Facilities</b>				
F1.M2	Bird hide at the South Pools within Portbury Wharf Nature Reserve	Moderate adverse	Moderate beneficial	Moderate beneficial
F1.M3	Car park on Sheepway adjacent to Portbury Wharf Nature Reserve	Moderate adverse	Minor beneficial	Minor beneficial
<b>Houses</b>				
F1.H16	Lower Caswell House	Minor adverse	Moderate adverse	Moderate adverse
F1.H24	Properties on the south-eastern and eastern edge of Portbury Wharf	Minor adverse	Moderate beneficial	Moderate beneficial
F1.H25	Properties on the south-eastern edge of Portbury Wharf	Minor adverse	Moderate beneficial	Moderate beneficial
F1.H27	Properties on the eastern edge of Portbury Wharf	Minor adverse	Moderate beneficial	Moderate beneficial
F1.H28	Properties on the eastern edge of Portbury Wharf	Moderate adverse	Moderate beneficial	Moderate beneficial
F1.H33	Shipway Gate Farm on the south side of Sheepway	Moderate adverse	Moderate beneficial	Moderate beneficial
F1.H43	Residential property on Station Road named 'Cole Acre' (also a Boarding Kennels and Cattery)	Moderate adverse	Moderate adverse	Moderate adverse



Table 7.19 Section F Alternative Route (Option B): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
F1.F7	PRoW LA15/15 between Wharf Lane and Portishead Substation	Moderate adverse	Minor adverse	Minor adverse
F1.F9	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Moderate adverse	Moderate adverse
F1.F10	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Minor adverse	Minor adverse
F1.F11	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Minor adverse	Minor adverse
F1.F12	Footpath within Portbury Wharf Nature Reserve	Moderate adverse	Moderate adverse	Moderate adverse
Outdoor Recreation and Tourist Facilities				
F1.M2	Bird hide at the South Pools within Portbury Wharf Nature Reserve	Moderate adverse	Minor beneficial	Minor beneficial
F1.M3	Car park on Sheepway adjacent to Portbury Wharf Nature Reserve	Moderate adverse	Moderate adverse	Moderate adverse
Houses				
F1.H16	Lower Caswell House	Minor adverse	Moderate adverse	Moderate adverse
F1.H28	Properties on the eastern edge of Portbury Wharf	Moderate adverse	Minor adverse	Minor adverse
F1.H29	Springfield Cottage on Wharf Lane	Minor adverse	Moderate adverse	Moderate adverse
F1.H30	The Villas on Wharf Lane	Minor adverse	Moderate adverse	Moderate adverse
F1.H32	Rose Cottage and properties nearby	Minor adverse	Moderate adverse	Moderate adverse
F1.H33	Shipway Gate Farm	Moderate adverse	Moderate adverse	Moderate adverse

## **Section G: Avonmouth: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.93 There are two potential options for the route of the proposed 400kV overhead line south of the River Avon in Section G, referred to as the preferred route (Option A); and the alternative route (Option B). Effects on visual receptors are described below for each of these in turn.
- 7.10.94 Construction effects typically are of relatively short duration. Construction activities associated with the Proposed Development on either of the proposed route alignments would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.
- 7.10.95 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 Development.
- 7.10.96 On the preferred route (Option A) south of the River Avon visual receptors would experience a **moderate adverse** significance of effect on views during construction works close to:
- the disused railway south of Royal Portbury Docks; and
  - Marsh Lane north of Easton-in-Gordano.
- 7.10.97 On the alternative route (Option B) south of the River Avon the visual receptors identified above would experience a **minor adverse** or **negligible** significance of effect on views during construction works.
- 7.10.98 North of the River Avon there is one option for the route of the proposed 400kV overhead line and visual effects of the greatest significance would be experienced by visual receptors close to construction works:
- between Packgate Road and Lawrence Weston Road;
  - on Moorhouse Lane near Hallen; and
  - across Hallen Marsh.
- 7.10.99 Receptors would experience the greatest moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short-term where construction operations would temporarily be close by and occupy a large extent of the view. For some receptors removal of the G Route and BW Route would also be seen nearby across a large proportion of the view.
- 7.10.100 Receptors would include users of PRoWs and the nearest residential properties. On the preferred route (Option A) receptors using PRoWs, part of NCR 26, along the disused railway south of industry near Royal Portbury Docks, and receptors at Court House Farm on Marsh Lane, would have views of construction operations parallel and in close proximity including work areas, temporary scaffolding over roads and for a short period cranes and at-height works. For a short section of a

PRoW views would include removal of two spans of the BW Route and construction of a short section of underground cables between two new steel lattice pylons.

- 7.10.101 North of the River Avon PRoWs between Packgate Road and Lawrence Weston Road and across Hallen Marsh would pass close to construction works and the haul road for the proposed 400kV overhead line and 132kV underground cables route. Receptors would have close views of construction activity and views along the proposed 400kV overhead line and 132kV underground cables route. Removal of the G Route would also be visible. Receptors on the PRoW between Packgate Road and Lawrence Weston Road would pass under temporary scaffolding over the narrow bridge.
- 7.10.102 Receptors at a property, park homes and business on Moorhouse Lane near Hallen would have 132kV underground cables works in views across fields. Receptors would have close views of construction activity for the 132kV underground cables route and views towards construction of the proposed 400kV overhead line visible beyond the M49 motorway to the west. Removal of the G Route would also be visible beyond the motorway and passing over the M49. Views would include temporary scaffolding over the bridges and roads that cross the M49 motorway.
- 7.10.103 For most visual receptors in the south of Section G, the G Route and the BW Route are already present in views. For receptors in the north of Section G, the G Route, the DA Route and the 2VL Route are already present in views along with Seabank Power Station and Seabank Substation adjacent. There is also extensive industrial and dock development in many views.

### ***Operational Effects***

- 7.10.104 During operation of the Proposed Development in the short and medium-term in Section G most public and private visual receptors would experience a low adverse magnitude of effect in views. The proposed 400kV overhead line on either the preferred route (Option A) or the alternative route (Option B) would have an adverse effect on public and private visual receptors resulting in a **minor adverse or negligible** significance of effect on most receptor views. The proposed 400kV overhead line in Section G would also pass close to the settlement of Portbury in Section E and Avonmouth in Section G and would be visible to a large number of receptors.
- 7.10.105 Visual effects of the greatest significance would be experienced by visual receptors closest to the proposed 400kV overhead line during operation and within 1km of the LoD for the Proposed Development.
- 7.10.106 On the preferred route (Option A) south of the River Avon visual receptors would experience a **moderate adverse** significance of effect on views during operation along:
- the disused railway south of Royal Portbury Docks;
  - Marsh Lane north of Easton-in-Gordano;
- 7.10.107 On the alternative route (Option B) south of the River Avon the visual receptors identified above would experience a **minor adverse or negligible** significance of effect on views during operation.

7.10.108 North of the River Avon there is one option for the route of the proposed 400kV overhead line and visual effects of the greatest adverse significance would be experienced by visual receptors close to the Proposed Development:

- in Avonmouth on Portview Road, Priory Road, St Andrew's Road near the A4 roundabout, Richmond Terrace, Jutland Road, Gloucester Road, Napier Square, Queen Street, Clayton Street and King Street;
- between Packgate Road and Lawrence Weston Road;
- on Moorhouse Lane near Hallen; and
- across Hallen Marsh.

7.10.109 Receptors would experience a moderate adverse magnitude of effect resulting in a **moderate adverse** significance of effect in the short and medium-term where the proposed 400kV overhead line would be visible in a moderate proportion of the view. For some receptors the G Route and BW Route would be removed from views.

7.10.110 North of the River Avon a **minor beneficial** significance of effect would be experienced by receptors where the G Route would be removed from close to receptors in Avonmouth near Portview Road, the A4 Portway, Akeman Way and the B4054 Avonmouth Road.

7.10.111 For the majority of visual receptors the G Route and BW Route would be removed from views and the proposed 400kV overhead line supported by steel lattice pylons would be introduced in views, which would be more visible above trees and structures due to the greater height of the pylons. This would result in a moderate or low alteration to the existing view where a moderate or low proportion of the view would be affected. The proposed 400kV overhead line in Section E generally would have a **moderate adverse** or **minor adverse** significance of effect on views.

7.10.112 The greatest effects on views would be experienced by sensitive visual receptors close to the proposed 400kV overhead line and would include users of PRow and the nearest residential properties. The G Route and BW Route are already present in views experienced by many visual receptors in the south of Section G. The G Route, the DA Route and the 2VL Route along with Seabank Power Station and the adjacent Seabank Substation are already present in views in the north of Section G. There is also extensive industrial and dock development in many views.

### ***Residual Effects***

7.10.113 Residual effects in views after 15 years from receptors in Section G would remain the same as those for immediately on completion.

7.10.114 Receptors that would experience visual effects of greater than minor significance are identified in the tables below for both the preferred route (Option A) and the alternative route (Option B).

Table 7.20 Section G Preferred Route (Option A): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
G1.F1	PRoW LA15/21 part of NCR 26 along Drove Rhyne west of Royal Portbury Dock Road	Moderate adverse	Moderate adverse	Moderate adverse
G1.F2	PRoW LA8/66 part of NCR 26 between Royal Portbury Dock Road and Marsh Lane	Moderate adverse	Moderate adverse	Moderate adverse
G1.F3	PRoW LA8/67 part of NCR 26 between Marsh Lane and the M5 motorway underpass	Moderate adverse	Moderate adverse	Moderate adverse
G1.F15	PRoW BCC/4/10 between Packgate Road and Lawrence Weston Road	Moderate adverse	Moderate adverse	Moderate adverse
G1.F22	PRoW BCC/555/50	Minor adverse	Moderate adverse	Moderate adverse
G1.F24	PRoW BCC/554/10, PRoW BCC555/10, PRoW BCC556/20 and PRoW BCC/555/30 (across Hallen Marsh	Moderate adverse	Moderate adverse	Moderate adverse
Outdoor Recreation and Tourist Facilities				
G1.M12	The Royal Hotel on the corner of Gloucester Road and Clayton Street	Minor adverse	Moderate adverse	Moderate adverse
Houses				
G1.H1	Court House Farm on Marsh Lane	Moderate adverse	Moderate adverse	Moderate adverse
G1.H43	properties on Portview Road at the junction with Pages Mead	Minor adverse	Moderate adverse	Moderate adverse
G1.H44	2 and 3 storey properties on Portview Road at the junction with Poole Street and Farr Street	Minor adverse	Moderate adverse	Moderate adverse



Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
G1.H45	properties on Portview Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H46	properties on Priory Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H50	properties on the northern part of St Andrew's Road near the A4 roundabout	Minor adverse	Moderate adverse	Moderate adverse
G1.H51	properties on Richmond Terrace and Jutland Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H52	properties on Gloucester Road, Napier Square, Queen Street, Clayton Street and King Street	Minor adverse	Moderate adverse	Moderate adverse
G1.H60	Moorhouse Farm, park homes and business at the end of Moorhouse Lane near Hallen	Moderate adverse	Moderate adverse	Moderate adverse

Table 7.21 Section G Alternative Route (Option B): Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
G1.F15	PRoW BCC/4/10 between Packgate Road and Lawrence Weston Road	Moderate adverse	Moderate adverse	Moderate adverse
G1.F22	PRoW BCC/555/50	Minor adverse	Moderate adverse	Moderate adverse
G1.F24	PRoW BCC/554/10, PRoW BCC555/10, PRoW BCC556/20 and PRoW BCC/555/30 (across Hallen Marsh	Moderate adverse	Moderate adverse	Moderate adverse
Outdoor Recreation and Tourist Facilities				

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
G1.M12	The Royal Hotel on the corner of Gloucester Road and Clayton Street	Minor adverse	Moderate adverse	Moderate adverse
<b>Houses</b>				
G1.H43	properties on Portview Road at the junction with Pages Mead	Minor adverse	Moderate adverse	Moderate adverse
G1.H44	2 and 3 storey properties on Portview Road at the junction with Poole Street and Farr Street	Minor adverse	Moderate adverse	Moderate adverse
G1.H45	properties on Portview Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H46	properties on Priory Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H50	properties on the northern part of St Andrew's Road near the A4 roundabout	Minor adverse	Moderate adverse	Moderate adverse
G1.H51	properties on Richmond Terrace and Jutland Road	Minor adverse	Moderate adverse	Moderate adverse
G1.H52	properties on Gloucester Road, Napier Square, Queen Street, Clayton Street and King Street	Minor adverse	Moderate adverse	Moderate adverse
G1.H60	Moorhouse Farm, park homes and business at the end of Moorhouse Lane near Hallen	Moderate adverse	Moderate adverse	Moderate adverse

## **Section H: Hinkley Line Entries: Assessment of Visual Effects**

### ***Construction Effects***

- 7.10.115 Construction effects typically are of relatively short duration. Construction activities associated with the proposed Hinkley Line Entries in Section H would be short-term with visual receptors experiencing temporary adverse effects. The majority of public and private visual receptors would experience a low adverse or negligible magnitude of effect in views during construction 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 a **minor adverse** or **negligible** significance of effect in most receptor views.
- 7.10.116 Visual effects of the greatest significance would be experienced in public views from the PRow network across Wick Moor and North Moor closest to construction operations and within 1km of the LoD for the Proposed Development.
- 7.10.117 A **moderate adverse** significance of visual effect would be experienced by walkers on a PRow running roughly northeast southwest across farmland on higher ground south of Wick Moor, and by walkers with open views from the PRow running along a track on the northern edge of North Moor along the southern boundary of the existing Hinkley Point Power Station Complex and an adjacent sewage works.
- 7.10.118 Proposed construction works would also result in a temporary **moderate adverse** significance of visual effect in views from a PRow along Wick Moor Drove, where hedgerow removed to accommodate the construction of the proposed overhead lines would result in open views towards temporary construction works in close proximity, and in views across Wick Moor and North Moor.
- 7.10.119 Walkers on short sections of PRow and on open access land close to the removal of the ZZ and VQ Routes, and the construction of the proposed 400kV overhead lines would also experience **moderate adverse** visual effects. These PRow run directly beneath existing overhead lines to be removed and would run beneath and close to proposed overhead lines. Effects on views from these PRow would reduce with distance resulting in a **minor adverse** significance of effect in views overall.

### ***Operational Effects***

- 7.10.120 During operation in the short and medium-term, the proposed Hinkley Line Entries would result in the greatest adverse effect of **moderate adverse** significance being experienced in views from a PRow running roughly northeast southwest across farmland on higher ground south of Wick Moor, and in views from the seat vantage point adjacent to Pixies Mound (a Scheduled Monument). No private receptors in Section H would experience a **moderate adverse** magnitude or significance of effect during operation of the proposed Hinkley Line Entries. The greatest adverse effect of **minor adverse** significance would be experienced in views from receptors at Wick and on the minor roads running west and south of Wick, and from 'Dogget' and Newnham House to the south of where proposed line entries would run into Shurton Substation on higher ground. The proposed 400kV overhead lines would run closer in these views, on higher ground to the south of Wick Moor and would be visible in a larger proportion of the view than existing overhead lines.

7.10.121 The proposed Hinkley Line Entries would be introduced into public and private receptor views, in the context of the existing Hinkley Point Power Station Complex, and the proposed Hinkley Point C Power Station.

***Residual Effects***

7.10.122 Residual effects in views after 15 years from the majority of receptors in Section H would remain the same as those in the short and medium-term. Visual effects would reduce in northerly views from a number of receptors to the south of proposed Hinkley Line Entries approaching Shurton Substation, due to filtering and screening by intervening woodland proposed as part of the landscape restoration scheme for the proposed Hinkley Point C Power Station.

7.10.123 Receptors that would experience visual effects of greater than minor significance are identified in the table below.

Table 7.22 Section H Summary of Visual Effects of the Greatest Significance

Ref No	Receptor	Significance of Effect		
		During Construction	During Operation	After 15 Years
PRoW				
H1.F1a	PRoW WL 23/70 running along Wick Moor Drove	Moderate adverse	Moderate to minor adverse	Moderate to minor adverse
H1.F1b	PRoW WL 23/71 running along a track south of the existing Hinkley Point Power Station Complex and an adjacent sewage works	Moderate adverse	Moderate to minor adverse	Moderate to minor adverse
H1.F3	PRoW WL23/60 running roughly northeast southwest across pasture on higher ground	Moderate adverse	Moderate adverse	Moderate adverse
Outdoor Recreation and Visitor Attraction				
H1.M1	Seat viewpoint adjacent to Pixies Mound within the site of the existing Hinkley Point Power Station Complex	Minor adverse	Moderate adverse	Moderate adverse

### **Sections A to H: Decommissioning Effects**

- 7.10.124 During decommissioning visual effects associated with the Proposed Development in Sections A to H would include activities to remove the proposed 400kV overhead line, underground cables, Sandford Substation, CSE compounds and Hinkley Line Entries. Decommissioning would be of a similar significance of effect to those identified for the construction phase.
- 7.10.125 The main sources of effects from decommissioning would be operations to remove the substations and substation extensions (in Section D, F and G) and CSE compounds (Sections A and B). Effects on views would be no greater than 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.
- 7.10.126 During decommissioning underground cables are typically left in place unless there are overriding reasons such as environment or health and safety that would require their removal. The underground cables routes in Section B to G that form part of the Proposed Development would be left in place if redundant or no longer able to function. Effects on views would therefore be similar to the on-completion effects.
- 7.10.127 Following decommissioning of the Proposed Development in Sections A to H, some views in particular views from receptors closest to the Proposed Development removed 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.



### **Overall Assessment of Visual Effects during Operation**

- 7.10.128 Across the length of the proposed Bridgwater to Seabank connection a range of views of the Proposed Development would be experienced. The following paragraphs provide an overall assessment of visual effects on public and private receptors.
- 7.10.129 Views of the existing landscape are broadly characterised by the flat low-lying Somerset Levels and Moors and the Severn and Avon Vales. Views of the Proposed Development across these flat landscapes would be limited by valleys and ridges including Puriton Ridge, the Mendip Hills AONB, Tickenham Ridge and Portishead Ridge. Other elevated landforms that are characteristic features in views would screen or background views of the Proposed Development including Brent Knoll, the Isle of Wedmore, Crook Peak, Cleve Ridge and King Weston Hill.
- 7.10.130 Most receptors would experience a **minor adverse or negligible** significance of effect on views of the Proposed Development. Typically receptors would have views of the Proposed Development above intervening field trees, hedgerows and vegetation with the tops of pylons and conductors visible above the vegetation. The proposed 400kV overhead line would replace the F Route and the G Route, and would have a greater extent of pylon support visible above trees due to the increased height of pylons. Existing 400kV, 275kV, 132kV and 33kV overhead lines would be visible in many views of the Proposed Development and make views less sensitive to the Proposed Development than equivalent views where there are no overhead lines. The Proposed Development and existing overhead lines would be less visible and more screened in more distant views as filtering and screening by trees, land form and built form has increasing effects.
- 7.10.131 The proposed 400kV overhead line would pass over the elevated landforms of Puriton Ridge and Tickenham Ridge obliquely between blocks of woodland replacing views of the existing F Route overhead line. The proposed 400kV overhead line would be visible in distant views from receptors due to the elevated position and would be more prominent than the F Route due to the increased size and greater extent of pylon visible. In places receptors on elevated landforms would have distant views of the Proposed Development across the flat landscape.
- 7.10.132 A beneficial effect of **moderate and minor significance** in views would be experienced by receptors in the Mendip Hills AONB where the F Route would be removed and the proposed 400kV underground cables installed. Views in the Mendip Hills AONB are regionally important and of regional distinction with the scenic value of views promoted in tourist literature. Removal of the F Route and installation of 400kV underground cables would have a beneficial effect on views.
- 7.10.133 As part of the Proposed Development the F Route and part of the G Route would be removed. This would reduce the magnitude of effect of the Proposed Development and would have a beneficial significance of effect on receptor views. This would occur particularly where the Proposed Development would be further away or not visible east of Bridgwater (near Bridgwater substation and near Knowle, Bawdrip, Bradney and Chedzoy), east of East Huntspill, and on Mark Causeway.
- 7.10.134 Other overhead lines to be removed as part of associated works would mitigate the effect of the Proposed Development. The W Route overhead line would be removed and replaced by 132kV underground cables between West End and Portbury Wharf. Between Nailsea and Portbury Wharf the proposed 400kV

overhead line would replace the F Route and the W Route. The proposed 400kV overhead line on the preferred route (Option A) would have the greatest beneficial effect on views for a large number of receptors in Portbury Wharf where the F Route and W Route would be removed from views in close proximity to receptors.

- 7.10.135 Works associated with the proposed 400kV overhead line would include substations, CSE compounds and Hinkley Line Entries. These parts of the Proposed Development would have localised effects on receptor views and typically would not be visible to most receptors, in particular after 15 years when guaranteed site-specific mitigation planting would partially screen views.
- 7.10.136 Some receptors within 1km of the Proposed Development would experience a **moderate adverse** significance of effect where the proposed 400kV overhead line, a CSE compound or a substation or combinations of these would be visible. A single receptor would experience a **major adverse** significance of effect on views. These receptors would experience a high or partial alteration to existing views with the introduction of the proposed 400kV overhead line, CSE compound or substation that would be prominent or considered totally uncharacteristic in the view. Typically this would be where receptors are close to the Proposed Development with a moderate or large proportion of the view affected and with minimal filtering or backgrounding resulting in a great scale of change from the present situation.
- 7.10.137 The main public views of the F Route (and the G Route in Section F and G) across the wider study area are experienced by visual receptors using long distance footpaths and cycle routes, PRoW, public open spaces, visitor attractions, roads and motorways. Receptors typically would have views of the Proposed Development for a short length where the route passes close or is on elevated ground. Typically views are across flat landscapes with existing overhead lines within the wider view and obscured in places by intervening trees, albeit a greater extent of the proposed 400kV overhead line would be visible above trees compared to the F Route removed. Some receptors using footpaths, cycle routes, roads and other PRoW would run close to the Proposed Development or directly beneath the proposed 400kV overhead line for a short section of the route. Public receptors on higher ground in the surrounding hills and ridges typically have expansive long distance views across the Levels and Moors landscape where views of the Proposed Development would be visible above trees and would form a small part of expansive views.
- 7.10.138 Private views of the Proposed Development across the wider study area are typically experienced by individual properties and settlements within 1km. In general views of the Proposed Development from settlements typically would be experienced from the settlement edge with views within the settlement often screened by built form and trees. Some individual properties in settlements are close to the Proposed Development where it would pass over roads in close proximity, in particular in the settlements of Mark, Rooks Bridge, Stone-edge-Batch, Portbury Wharf and Portbury (depending on the route option) and Avonmouth. The proposed 400kV overhead line would be visible in the foreground with views along sections of the overhead line.
- 7.10.139 There would be views of the proposed 400kV overhead line from private receptors in settlements which are within 1km of the proposed Development and include

Puriton and Woolavington; Mark, Rooks Bridge and Biddisham; Loxton, Webbington, Christon, Barton, Winscombe and Sandford; East Rolstone, Puxton, Hewish, Yatton, North End, Kingston Seymour, Kenn, West End and Nailsea; Stone-edge Batch and Portbury; Portbury Wharf, Sheepway and Clapton in Gordano; Easton in Gordano, Pill, Shirehampton, Avonmouth, Lawrence Weston and Hallen. The proposed 400kV overhead line typically would replace views of the F Route removed and would be more prominent with a greater extent of pylon visible due to its greater height.

- 7.10.140 Individual properties and settlements beyond 1km typically would have open views across large scale flat landscapes. The Proposed Development would be 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 and would have the proposed 400kV overhead line visible or barely perceptible in the distance above trees and backgrounded, replacing views of the F Route removed. Settlements include Woolavington, Loxton, Webbington, Sandford, Banwell, Congresbury, Yatton, Clevedon, Tickenham, Wraxall, Portishead and Lawrence Weston.
- 7.10.141 Typically views extend beyond the Proposed Development to the wider surrounding landscape and where existing overhead lines are present these are not visible in the distance above trees, landform and built form or are backgrounded and cannot be distinguished. Generally receptors would have views of short sections of the Proposed Development and these would often form a small part of views in a single direction. On elevated landforms views of the Proposed Development would tend to diminish over a few kilometres where filtering, screening and backgrounding have increasing effects. The Proposed Development would form a small part of these expansive views that often include built form, settlements, roads, motorways and other man made features.
- 7.10.142 Receptors closest to the Proposed Development would experience the greatest effects on views where the proposed 400kV overhead line, CSE compound or substation would be visible across a large or moderate extent of the view.

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7.1 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013.

7.2 Landscape and Views Thematic Group. National Grid has engaged with consultees with an interest in the potential visual effects that may arise from the Proposed Development (and also with an interest in potential landscape effects) through a series of meetings known as Landscape and Views Thematic Group meetings. These consultees are referred to as the Landscape and Views Thematic Group.

7.3 National Grid. EIA Scoping Report. April 2013. Scoping Report submitted together with a request for a Scoping Opinion to the PINS in March 2013 under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.

7.4 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.9.

7.5 National Grid. Hinkley Point C Connection project Connection Options Report. 2012.

7.6 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.10.

7.7 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Second Edition. Taylor & Francis, 2002.

7.8 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, pp.98-118.

7.9 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.98.

7.10 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.101.

7.11 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.106.

7.12 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.109.

7.13 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.107.

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7.14 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, pp.112-113.

7.15 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, pp.113-116.

7.16 Landscape Institute and the Institute of Environmental Management & Assessment. Guidelines for Landscape and Visual Impact Assessment. Third Edition. Routledge, 2013, p.114.

7.17 The Holford Rules are a series of overhead line routeing guidelines first developed in 1959 by Lord Holford, adviser to the then Central Electricity Generating Board on amenity issues. They were reviewed in the 1990s by National Grid . The rules are not published as a single work but they are referred to in a number of planning publications including *Visual Amenity Aspects of High Voltage Transmission* by George A. Goult (1989) and *Planning Overhead Power Line Routes* by RJB Carruthers (1987) Research Studies Press Ltd, Letchworth

7.18 Mendip Hills AONB Partnership. 8 Wild Walks in the Mendip Hills AONB. Mendip Hills AONB Partnership

7.19 WS Atkins SouthWest. West Somerset Landscape Character Assessment. West Somerset Council, November 1999.

7.20 Landscape Institute. Photography and Photomontage in Landscape and Visual Impact Assessment, Landscape Institute Advice Note 01/11. Landscape Institute, 2011.

7.21 Climate SouthWest. Warming to the Idea: Building resilience to extreme weather and climate change in the South West. Climate SouthWest Summary report 2010. Climate SouthWest, 2010 (<http://climatesouthwest.org/warming-to-the-idea>).

7.22 National Grid. Climate Change Adaptation report. National Grid.

7.23 Forestry Commission. Forests and Climate Change: UK Forestry Standard Guidelines. Forestry Commission, 2011.

7.24 National Building Specification Landscape (NBS Landscape) is a software package used to write concise, technically accurate and up-to-date specifications for hard and soft landscape projects. NBS Landscape is an industry standard specification system that conforms to best practice providing clauses, guidance and product information to describe the materials, standards and workmanship expected during construction and implementation of hard and soft landscape works.

7.25 Land Use Consultants. North Somerset Landscape Character Assessment, Supplementary Planning Document. Somerset County Council, December 2005